Rochdale
Draft Core Strategy

August 2012

Foreword

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

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

We have already engaged extensively with our residents, businesses, our Local Strategic Partnership and a range of other agencies on how we could achieve all this and we have had many positive and constructive responses. This Draft Core Strategy provides an opportunity for further engagement to produce a plan which, with the help of our partner agencies and services, infrastructure providers, businesses and the wider community, can make Rochdale a more prosperous and greener place -a place of choice - where people will want to live, work, visit and do business.

Councillor Terry Linden

Cabinet Member for Regulatory Services and Housing

Rochdale MBC

foreword

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1 Introduction

This Core Strategy sets out the long-term spatial strategy for future development of Rochdale Borough. Rochdale has big aspirations, and this Core Strategy seeks to address the community's key priorities set out in the Sustainable Community Strategy. It will also help to guide other strategies and plans of the Council and its partner agencies.

Its **Vision** shows what kind of place we want Rochdale Borough to be in 2028. It is based on the **Sustainable Development Principle** set out in the National Planning Policy Framework (NPPF). Its **Strategic Objectives** and **Spatial Strategy** show where we need to focus to deliver that vision. **Its Policies** show broadly where development and growth is intended and other policies show how we intend to plan for and manage that development. The Core Strategy is explained by a **Key Diagram** but this shows broad areas and locations; not firm site-specific allocations. The spatial strategy also includes diagrammatic maps for each Township i.e. Rochdale, Heywood, Middleton and Pennines, which show how the strategy will be delivered within those Townships.

More specifically, the Core Strategy establishes how much housing and employment growth we should plan for and where, broadly, development should be located. It also identifies what facilities and infrastructure are needed to support that development and how we should protect our environment and improve the borough.

The Council has prepared this Draft Core Strategy to allow further consultation with the local community, landowners, development interests, national and local agencies and infrastructure providers. We will also ensure that our plan fits in with those of neighbouring authorities and the wider sub-region in accordance with the Governments 'Duty to Cooperate. The implementation of the adopted Core Strategy will depend on collaboration between these groups and funding from the public, private and voluntary sectors.

Our approach to preparing the Core Strategy

This Core Strategy seeks to deliver sustainable development and growth in accordance with the objectives of the National Planning Policy Framework (NPPF)[(1)]. It aims to increase investment in the borough and to make it a more prosperous place by 2028. The Core Strategy will have a major role in guiding the regeneration of the borough, building on the investment that has already taken place in some areas and identifying where to focus on next.

It looks to build on the borough's assets, heritage and identity and on its connections and relationships with neighbouring towns. In particular, the borough needs to use the opportunities of its strategic location between the thriving cities of Manchester and Leeds.

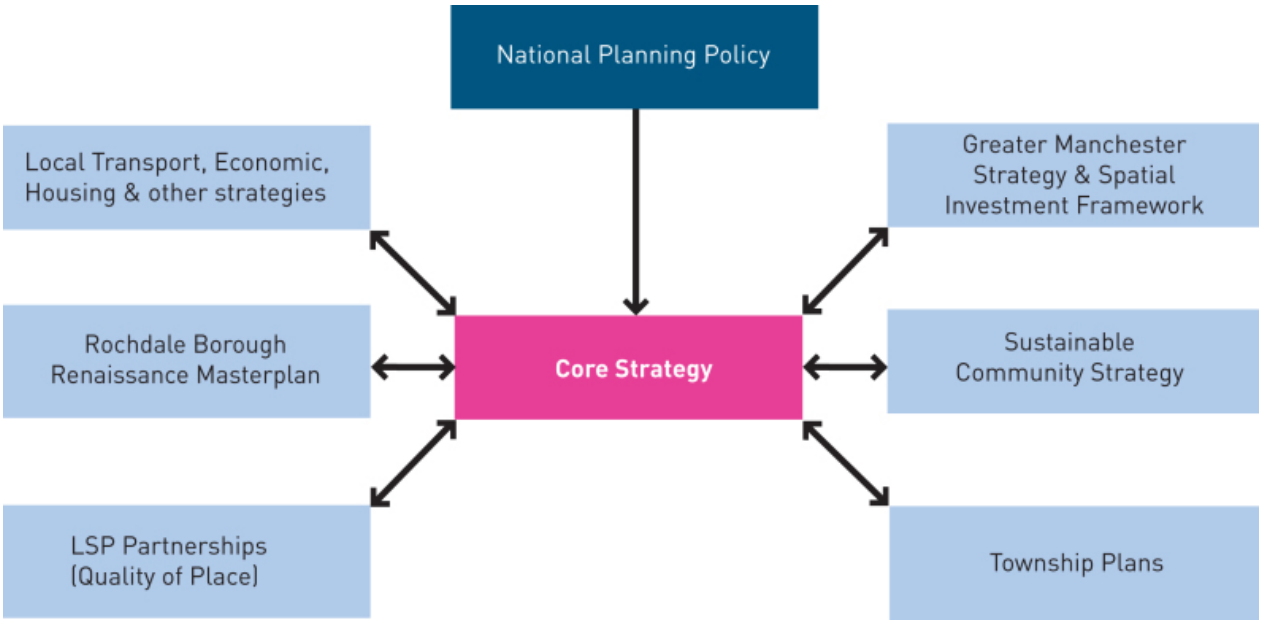
We have made considerable efforts to ensure that this strategy aligns with the Sustainable Community Strategy[(2)]. We have engaged with the Local Strategic Partnership and other services to ensure that it supports and guides other strategies of the Council and its partners e.g. Housing Strategy, Environmental Sustainability Strategy and emerging Health and Well Being Strategy. We have also tried to reflect the opportunities and priorities of the borough's 'townships' and their individual character. We have prepared the Core Strategy alongside the Borough Renaissance Masterplan[(3)], to help align priorities and ensure delivery of regeneration and development projects. Its also been prepared alongside the Transport Strategy, in order to help prioritise and deliver the transport investment needed to support proposals in the Core Strategy. Finally, we have sought to reflect the opportunities for development and regeneration identified through current regeneration initiatives across the borough, including in the Rochdale Town Centre Masterplan.

The Core Strategy 'Preferred Options' were prepared in accordance with national policy and having regard to regional policy - specifically, the Regional Spatial Strategy (RSS). The Government intends to abolish RSS as part of the Localism Act. This has meant that this Draft Core Strategy's approach in a number of areas has had to be reviewed.

1 National Planning Policy Framework March 2012 (DCLG)
2 Sustainable Community Strategy 2011-2021
3 Rochdale Borough Renaissance Masterplan 'Space to Grow 2010

The diagram below shows how the Core Strategy links with national and key local policy.

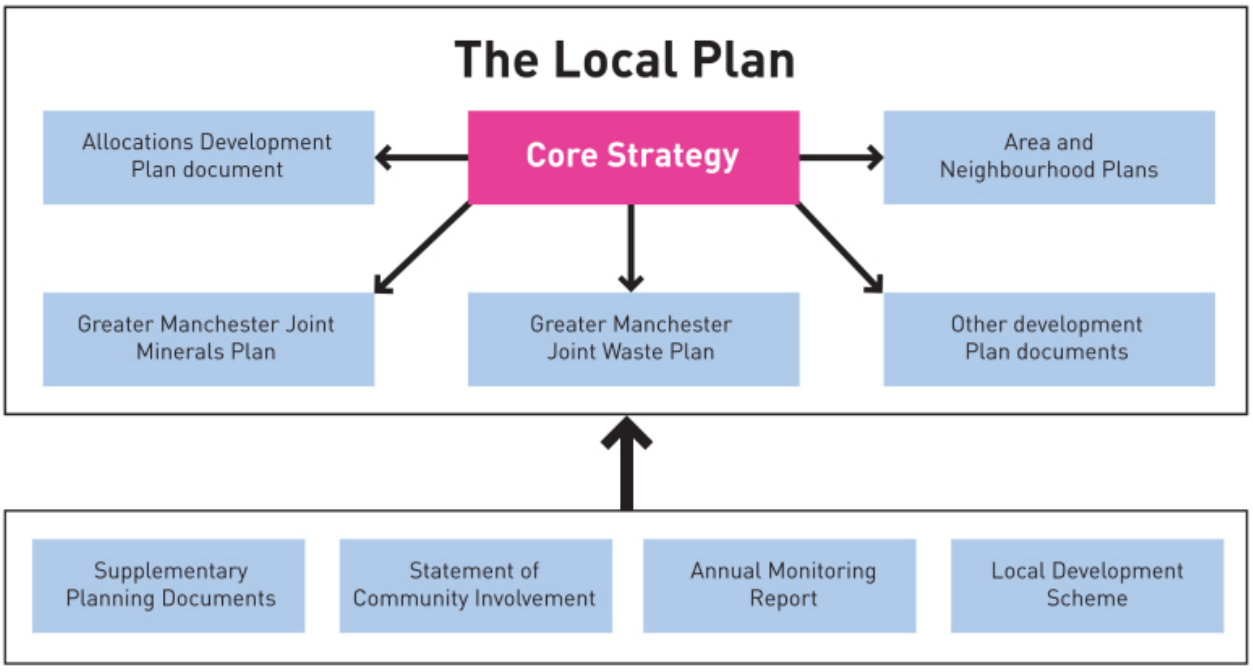
Figure 1 The Core Strategy's relationship to other documents



The relationship between the Core Strategy and other documents

The **Core Strategy** is the lead document of the Council's Local Plan. As such, it sets the overall direction of growth and development and all other Local Plan documents will need to conform with it. The diagram below shows the relationship between the Core Strategy, the other documents which form the Local Plan and the supporting documents.

Figure 2 Documents that make up the Local Plan



The documents that will make up the borough's Local Plan are:

- a **'Site Allocations' Development Plan Document** that will identify development sites and boundaries for specific policies on an ordnance survey map and provide more detailed policy guidance where appropriate;
- **A Greater Manchester Joint Minerals Plan** that is currently in preparation;
- **A Greater Manchester Joint Waste Plan** that has now been adopted;
- **Area or neighbourhood plans;** and
- Other **Development Plan Documents**.

These documents will eventually replace all the planning policies and site allocations in the current development plan for the borough, the Unitary Development Plan 2006. A significant number of Unitary Development Plan policies are replaced by the Core Strategy but others will be 'saved' until they are superseded by future documents.

To support Local Plan documents, **Supplementary Planning Documents** will also be prepared. These will provide topic and/or area-based guidance on how policies should be implemented. There are already a number of these but some will need to be changed to ensure they are up-to-date and align with new Local Plan policies. The **Statement of Community Involvement**, the **Local Development Scheme** and the **Annual Monitoring Report** are other documents which will also help to support and inform the Local Plan.

In preparing all Local Plan documents, we must ensure that they meet the government's 'tests of soundness' which require that documents:

- are prepared in accordance with proper procedures;
- have policies that are consistent with national policy i.e. The National Planning Policy Framework;
- have policies that are capable of being implemented;
- are sufficiently flexible to respond to changing circumstances; and
- have policies that are justified based on good evidence.

Plans should also demonstrate that they are sustainable, with an appropriate balance between economic, social and environmental considerations.

Structure of the Core Strategy

The main parts of the Core Strategy and their purpose are as follows:

Chapter 2, the **Spatial Portrait,** sets out the opportunities and challenges the borough has over the next 15 years and provides a context for our Vision, objectives and policies.

Chapter 3, our **Spatial Vision for Rochdale borough,** describes what we want the borough to be like in 2028.

Chapter 4, our **Strategic Objectives,** sets out the important things that have to be done to deliver our Vision.

Chapter 5 **Delivering Sustainable Development** ensures a positive approach to the delivery of sustainable development to secure development that improves the economic, social and environmental conditions in the area.

Chapter 6, our **Spatial Strategy,** sets out through 3 Spatial Policies the role of the borough in the wider sub-region, our broad approach to where development should be focused and how different parts of the borough should change. The **key diagram** explains the Spatial Strategy on a diagrammatic map of the borough, followed by more detailed **Spatial Strategy** maps for the four townships.

Chapters 7 to 11, contain our **planning policies** and these are grouped by chapters based on the Strategic Objectives. These policies set out our spatial priorities and then how we will manage development. The text that follows each policy provides the reason for the policy and guidance on its interpretation. More justification is contained in the **Core Strategy Background Paper**.

Chapter 12, **Delivery and Monitoring** sets out how we propose to deliver each policy and/or proposal in

terms of delivery mechanisms, delivery agencies and funding sources. It has two over-arching development management policies that apply to all development. It also sets out how the Core Strategy will be monitored.

In the appendices we set out which UDP policies are replaced by the Core Strategy and which are saved (mainly area-based policies) awaiting the production of our Allocations DPD and other documents. Therefore both the UDP and Core Strategy will need to be read together until the Core Strategy and the Allocations DPD and Proposals Map completely replace the UDP.

Throughout the document, where there is a particularly important related objective or policy this is shown with its number in brackets e.g. (SO1) or (Policy DM1).

The word 'we' within the document refers to either the Council on its own or the Council in partnership with key stakeholders, bodies, organisations and developers. It is acknowledged that the the delivery of most of the growth and development will be reliant on continuing the excellent partnership working which already takes place in the borough.

Other related documents

Key supporting documents include:

- The **Core Strategy Background Paper** which summarises the influences, information and data (e.g. studies and research) that have been taken into account in preparing the strategy;
- The **Statement of Consultation and report on consultation** which sets out how the Council has consulted and engaged with interested parties throughout the preparation of the Core Strategy and how the responses have been taken account of in developing this version for consultation;
- A **Sustainability Appraisal report** which identifies the positive and negative social, economic and environmental impacts of the spatial strategy and the key policy approaches;
- An **Infrastructure Delivery Plan** which identifies the existing and proposed infrastructure necessary to support the growth and development set out in the Core Strategy;
- A **Habitats Assessment** which identifies potential impacts on biodiversity; and
- An **Equalities Impact Assessment.**

The Core Strategy Background Paper provides evidence in support of the policies and in doing so signposts to a number of other documents, studies and sources of evidence that have been taken into account in the preparation of the Core Strategy. These include information about housing and employment land supply and demand, retail needs etc. As new information comes to light, this will need to be assessed in terms of its bearing on the Core Strategy proposals and their delivery. Consequently, the Background Paper must be a 'living document' and will be continue to be updated until the public examination into the Core Strategy takes place.

Other publications include those prepared at previous stages of the Core Strategy, such as:

- The Issues and Options, Report;
- The Preferred Options Report;
- The initial publication and submitted Core Strategy (see section below); and
- Previous versions of the Background Paper.

Previous work on the Core Strategy

Work commenced on the Core Strategy in 2008 and has included a number of stages including consultation on and Issues and Option Report (September 2008) and a Preferred Options Report (November 2009). This was followed by consultation on a Publication Draft Core Strategy in November 2010.

Following this consultation, the Council submitted its proposed final Core Strategy (CS) to Government in March 2011 and an Inspector was appointed to hold an Examination in Public (EiP) to assess whether or not the plan was sound. Prior to the start of any hearing sessions the Inspector raised concerns about some aspects of the plan, notably the proposed release of Green Belt land for development. Following an Exploratory Meeting and delay to the EiP the Council reluctantly came to a decision to seek a formal direction from the

Secretary of State to withdraw the previously submitted Core Strategy and draw up a revised plan. The changes brought in through the Localism Act meant that a formal direction was not required and confirmation of this was received from the Secretary of State on the 9th May 2011.

The Council has now prepared this Draft Core Strategy, which seeks to address the concerns raised by the inspector as well as taking account of the recently published National Planning Policy Framework and more up to date evidence.

Although the previous Core Strategy was withdrawn, the consultation undertaken and the responses received relating to this document have been taken into account, where appropriate, in producing this revised Draft Core Strategy for consultation.

How you can access the documents and submit your views

The preparation of the Draft Core Strategy has already been through a number of stages during which extensive consultation has taken place with a wide range of stakeholders.

The reason for producing a draft Core Strategy is to allow stakeholders the opportunity to comment on all aspects of the Core Strategy and its supporting evidence base. This will give the Council the opportunity to make any necessary changes arising from these comments before proceeding to the formal Publication stage. At the formal Publication stage, representations will be invited strictly in relation to issues of soundness (i.e. whether the Core Strategy is justified, whether it is effective and whether it is consistent with national policy) and legal compliance only.

You can view this Core Strategy and other key documents:

- On-line via www.rochdale.gov.uk/yourviews;
- At Council Customer Service Centres and libraries, either as hard copies or via the website above; or
- At the Planning Reception, Floor 1, Telegraph House, Baillie Street, Rochdale.

If you require further information about this consultation or the Core Strategy please contact 01706 924373

Comments on the proposals must be made by **Monday 24 September 2012** to:

- Strategic Planning, Planning and Regulation Services, RMBC, Telegraph House, Baillie Street, Rochdale, OL16 1JH (if possible using a comments form which you can pick up from a library or customer service centres).
- Or e-mailed to LDF.consultation@rochdale.gov.uk (if possible using the comments form which you can download via the web site below)
- Or preferably completed online via www.rochdale.gov.uk/yourviews

If you write or email please give us your contact details and the policy or section you are commenting on.

Next Steps

- This Draft Core Strategy will be formally consulted on for a period of six weeks;
- We will take account of comments received during this consultation and make any necessary changes;
- We will then publish our Publication Core Strategy. This is the Core Strategy that we will be intending to submit to Government. This will be subject to a further six week consultation period where we will seek representations on soundness and legal compliance only;
- We may propose some minor changes in response to any representations received in relation to soundness and legal compliance before we submit the Core Strategy to the Secretary of State;
- The objections, and any proposed changes, will then be considered at an 'Examination in Public' by an independent government Inspector;
- The Inspector will then issue a report with recommendations on whether the Council should adopt the Core Strategy and if so with what changes; and
- The Council will then adopt and publish the final Core Strategy

The timetable for this is set out below.

Figure 3 Our timetable for preparing the Core Strategy

2 Spatial Portrait of the borough

This section provides a spatial portrait of the borough and describes the key challenges which the Core Strategy must respond to.

A more detailed portrait and other information is contained in the Core Strategy Background Paper.

Location and setting

Located on the edge of the south Pennines between the vibrant urban hubs of Manchester and Leeds, Rochdale sits amidst Manchester, Oldham, Bury, Rossendale and Calderdale.

With easy access to three major motorways – the M62, M60 and M66 - Rochdale is only twelve miles from Manchester city centre and can be easily reached from Manchester Airport. Because of its good links with the regional centre it is in a position to both contribute to and benefit from the economy of the Manchester City Region. It comprises four distinct townships, Rochdale, Middleton, Heywood and Pennines, each with their own character and opportunities. The north and eastern part of the borough, including north Rochdale and Littleborough has a distinctive Pennine and semi rural character being situated on the edge of the south Pennine hills. The more densely populated areas in the southern part of the Borough straddling the M62 are more typically urban but set within attractive countryside.

Rochdale's setting is a major asset. Its green countryside, hills, river valleys and water features are so important for its image, as a natural resource, and for its residents and visitors. Rochdale's location is largely responsible for its pioneering industrial pedigree although its industrial past has created problems as well as a rich heritage. Today, Rochdale's regeneration continues with major investment committed or proposed in its housing areas, town centres, countryside and employment areas, including the vast, high quality business space that is Kingsway Business Park at junction 21 of the M62.

A view of Rochdale from Tandle Hill

Economy

In the past Rochdale's local economy has under performed in comparison to Greater Manchester and the rest of the north-west with low levels of employment and high levels of unemployment. Rochdale is therefore looking to widen its employment base, with an increase in the range and quality of jobs in the borough and improved access to jobs outside the borough. There are significant opportunities within the borough to achieve this over the next 15 years.

Rochdale's Kingsway Business Park is attracting major investment to the local and regional economy. The new business park, which is one of the UK's largest developments, has the potential to attract companies from all over the world and to employ over 7,000 people. Soon to join the Metrolink route to Manchester, it also has immediate access onto the M62 providing excellent links into the national motorway infrastructure. A million square feet of employment floorspace has already been developed with a further 750,000 currently under construction.

Kingsway adds to Rochdale's nationwide reputation as a leading location for businesses. In addition to this the advanced manufacturing sector is performing well within the borough and will help to provide high quality, sustainable jobs in the medium to long term.

The key challenges are:

- Raising aspirations of local residents and in particular young people so that they want to live and work in Rochdale;
- Continuing to improve the quality of jobs, wage levels and workforce skills;
- Improving the range of jobs, especially financial and business services and improving access to jobs outside the borough e.g. central Manchester;
- Establishing 21st century employment sites to attract new businesses, that also support and promote a lower carbon economy;
- Managing to redevelop sites, which are poorly located or not suitable for modern industrial use, for other uses;
- Improving transport access to key employment sites and areas;
- Taking greater advantage of connectivity with the sub region and beyond;
- Delivering a new, vibrant Rochdale town centre with a much improved retail and leisure offer; and
- Providing an attractive environment and a better choice of housing to attract investors.

Housing

The variety of locations and the proximity to good public transport links and attractive countryside provides opportunities for high quality housing development. There are currently a number of attractive and popular residential locations particularly in the north of the borough and in the south of Heywood and Middleton.

However, compared to other housing markets in the North West and Greater Manchester, the Rochdale and north east Manchester housing market is generally less attractive. The housing on offer in the borough has stark differences in terms of quality and price and it fails to address the needs of existing or future residents. An oversupply of older terraced housing and a lack of high value housing across the borough means that it fails to attract and retain residents with higher incomes.

An ambitious target of providing 400 additional homes per year is considered necessary to meet demand and to help regenerate the borough. A Housing Land Availability Assessment carried out in April 2012 indicates that there is considerable scope to meet its housing target using previously developed sites, especially in the south, and with limited use of greenfield sites.

Housing provision on its own will not create successful communities that retain and attract residents. The Council needs to focus the right type of housing in the right areas, maintain the regeneration of older areas of housing and social housing estates and ensure that the community infrastructure necessary to support areas of housing growth are provided.

The key challenges are:

- Providing clear guidance on where new house building should take place and promoting a wider choice of housing;
- Addressing problems in inner urban areas and socially rented estates as a priority despite increasingly limited funding for intervention and regeneration;
- Controlling pressure for housing in the north of the borough where opportunities are limited and encouraging housing (including higher value housing) in the south where capacity is greater but where the environment needs to be improved; and
- Ensuring that housing growth is supported by the community facilities, open space improvements and other necessary infrastructure.

Communities

The diverse nature of Rochdale's 211,700 population adds hugely to the borough's rich cultural mix. That mix not only includes Pakistani and Bangladeshi communities but also a recent influx of migrants from other parts of the world, particularly eastern Europe.

There are serious challenges to meet. With one of the highest levels of overall deprivation in England – nearly one third live in deprived areas – unemployment is high, and employment and skill levels are unacceptably low in deprived areas. There is a need to improve skills and access to more varied, and better paid, employment opportunities. New employment developments could help to secure this.

The most deprived areas of the borough also have poor physical and mental health and high levels of mortality. There are wide variations in health in the borough. For example, Milkstone and Deeplish, and Smallbridge and Firgrove wards had the lowest life expectancy level; whilst Healey, Milnrow and Newhey, had the highest at over 80 years[(4)].

Crime levels are falling, but there is still a problem in some parts of the borough.

The key challenges are:

- Identifying the strengths of a diverse population in contributing culture and skills and attracting investment to the borough;
- Improving skills and access to more varied and better-paid employment opportunities;
- Addressing health issues through a range of policy approaches;
- Providing low-income residents with better access to local facilities and jobs; and
- Reducing crime and improving safety and security through better design, environmental improvements, and getting the right mix of uses in an area.

Quality of place

Set beneath hills and wild moorland at the edge of the Pennines, its stunning landscape dissected by tranquil waterways and lakes, Rochdale is a wonderful place to live. Its Town Hall, one of the finest

buildings of its kind, is globally renowned and looks out at one of the largest and most attractive open spaces in any town centre in the country.

Marked by nine centuries of a unique history, Rochdale set the pace for the industrial revolution; a boom town whose magnificent canal, then a highway of commerce, is now a much loved asset for its people. Today that same commercial enterprise is reflected in one of the largest and best-connected business parks in the UK.

There are many changes now transforming the borough - including regeneration projects, new schools and colleges and striking new leisure facilities. Planned investment in transport infrastructure – heavy rail, metrolink, bus corridors and interchanges will further improve Rochdale's accessibility to the cities of Leeds and Manchester (and their airports).

Despite its setting, its views of the Pennines and regional centre, the many open spaces and green corridors in its towns, its built heritage and its popular housing areas, some areas have a negative image. These include transport corridors, some housing and employment areas and mixed use areas around town centres. Also whilst many of its parks and open spaces have been transformed, the quality of some of its open spaces is still poor.

The key challenges are:

- Protecting the best of the borough's local assets and heritage;
- Identifying where and how the borough's visual image can be improved (e.g. gateways, transport corridors and town centres);
- Ensuring that design quality continues to improve;
- Celebrating and protecting local character and distinctiveness and, where character and image is poor, creating new character; and
- Prioritising physical regeneration in key areas across the borough.

Accessiblity

The Borough, particularly the southern part, has excellent access to the motorway network. It straddles the M62, M60 and the M66 runs along its western and southern boundary. Rochdale is only twelve miles from Manchester city centre with easy access to Manchester airport and is only a short drive to Leeds and Liverpool.

Rail services to Manchester and West Yorkshire are good and are improving and the extension of the Metrolink tram network to Rochdale town centre, including a stop at Kingsway Business Park, will provide a massive boost to public transport. In addition, more light and heavy rail improvements are under consideration, such as the potential to provide park and ride facilities at stations on the Caldervale rail line.

However, access to employment opportunities in the borough and adjoining towns needs to be improved for residents . In Heywood and Middleton, where the proportion of non-car households is highest (over 35%)[(5)], public transport improvements are particularly vital.

The key challenges are:

- Ensuring transport improvements are co-ordinated with, and support, future development;
- Solving congestion in the north and, at peak times, in the south;
- Improving transport links to the city centre for employment and leisure;

5 Rochdale Borough Movement and Accessibility Study, July 2009

- Improving accessibility to jobs in the borough and elsewhere in Greater Manchester; and
- Improving public transport and other forms sustainable transport to improve air quality along the M62 and A58 road corridors and to reduce emissions.

Environment

From its many lakes and reservoirs to acres of woodland, the borough's famously beautiful, unspoilt and varied landscape offers a vital resource to support biodiversity, provide energy and host recreation and leisure activities, agriculture and rural businesses. It is also vital for water catchment, flood management and addressing the impacts of climate change.

Accessibility to quality open spaces will continue to be a priority in areas where deprivation and poor health are issues. There is great potential for the council to pursue its commitment to renewable energy too, with one large wind farm at Scout Moor already generating electricity.

There are many environmental issues that the Core Strategy must address. For example, areas such as east central Rochdale and parts of Littleborough are designated as Flood Zones Two or Three and new development in theses areas must take potential flooding risks into consideration. The areas bordering 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. The borough has some mineral reserves which although not in high demand at present, need to be protected for the future. Dealing with waste is an increasing problem nationally. Although recycling rates in the borough are increasing dramatically, there is a need to identify new sites in the borough for waste management facilities.

The key challenges are:

- Promoting sustainable and renewable energy sources;
- Protecting the borough's mineral reserves for the future;
- Identifying new sites for waste management to meet targets;
- Reducing car use through public transport infrastructure improvements; and
- Improving the quality of many of our urban open spaces.

Green Infrastructure

Green infrastructure (which is all types of green open space) serves many vital functions including providing recreational opportunities, flood management, agriculture/food production,hosting wildlife, improving air quality and enhancing visual amenity.

A striking three quarters of the borough's land area is countryside or open space and there is still great potential, particularly in the north and east of the borough, for more sustainable tourism businesses and recreation outlets, although some areas need better management and regeneration.

There are many wonderful natural assets in the borough, such as the moorland fringe near Littleborough, Milnrow and Newhey, which includes designated areas for protection. The famed Pennine Way and Pennine Bridleway National Trails pass through the borough and there are substantial areas of open access land and urban common. Other stunning natural assets include Hollingworth Lake Country Park, Watergrove Reservoir, Ogden and Piethorne Reservoirs, Healey Dell Local Nature Reserve and the Roch, Ashworth, Beal, Irk, and Spodden valleys.

The Rochdale Canal is another key recreational and environmental asset. Water (reservoirs, ponds and rivers) are a distinctive feature of Rochdale's landscape and their management and the creation

of new water features is an aspiration in the Borough Renaissance Masterplan.

The key challenges are:

- Improving access to the countryside or good quality recreational open space, especially for deprived communities where there are high levels of poor health;
- Promoting green infrastructure in a way that supports growth and regeneration and improves health and wellbeing and the image of the borough; and
- Identifying a local green infrastructure network which links in with the Greater Manchester network and identifies priorities for action e.g. river valleys (especially the Roch Valley) Pennine links, Rochdale Canal and improving and creating water features.

Townships

Each of the borough's four distinctive townships have their key issues, challenges and opportunities.

Heywood

Heywood is surrounded by greenbelt and some stunning countryside, including the beautiful Roch, Ashworth and Cheesden valleys and wild moorland.

Regeneration initiative to date have helped to deliver jobs, training and learning, health and community infrastructure improvements. High demand for housing and development opportunities means central Heywood must remain a focus for housing led regeneration and improvements to the town centre.

Due to its location by the M62 and M66, south Heywood attracts high quality distribution businesses and Heywood Distribution Park, now a Simplified Planning Zone, has a reputation nationally. Potential still exists to enhance the current and future role of this area though measures to improve access which in turn could minimise heavy goods traffic movements through residential areas of Heywood and the town centre.

There is huge potential for the privately owned East Lancashire Railway (ELR), which extends into Heywood, to help regeneration through developing related attractions and improving station access. The potential to connect ELR to the national rail network at Castleton is being considered.

Recent retail development has boosted the town centre but further improvements are needed as many residents still travel outside for leisure, retail and employment opportunities. A greater variety of housing type and tenure is needed too, especially higher value housing and housing for the elderly.

There is also potential for recreation and improved access in the Roch Valley, which runs east-west along the northern built edge of Heywood, while the Heap Bridge western gateway has great scope for new uses and environmental improvements.

Queen's Park, Heywood

Middleton

Middleton lies south west of Rochdale, adjoining Manchester (with strong connections to the city in relation to jobs, leisure, culture and shopping) and is surrounded by a green ring of countryside.

Much of the workforce travels outside Middleton for work, particularly to Manchester, and therefore transport improvements to Manchester, including rail connections, must be a priority. Improved access to local jobs in areas like Rochdale and Oldham, particularly Kingsway Business Park, is also important. Options like improving the park and ride at Mills Hill station and the feasibility of extending Metrolink to Middleton must be explored.

Recent developments, including a large supermarket, in Middletown town centre, will stem the leakage of retail spending to Oldham and Manchester and further development opportunities in the wider centre, including the potential to expand an already established office sector, should be utilised.

Though its housing mix overall is well balanced, Middleton's older terraced housing is in need of improvement. In Langley, a large social housing estate which currently has a mismatch of housing type and tenure, poor connectivity and poor environment is undergoing regeneration through new housing development and the implementation of a masterplan. Across the town access to employment and leisure facilities needs to be improved.

Middleton derives much of its identity and visitor appeal from a fascinating heritage, including Edgar Wood's buildings, and conservation initiatives will be supported by the Core Strategy.

Middleton Arena and Warwick Mill, Middleton

Pennines

Covering the eastern part of the borough, the Pennines township comprises Littleborough, the villages of Wardle, Smithybridge, Milnrow and Newhey, the inner urban areas of Smallbridge and Firgrove, the rural hamlets of Rakewood and Ogden and extensive areas of Pennine edge countryside.

The upland moorland landscape is a major asset for residents, visitors and wildlife and provides an attractive setting for the borough's towns, while the greenspace corridor along the Roch Valley provides key recreational, agricultural, amenity and flood management functions.

Employment is more limited than elsewhere in the borough and the need to retain existing employment conflicts with pressure for housing on some employment sites. There is a demand for both affordable and high value housing in the area.

Its key rural attractions – such as Hollingworth Lake, Watergrove Reservoir, the Pennine Way and Pennine Bridleway, the Rochdale canal and historic Littleborough – offer great potential for encouraging increased tourism. Littleborough's charming town centre could become pivotal to its tourism offer and, with significant investment, could be promoted as the key service centre for the adjoining south Pennine area.

Rochdale Canal, Littleborough

Rochdale

Half the borough's population lives in Rochdale – the main centre for shopping, services, leisure, local government and employment.

With high levels of deprivation, lower incomes and higher unemployment than the national average, the quality of the living environment is poor in some inner areas, along main transport corridors and adjoining older employment areas. Six of the wards fall into the worst fifth nationally in terms of life expectancy and there are also large areas of poor quality housing that need replacing or improving.

There are some high quality housing and employment areas, however, with some green corridors extending into the urban area and connecting with the countryside to the north and south.

The Roch Valley has potential as a green infrastructure resource and a key landscape feature to assist regeneration and Rochdale's rich built heritage could be exploited better to assist regeneration.

The town centre is already a key focus for regeneration with major public and private investment planned. The Core Strategy needs to support this new investment and to improve the retail, cultural and entertainment offer.

Along with the development of Kingsway Business Park, a major retail, office and mixed-use redevelopment in the town centre will bring up to 9,000 jobs to the borough. But a wider strategy is needed to develop and promote the centre's assets and improve of the wider centre.

There are already very good road, heavy / light rail and bus connections to, from and within the borough which will be further improved when Metrolink is extended to the town centre, providing access to Oldham and Manchester city centre and other areas in Greater Manchester. That will complement existing heavy rail services to Manchester city centre as well as those to Calderdale, Bradford and Leeds from Rochdale railway station. A variety of improvements to the rail station are also urgently needed to improve connectivity and promote regeneration.

Regeneration has focused on the inner areas of the town, main transport corridors and areas of older and social housing. This will need to continue alongside areas where there is inward investment interest

such as around Rochdale Railway Station and other transport interchanges particularly Castleton where new housing, leisure and commercial development opportunities can revitalise its centre.

Rochdale Town Hall, Rochdale

3 Our Spatial Vision for the borough

Our Spatial Vision for Rochdale borough in 2028 …….

To become a prosperous borough: to grow our economy and develop our place through co-operation and partnership, improving the lives of local people.

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

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

It will offer locally distinctive towns and places. It will be celebrated for its greenery, water and natural assets, its sustainable approach to growth, its Pennine character, its success as a business location, its connectivity with Greater Manchester, Yorkshire and beyond, its cultural heritage and its choice of housing.

Its wider range of jobs will retain local talent and reduce dependence on outward commuting even more.

The borough will be a more desirable place to live in with attractive housing and strong communities.

Its urban greenspaces will be much improved and the Roch Valley will form the backbone of a green network of urban corridors and countryside where opportunities for regeneration, leisure, wildlife and addressing climate change will have been taken.

The Rochdale Canal and Corridor will be a regenerated asset, and rivers and other water features will be a stronger part of the identity of the borough and a better used asset by the local population and visitors.

The urban south of the borough will have thriving towns surrounded by attractive, productive countryside. It will have fully capitalised on the proximity of the M62, Metrolink and railway connections to develop its economy and living opportunities in a sustainable way.

Langley, Kirkholt, Milkstone and Deeplish, and East Central Rochdale will have been successfully transformed and other communities in Inner Rochdale, Castleton, Central Heywood and East Middleton will be seeing the benefits of regeneration and housing growth.

Rochdale town centre will be a regenerated vibrant main centre. Kingsway Business Park will be a nationally acclaimed success.

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

Three our spatial vision for the borough

4 Strategic Objectives

In order to deliver our Vision for the borough in 2028 we have identified five Strategic Objectives that we need to, and want to, achieve.

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

SO1 - To deliver a more prosperous economy

To do this the we will focus on:

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

SO2 - To create successful and healthy communities

To do this the we will focus on:

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

SO3 - To improve design, image and quality of place

To do this the we will focus on:

1. Raising design quality and promoting sustainable developments;
2. Improving gateways into the borough and main transport corridors to improve the image of the borough;
3. Protecting and enhancing our heritage and natural assets, the special character of our towns, our countryside, open spaces, river valleys and water features; and
4. Create new identity and character where it is lacking (e.g. inner areas and road corridors).

SO4 - To promote a greener environment

To do this the we will focus on:

1. Minimising Rochdale's contribution to climate change and to mitigate and adapt to its adverse effects;
2. Ensuring in particular that development is energy efficient and contributes to carbon reduction;
3. Reducing the likelihood of flooding through appropriate flood risk management, especially in Rochdale town centre and parts of Littleborough and Heywood;
4. Improving our urban open spaces and make them more accessible;
5. Maximising the value of our green open areas and countryside to provide opportunities for recreation, amenity, biodiversity and flood management; and
6. Minimising and managing waste and managing minerals resources sustainably.

SO5 - To improve accessibility and deliver sustainable transport

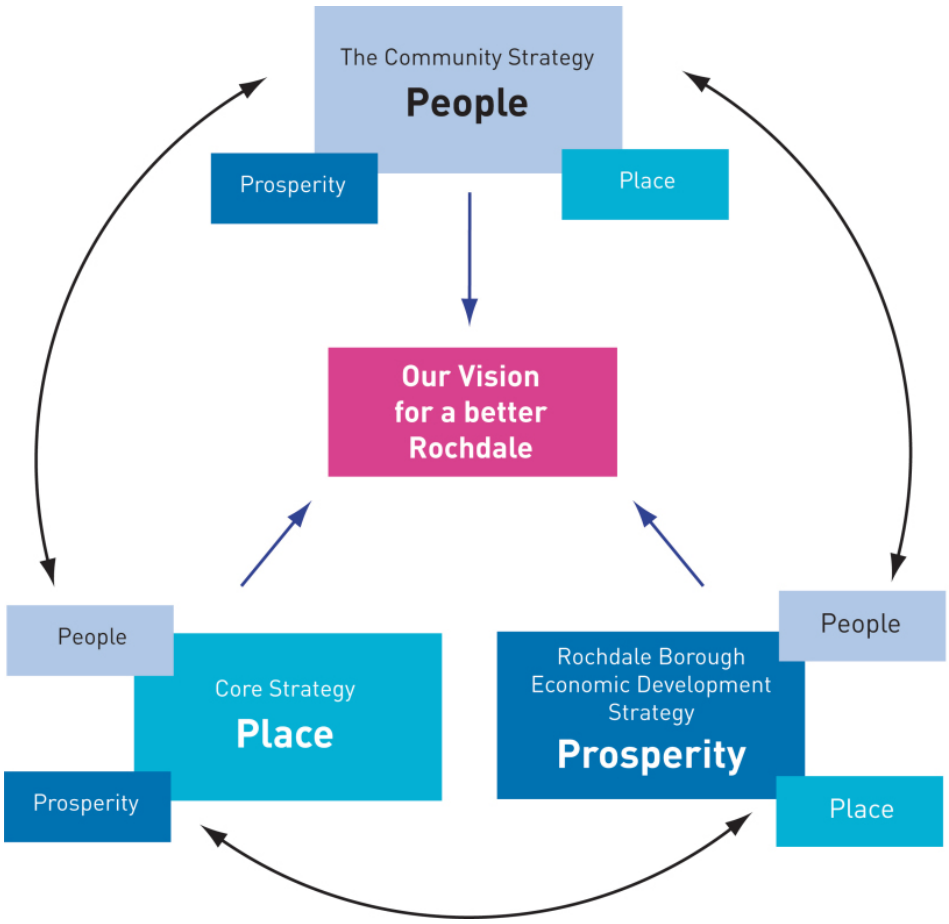
To do this the we will focus on:

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

Delivering our objectives and vision

The Sustainable Community Strategy (SCS) contains the borough vision and the three clear borough wide priorities of People, Place and Prosperity. The SCS is the lead strategy for improving the quality of life for local 'people'. Other partnerships have developed plans and strategies to deliver the outcomes in the SCS and to drive improvements. For example the Economic Partnership leads on improving 'prosperity' through the Economic Strategy. The Core Strategy provides the spatial framework for delivering the SCS and is the lead strategy for shaping and improving the 'place'. All of these strategies are interdependent and vital in delivering the borough vision as shown in figure 4.

Figure 4 Relationship between Rochdale's key strategies and objectives



The priorities in the Sustainable Community Strategy are represented by the following Core Strategy objectives:

- SCS priority 'Prosperity is SO1 to 'Deliver a more prosperous economy',
- SCS priority 'People' is SO2 to 'Create successful and healthy communities', and
- SCS priority 'Place' is SO3 to 'Improve design, image and quality of place', SO4 to 'Promote a greener environment' and SO5 to 'Improve accessibility and deliver sustainable transport'.

As well as matching local priorities, the Strategic Objectives also align with the roles of the planning system and development plans set out in the National Planning Policy Framework. These are:

- An economic role - SO1 to 'Deliver a more prosperous economy and SO5 to 'Improve accessibility and deliver sustainable transport'
- A social role - SO2 to 'Create successful and health communities'
- An environmental role - SO3 to 'Improve design, image and quality of place' and SO4 to 'Promote a greener environment'

Making progress against all of the Strategic Objectives is necessary to achieve the overall Spatial Vision. The strategic objectives are inter-related and in some cases progress against one objective can have an adverse impact on another. It is therefore important that the objectives are delivered in a way which provides the right balance between the economic, social and environmental needs of the borough. The overriding approach in the Core Strategy is the positive delivery of sustainable development which meets both national and local priorities. This is set out in policy SD1.

Four strategic objectives

5 Delivering Sustainable Development

This Core Strategy is centred around delivering and supporting sustainable development. Sustainable development should deliver economic, social and environmental objectives in an integrated and balanced way. This approach maximises the extent to which these objectives can all be achieved, rather than delivering some at the expense of others.

In assessing the balance of economic, social and environmental objectives, it will be vital that the long-term as well as short-term implications are carefully considered.

The policy below sets out how this will be achieved in accordance with the NPPF.

SD1 - Delivering sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Core Strategy will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in the Core Strategy indicate that development should be restricted.

Five delivering sustainable development

6 Spatial Strategy

Introduction

The Spatial Strategy sets out broadly 'how much and what sort' of development we want and 'where it should go' if we are to deliver our Spatial Vision and Strategic Objectives for the borough.

Our proposed Spatial Strategy

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

SP1 - Rochdale borough's role in the city region

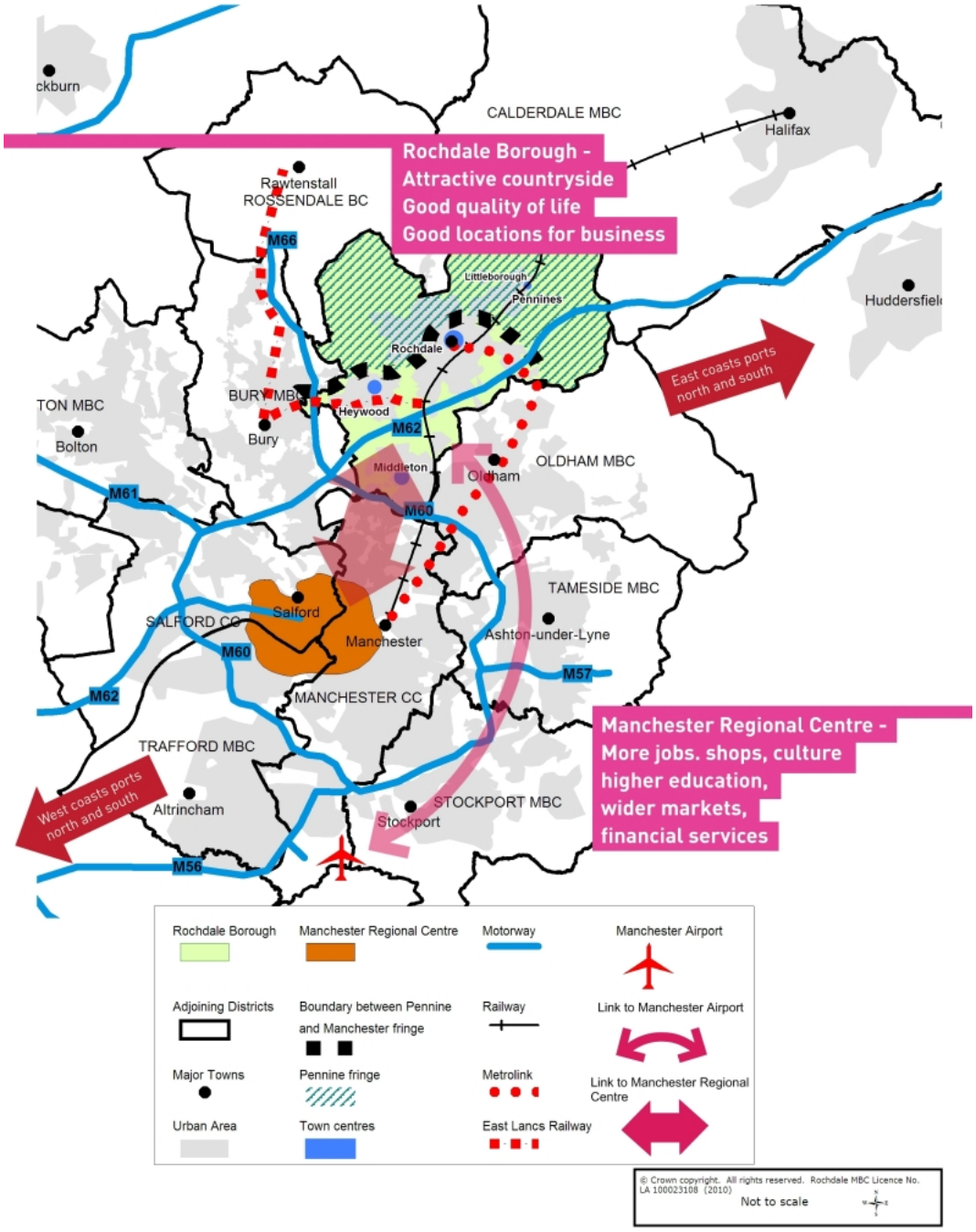
SP1 - Rochdale borough's role in the city region (see Map 1)

Rochdale Borough will contribute to the success of the Manchester city region and the North West by playing its part in the delivery of sustainable development and investment that meets national and sub regional objectives for housing and employment growth. To do this we will:

a. Promote the borough as an attractive location in terms of jobs, housing, the environment, image, tourism and quality of life;
b. Focus employment development so that it supports the overall economic growth of the sub region;
c. Provide improved housing quality and choice by working with private and public sector partners;
d. Strengthen transport infrastructure and strategic links to improve access to jobs within the regional centre and to improve commercial links with the wider north-west and West-Yorkshire regions;
e. Improve transport links to and from the regional centre to improve access to a wider range of jobs, markets, higher education, cultural and leisure opportunities;
f. Improve transport links to and from neighbouring towns (e.g. Oldham and Bury) to improve access to jobs, centres and key attractions for Rochdale's adjoining communities; and
g. Deliver strategic green infrastructure improvements to support wider sub-regional development and environmental objectives.

In accordance with the Duty to Cooperate we will achieve this through joint working with other Greater Manchester (GM) districts and adjoining authorities to ensure the proper alignment of our individual Core Strategies and the successful delivery of a GM Strategy and a GM Spatial Investment Framework.

Map 1 Rochdale borough's role in the city region



SP2 - The Spatial Strategy for the borough

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

1. **In the Manchester fringe, in the south of the borough**, where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region we will deliver most new housing, employment and commercial development. We will focus investment, development and improvements on:

    - Rochdale, Heywood and Middleton town centres;
    - Economic growth corridors / areas;
    - Regeneration areas; and
    - Key corridors and gateways.

2. **In the Pennine fringe, in the north of the borough**, we will promote a scale of new housing, employment and commercial development appropriate to the accessibility and character of the Pennine fringe. We will focus investment, development and improvements on:

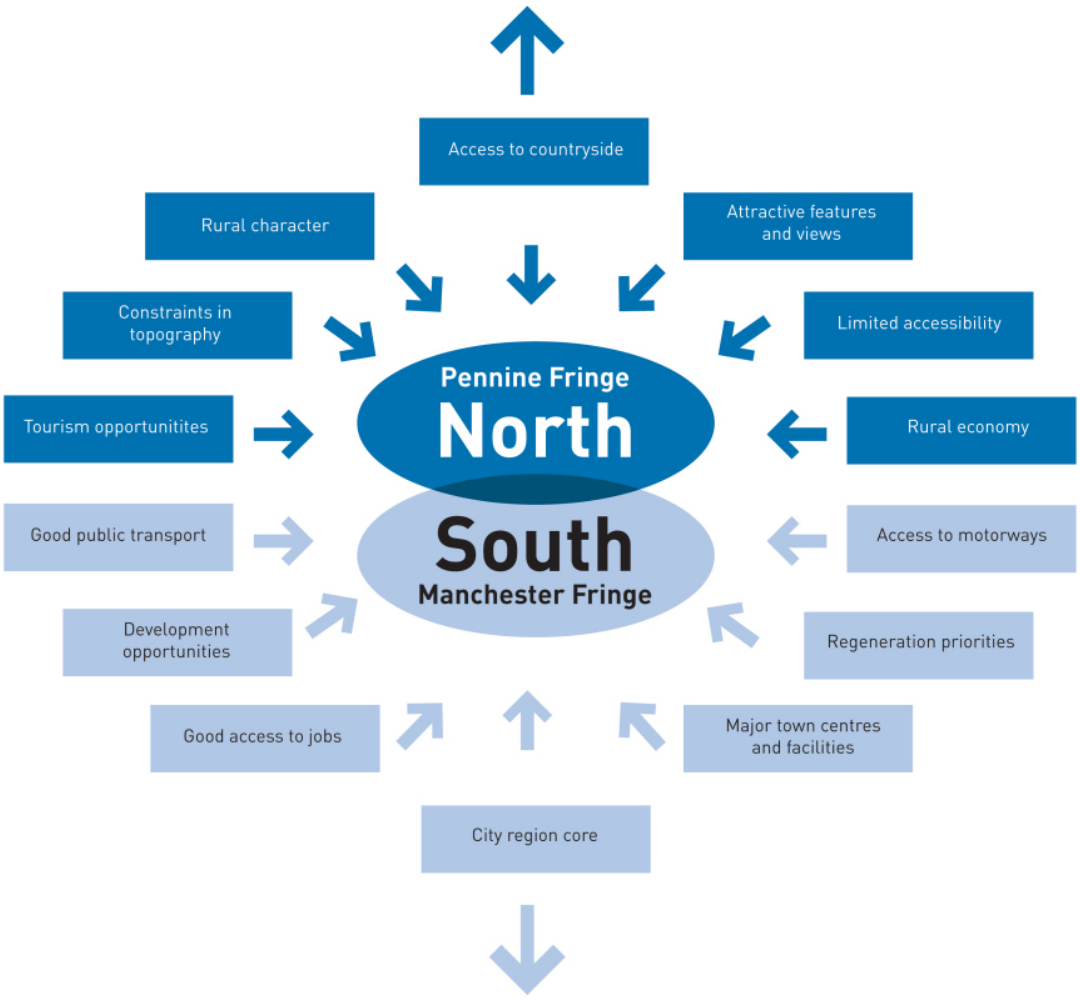
    - Littleborough town centre;
    - Pennine gateways, river and canal corridors and reservoirs;
    - Key development sites; and
    - The Pennine fringe visitor and rural economy.

Our Spatial Strategy sets out broadly 'how much and what sort' of development we want and 'where we want it to go' in the borough. It's based on the borough needing to build around 400 additional homes a year, developing up to 210 hectares of employment land and having capacity for an additional 5,680 sqm (gross) convenience retail and up to 59,500 sqm (gross) comparison retail.

The strategy aims to meet the development needs of the borough up to 2028 by focusing development primarily in the areas in the south that are most accessible to, and relate best with, the Greater Manchester city region. It has a focus on regeneration and the use of previously developed sites in the south. However, it also allows for the release of land outside the urban area in a sustainable location (Broad Lane, Rochdale) to provide new housing. It also sets out an approach to identifying sites for employment development which may include sites greenfield sites if no brownfield sites can be identified in the urban area and there is a clear need for additional land. The scale and type of development promoted in the north of the borough is that which best uses the opportunities of the area whilst recognising its limitations in terms of accessibility and its relationship with the wider city region.

The differences in restrictions on and opportunities for development, between the Pennine Fringe in the north and the Manchester Fringe in the south, are illustrated in the diagram below. These differences have informed our strategy and will also inform any subsequent Allocations Development Plan Document (DPD).

Figure 5 Difference between Pennine fringe and Manchester fringe



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

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

Our strategy has been guided by evidence from a number of studies, including population and household projections, a Strategic Housing Land Availability Assessment[6] and Strategic Housing Market Assessments[7][8], an Employment Land Study[9], Retail Study[10]and Strategic Flood Risk Assessment. Our starting point for considering what development is required was the scale of population and household growth forecast for Rochdale borough up to 2028 (see Background Paper) which, along with other matters, has informed the required housing figures . Our need for employment land is based on past take up in the borough and Greater Manchester and many other considerations.

6 Rochdale MBC Strategic Housing Land Availability Assessment – as at April 2012 (June 2012)
7 Rochdale Borough Strategic Housing Market Assessment (arc4, 2010)
8 Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008)
9 Rochdale MBC Employment Land Study (2008)
10 Rochdale MBC Retail and Town Centre Study (NLP, 2010)

Our strategy seeks to maintain an appropriate balance between the number of homes and jobs and deliver the appropriate supporting development, services and infrastructure to support this provision. This provides the most sustainable strategy in minimising travel in out of and the borough.

However, the strategy could also assist in meeting the need for jobs in adjoining areas and, although it seeks to provide sufficient jobs locally, it supports, through sustainable transport schemes, local residents getting jobs outside the borough, for example in Manchester city centre.

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

Our vision and spatial strategy for each township is also set out below. The Heywood and Middleton townships and the south of Rochdale and Pennines townships are in the Manchester fringe, and the north of the Rochdale and Pennines townships are in the Pennine fringe.

Six spatial strategy

Map 2 - Spatial Strategy Key Diagram

In the Pennine fringe, in the north of the borough

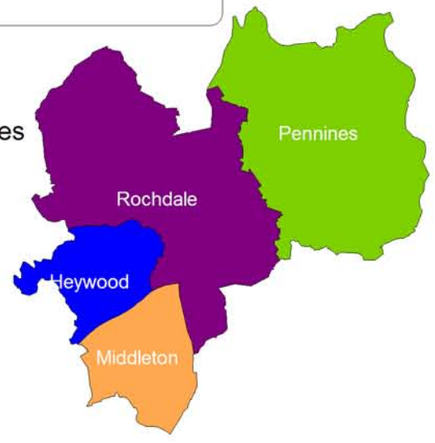
We will promote a scale of new housing, employment and commercial development appropriate to the accessibility and character of the Pennine fringe. We will focus investment, development and improvements on:
* Littleborough town centre;
* Pennine gateways, river and canal corridors and reservoirs;
* Key development sites; and
* The Pennine fringe visitor and rural economy.

In the Manchester fringe, in the south of the borough

Where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region we will deliver most new housing, employment and commercial development. We will focus investment, development and improvements on:
* Rochdale, Heywood and Middleton town centres;
* Economic growth corridors / areas;
* Regeneration areas; and
* Key corridors and gateways.

Rossendale
Calderdale
Pennines
Oldham
Bury
Manchester
Norden
Bamford
Wardle
Littleborough
Hollingworth Lake
Rochdale
Milnrow
Newhey
Kingsway Business Park
Castleton
Kirkholt
Heywood
Heap Bridge
Hopwood
Stakehill
Langley
Middleton
Alkrington
C2(1)
C2(2)
C2(3)
C2(4)
C2(5)
C2(6)
C2(7)
E3(1)
E3(2)
E3(3)
E3(4)
E3(5)
J2
J3
J18
J19
J20
J21
J22
M60
M62
M66
A58
A671
A6033
A6046
A669
A576
A627 (M)

Our places



Boundary between Pennine and Manchester fringe (SP2)

Pennine fringe (SP2)

Pennine fringe visitor economy and heritage areas (P2 & E5)

Town centres (E1)

Economic growth corridors and areas (E3)

1 - Rochdale town centre / Kingsway corridor
2 - Sandbrook Park / Crown Business Park / Castleton corridor
3 - Middleton town centre / Oldham Road corridor
4 - South Heywood employment area
5 - Stakehill Business Park

Regeneration areas (C2)

1 - Central Heywood (includes the town centre)
2 - Langley, Middleton
3 - East Middleton
4 - East Central Rochdale
5 - Milkstone, Deeplish & Newbold, Rochdale
6 - Kirkholt, Rochdale
7 - Falinge, Spotland and Sparth, Rochdale

Strategic employment sites (E2)

Heywood Distribution Park SPZ

Kingsway Business Park

Safeguarded land for housing development (G5)

Oldham Road / Broad Lane, Rochdale

Key gateways (P1)

Strategic corridor (T1)

Local improvement corridor (P1)

Motorway (T1)

Railway (T1)

Railway stations (T1)

Metrolink (T1)

East Lancs Railway (T1)

Strategic Green infrastructure (G6)

Rochdale canal corridor (G6)

River Roch corridor (G6)

Major water bodies (G6)

Urban area

Green Belt (G4)

Protected open land (G5)

mile
kilometer

NORTH

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Scale 1:65,000

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SP3 - The Spatial Strategy for the townships

The Spatial Strategy is based on the Strategic Objectives and the Visions for each of the Townships. The associated strategy maps are included at the end of this section.

Heywood (in the Manchester fringe)

Our vision for Heywood is:

Heywood will have more and better jobs with new high quality employment opportunities within the employment areas to the south and east of the town. There will be a wider choice of good quality housing to attract and retain residents. South Heywood will be a desirable location for businesses enjoying improved access and better traffic management, reducing congestion in the town centre and residential areas. New residential development in central Heywood and to the south and east of the town will support a more vibrant town centre. The East Lancashire Railway will be a successful visitor attraction. Key gateways and routes into Heywood will be more attractive and the Roch valley will play a stronger role in the town's identity and leisure offer.

SP3/H - The Strategy for Heywood

The priorities for Heywood are to:

Regenerate Heywood town centre (SO1,SO2,SO3,SO5) by**:**

- Promoting additional medium sized retail units in the town centre to provide a better retail offer (Policy E1);
- Delivering public transport improvements including a new hub (Policy T1); and
- Improving north south pedestrian links between the Leisure Village, the Times Retail Park, Market Street and possible new retail development to the south of Market Street (Policy T1).

Transform Inner Heywood (SO2,SO3,SO4,SO5) by**:**

- Delivering new homes in and around the town centre to widen housing choice (Policies C1,C2);
- Redeveloping unsuitable employment sites for better uses (Policy C2);
- Improving the quality of open space (Policy G6); and
- Increasing opportunities for healthier lifestyles through improving access to the new leisure village, Queens Park and the Roch and Ashworth valleys (Policy C8).

Promote economic growth in South Heywood (SO1,SO2,SO3,SO5) by**:**

- Delivering new economic development on sites within the successful employment areas in the south of the town to maintain their national reputation as a high quality business location (Policy E3);
- Developing higher value housing to support and complement this economic growth area and promote wider prosperity (Policies C1,C3); and
- Promoting infrastructure improvements and traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas (Policies E3,T1).

Improve Roch Valley and Ashworth Valley (SO2,SO3,SO4,SO5) by**:**

- Improving pedestrian and cycle links to the wider Roch Valley and Ashworth Valley (Policies T1,T2);
- Improving derelict, underused and neglected land within the Roch Valley (Policy G6); and
- Creating a green infrastructure hub around Queens Park and the Roch Valley at Queens Park Road (Policy G6).

Extend East Lancs Railway (SO1,SO3,SO5) by**:**

- Continuing the railway line to link up with the main Calder Valley line at Castleton providing access to main line passenger services (Policy T1);
- Promoting opportunities for a quality mixed use scheme, including tourism related development, on vacant land around Sefton Street (Policy E5);
- Exploring the potential for an additional station at Broadfield (Policy T1); and
- Improve links to and from town centre and adjoining neighbourhoods (Policy T1).

Middleton (in the Manchester fringe)

Our Vision for Middleton is:

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

SP3/M - The Strategy for Middleton

The priorities for Middleton are to:

Revitalise Middleton town centre (SO1,SO2,SO3,SO5) by**:**

- Focusing retail, leisure, cultural and employment development in the town centre (Policy E1);
- Regenerating the area around the arena including new office and leisure development (Policies E1, E3);
- Improving pedestrian, cycling and public transport links, particularly key links to Manchester, Rochdale and Heywood (Policy T1);
- Exploring the potential to improve other areas immediately around the town centre (Policy P1); and
- Supporting measures to improve the public realm and pedestrian/cycle access (Policy P1).

Regenerate Langley (SO2,SO3,SO4) by**:**

- Continuing the development of more high quality homes to widen tenure choice within the estate (Policies C1,C2);
- Improving the local centre and other community facilities (Policies C2,C8); and
- Creating a high quality green space network with linkages to open space beyond the urban area (Policy G6).

Improve east Middleton (SO1,SO2,SO3,SO5) by**:**

- Improving the Oldham Road and Grimshaw Lane corridors (Policy P1);
- Developing a comprehensive approach to vacant and underused land around British Vita (Policies E3,C2,G6);
- Providing good quality housing on available brownfield sites in east Middleton (Policies C1,C2);
- Promoting employment opportunities within an economic growth corridor from the Town Centre to Mills Hill (Policy E3); and
- Improving access and facilities at and around Mills Hill station (Policy T1).

Promote local heritage (SO1,SO3,SO4,SO5) by**:**

- Identifying a heritage focus area north of the town centre and promote measures to enhance this area through better public realm and publicity (Policies P1,P2,P3);
- Ensuring that new development respects the character and setting of the conservation areas and key buildings (Policy P3);
- Improving linkages to the town centre (Policy T2); and
- Improving Jubilee park and surrounding area (Policy G6).

Improve open space and access to the countryside (SO3,SO4,SO5) by:

- Improving the quality and function of open space across the town (Policies P1,G6);
- Protecting and enhancing key landscapes and countryside around Middleton including Alkrington Woods, Rhodes Green, land around Hopwood Hall College, Wince Brook and the Rochdale Canal corridor (Policies G6,G7,G8); and
- Improving links between the urban area and the countryside (Policies G6,T2).

Pennines (north in the Pennine fringe, south in the Manchester fringe)

Our Vision for Pennines is:

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

SP3/P - The Strategy for Pennines

The priorities for Pennines are to:

Maximise the potential of the river and canal corridors (SO1,SO2,SO3,SO4,SO5) by:

- Improving access to and within the Roch Valley and Canal corridor and creating a Roch Valley Trail (Policy T1);
- Regenerating key sites along the canal including Durn, Ealees and former Akzo Nobel sites (Policies E2,C1,P1);
- Ensuring that regeneration contributes to the biodiversity value of the river and canal corridors (Policies G6,G7);
- Promoting and facilitating environmental improvements to enhance the landscape and biodiversity quality of the river valley and canal corridor (Policies G6,G7); and
- Protecting and enhancing the flood risk management role of the Roch Valley and its tributaries (Policy G8).

Enhance the South Pennine gateway and promote tourism (SO1,SO3,SO4,SO5) by:

- Enhancing the role of Hollingworth Lake Country Park as a strategic gateway to the South Pennines (Policies P1,G6);
- Improving access to existing and potential recreational areas, routes and facilities (Policies G6,T1);
- Establishing a reservoirs trail as part of a South Pennines recreational area (Policy G6);

- Protecting and supporting measures to enhance the special biodiversity and landscape value of the South Pennine Moors (Policy G7); and
- Promoting rural economic activity that supports and enhances the South Pennine gateway (Policy E6).

Raise the profile of Littleborough town centre (SO1,SO3,SO5) by:

- Promoting its role as the borough's recreation and leisure destination and gateway to the South Pennines (Policies E1,E5,P1);
- Encouraging new and specialist retail within the town centre (Policy E1);
- Enhancing the public transport interchange at Littleborough station (Policy T1);
- Improving the public realm and enhancing the conservation area (Policy P2); and
- Improving links and signing to surrounding tourism and visitor destinations including Hollingworth Lake, the canal corridor and South Pennines (Policies E5,T1,T2).

Improve the Milnrow / Newhey gateway (SO1,SO2,SO3,SO5) by**:**

- Capitalising on the commercial investment opportunities provided by the arrival of Metrolink for development and regeneration (Policies E2,C1,T1);
- Providing high quality links to the adjoining Kingsway Business Park (Policies T1,T2);
- Promoting high quality and high value housing on available sites (Policy C1);
- Enhancing the quality of the main road corridors and wider public realm (Policy P1); and
- Protecting the role and function of the centres in Milnrow and Newhey to provide for shopping needs and other key services and facilities (Policy E1).

Rochdale (north in the Pennine fringe, south in the Manchester fringe)

Our Vision for Rochdale is:

Rochdale will have a transformed and attractive town centre which is highly accessible to its residents and visitors due to Metrolink, and a new transport interchange. The development of Kingsway will be a huge success providing quality new jobs and new employment opportunities in the Town Centre, Castleton, Stakehill Business Park and South Rochdale will be available. The most deprived areas of the town will be regenerated with better housing, jobs, facilities and environment. New homes will be attracting new residents to the borough as well as matching the needs and aspirations of existing residents. Rochdale station and the adjoining area will be regenerated as a new transport / mixed use hub providing an exciting gateway into the borough.

SP3/R - The Strategy for Rochdale

The priorities for Rochdale are to:

Transform Rochdale town centre (Policies SO1,SO2,SO3,SO4,SO5) by**:**

- Focusing growth and major retail, leisure and office developments which will maintain and reinforce the centre as the main town centre (Policies E1,P1);
- Delivering major new retail led development in the Rochdale town centre east area that is well integrated with the existing centre and surrounding area (Policy E1);
- Supporting major transport works and improvements to deliver a high quality public transport interchange (Policy T1):

- Promoting opportunities to improve and create distinctive local places through in the town centre through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Roch and the natural environment (Policies E1,P1,P3,T1); and
- Delivering the regeneration of the town centre and surrounding areas in line with the Town Centre Masterplan (Policies E1,P1).

Deliver the Kingsway Business Park / town centre economic growth corridor (SO1,SO2,SO3,SO4,SO5) by:

- Delivering new high quality employment development to provide wider job opportunities (Policies E2,E3);
- Providing related development including a new local centre, hotel and leisure facilities (Policies E2,E3);
- Developing new housing, including higher value housing, to serve the business park and wider area (Policy C1);
- Delivering new Metrolink stop and quality public realm (Policies P3,T1);
- Creating a high quality gateway to the business park, including public art (Policy P1); and
- Enhancing Stanney Brook corridor as an important open space (Policy G6).

Deliver key regeneration areas (SO1,SO2,SO3,SO4,SO5) by**:**

- Continuing the physical, social and economic regeneration (Policy C2) of:
    - East Central Rochdale;
    - Falinge, Spotland and Sparth;
    - Milkstone, Deeplish and Newbold; and
    - Kirkholt
- Delivering new quality homes within regeneration areas to widen housing choice and broaden the appeal of the area (Policies C1,C2,C3);
- Improving the quality of employment areas and access to jobs (Policies E2,E3); and
- Ensuring the areas feel safer and have good access to a range of services and quality open space (Policies P3,C6,C8,G6,T1).

Deliver a high quality station gateway (SO1,SO2,SO3,SO5) by**:**

- Improving and modernising Rochdale train station (Policy T1);
- Delivering a Metrolink stop adjacent to the station (Policy T1);
- Delivering park and ride facilities to maximise use of this major transport hub (Policy T1);
- Promoting high quality, high density development that improves the local townscape and builds on the local character and heritage value of the area (Policies P1,P2,P3); and
- Improving access south of the station to provide better links to the surrounding residential areas and Oldham Road corridor (Policies T1,T2).

Regenerate Castleton and Sudden (SO1,SO2,SO3,SO5) by**:**

- Developing the area at Trub for mixed use development including enhancement along the canal corridor and tourism opportunities linked to the East Lancs Railway extension (Policies E3,C1,T1);
- Redeveloping former Woolworths depot site for mixed used development (Policies E3,C1);
- Extending East Lancs Railway to Castleton with new station providing commuter link and tourism opportunities along with the regeneration of the Corus sidings for appropriate uses (Policies E3,E5,T1);
- Ensuring that new development supports the regeneration of Castleton local centre (Policy E1);
- Redeveloping Royle Works site to provide new employment opportunities (Policies E2,E3); and
- Supporting proposals for redevelopment along the Queensway / Canal corridor (Castleton) (Policies E2,E3,P1).

Improve the Roch Valley and canal corridors (SO1,SO2,SO3,SO4,SO5) by**:**

- Improving access to and within the Roch Valley and creating a Roch Valley Trail (Policies C6,G6,T1);
- Ensuring that new development in and adjacent to the river valley contributes to environmental regeneration and improved access (Policies P3,G6,G7);
- Improving key visitor gateways to the Roch Valley in Rochdale Town Centre, East Central Rochdale and at Springfield Park (Policies E5,P1,G6);
- Protecting and enhancing the flood risk management role of the river valley (Policy G8);
- Protecting and enhancing the biodiversity value of the river valley (Policies G6,G7); and
- Regenerating key sites along the canal e.g. Kingsway, Canal Basin and Trub Farm (Policies E2,E5,C1).

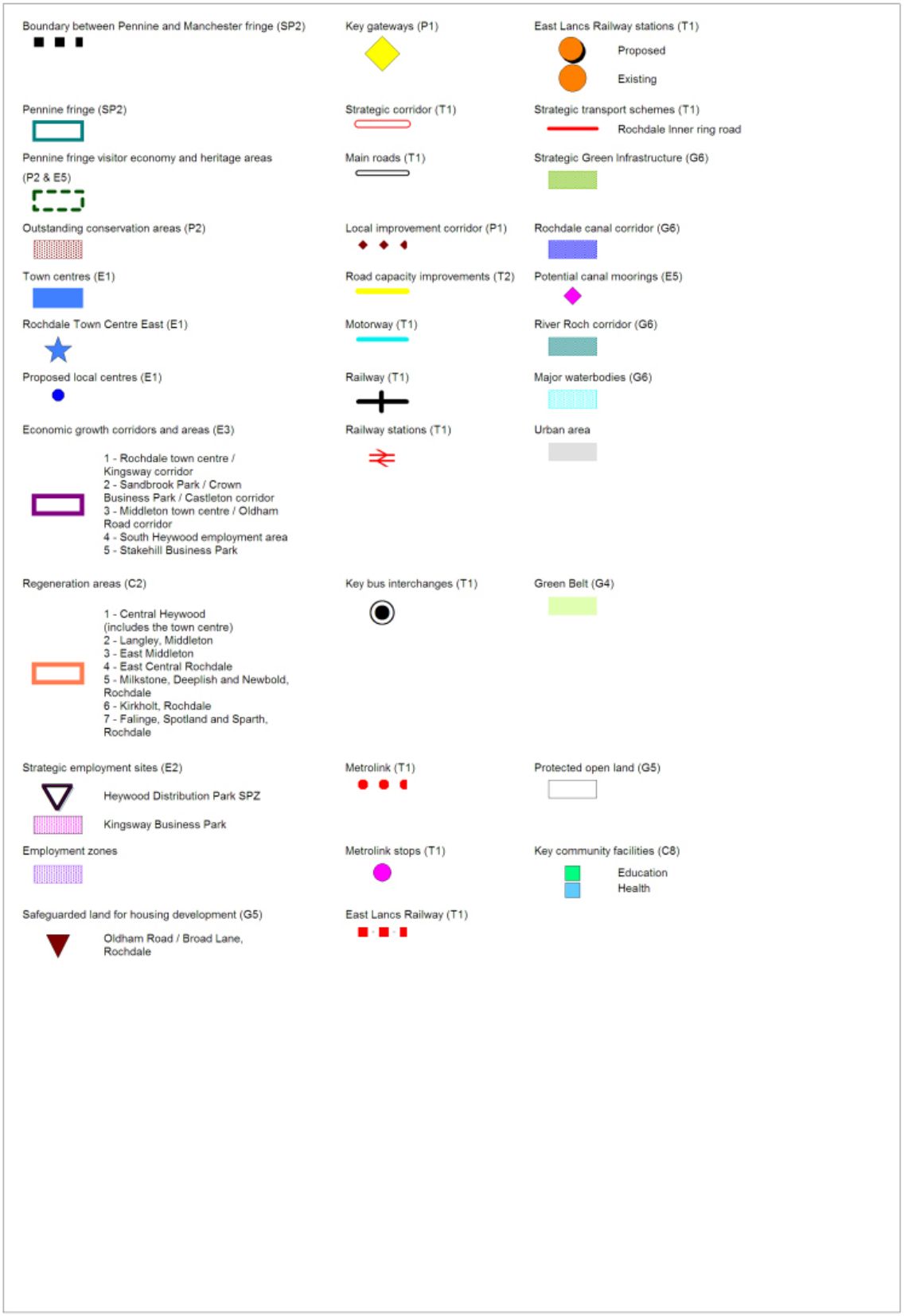
Enhance the North Pennine gateway (SO1,SO2,SO3,SO4,SO5) by**:**

- Improving access to key recreational areas, routes and facilities in the North Rochdale gateway (Policies E5,C6,G6,T1);
- Promoting and facilitating landscape enhancement measures including appropriate new woodland planting and habitat improvement schemes (Policies G6,G7);
- Improving connections between the Ashworth and Cheesden Valleys and the Roch Valley, Heywood (Policy G6); and
- Enhancing linkages between the North Rochdale Gateway and the wider South Pennines (Policies P1,G6).

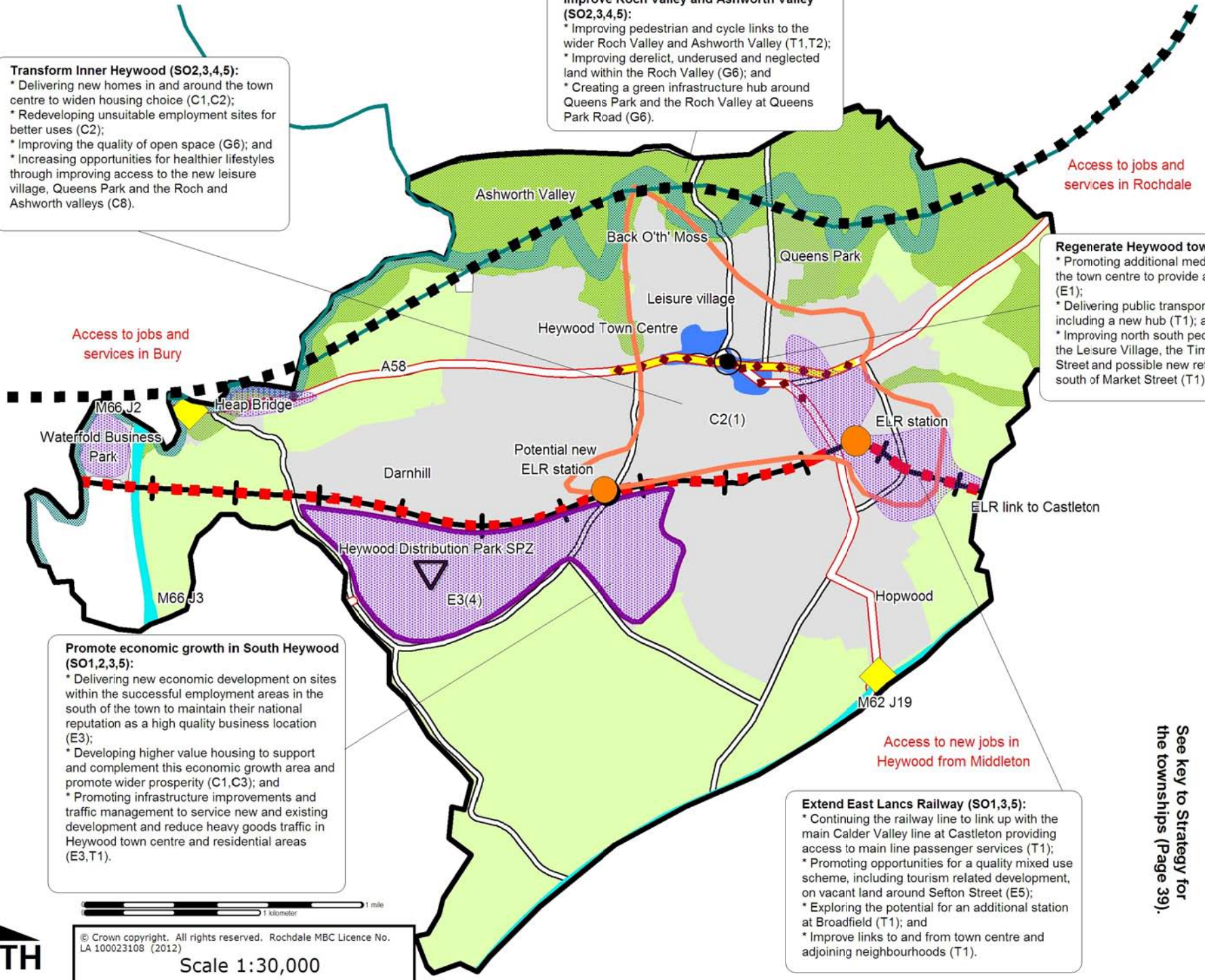
Improve Stakehill Business Park (SO1, SO3) by:

- Improving the quality of employment premises within the Business Park (Policies E2,E3);
- Promoting infrastructure and environmental improvements within and around the business park (Policies P2,P3); and
- Promoting measures which improve the image and status of the business park as an employment location (Policies E2,E3,P2,P3).

Figure 6 Key for the township strategy maps



Map 3 - Strategy map for Heywood



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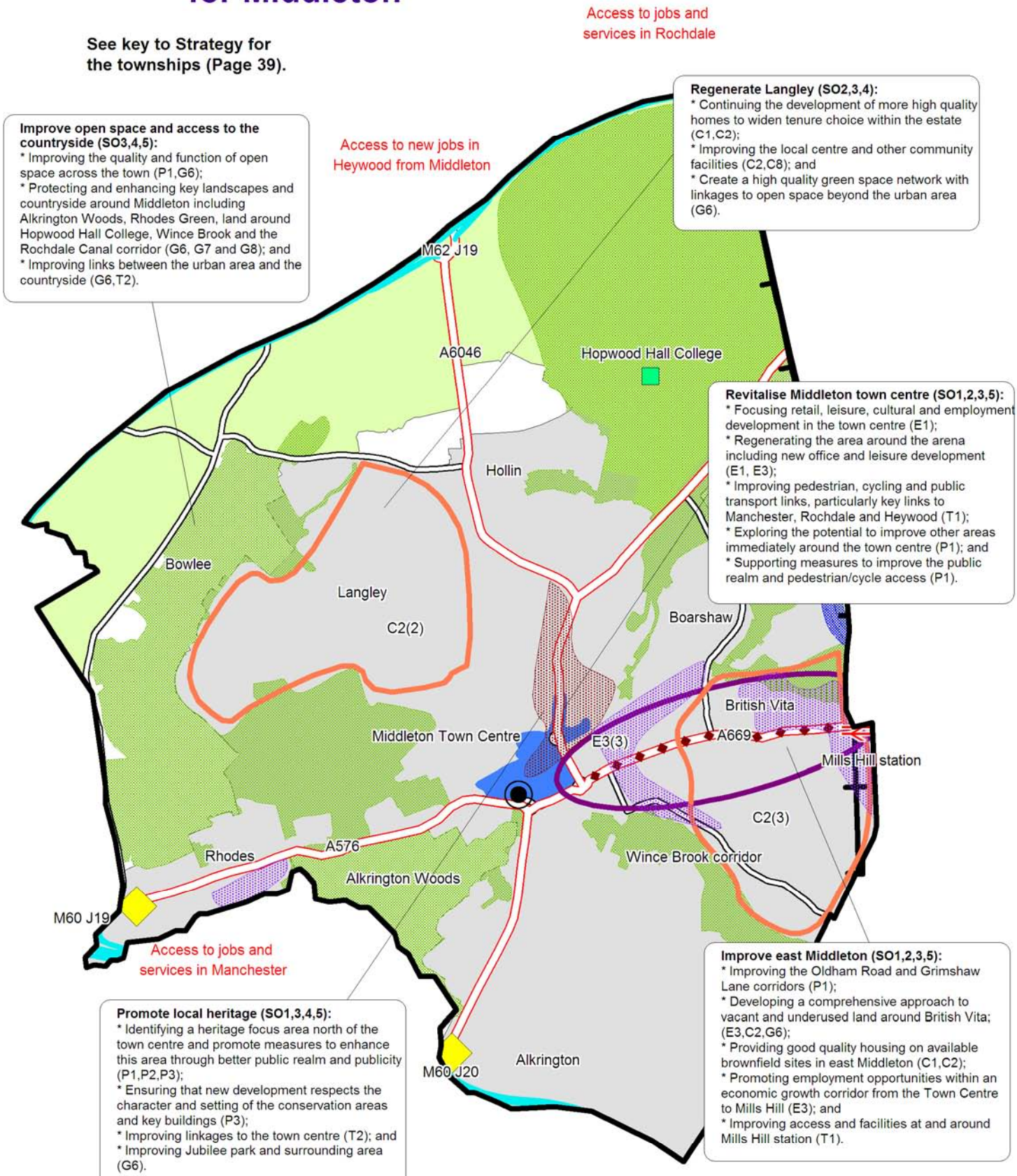
Scale 1:30,000

See key to Strategy for the townships (Page 39).

42 Map 4 - Strategy map for Middleton

See key to Strategy for the townships (Page 39).



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Scale 1:30,000

Map 5 - Strategy map for Pennines

See key to Strategy for the townships (Page 39).

Raise the profile of Littleborough town centre (SO1,3,5):
* Promoting its role as the borough's recreation and leisure destination and gateway to the South Pennines (E1,E5,P1);
* Encouraging new and specialist retail within the town centre (E1);
* Enhancing the public transport interchange at Littleborough station (T1);
* Improving the public realm and enhancing the conservation area (P2); and
* Improving lirks and signing to surrounding tourism and visitor destinations including Hollingworth Lake, the canal corridor and South Pennines (E5,T1,T2).

Enhance the South Pennine gateway and promote tourism (SO1,3,4,5):
* Enhancing the role of Hollingworth Lake Country Park as a strategic gateway to the South Pennines (P1, G6);
* Improving access to existing and potential recreational areas, routes and facilities (G6,T1);
* Establishing a reservoirs trail as part of a South Pennines recreational area (G6);
* Protecting and supporting measures to enhance the special biodiversity and landscape value of the South Pennine Moors (G7); and
* Promoting rural economic activity that supports and enhances the South Pennine gateway (E6).

Maximise the potential of the river and canal corridors (SO1,2,3,4,5):
* Improving access to and within the Roch Valley and Canal corridor and creating a Roch Valley Trail (T1);
* Regenerating key sites along the canal including Durn, Ealees and former Akzo Nobel sites (E2,C1,P1);
* Ensuring that regeneration contributes to the biodiversity value of the river and canal corridors (G6,G7);
*Promoting and facilitating environmental improvements to enhance the landscape and biodiversity quality of the river valley and canal corridor (G6, G7); and
* Protecting and enhancing the flood risk management role of the Roch Valley and its tributaries (G8).

Improve the Milnrow / Newhey gateway (SO1,2,3,5):
* Capitalising on the commercial investment opportunities provided by the arrival of Metrolink for development and regeneration (E2,C1,T1);
* Providing high quality links to adjoining Kingsway Business Park (T1,T2);
* Promoting high quality and high value housing on available sites (C1);
* Enhancing the quality of the main road corridors and wider public realm (P1); and
* Protecting the role and function of the centres in Milnrow and Newhey to provide for shopping needs and other key services and facilities (E1).

Access to jobs and services via Calder Valley line
Access to West Yorkshire and Leeds city region
Access to jobs and services via Metrolink
Jobs at Kingsway Business Park
E3(1)
Summit
Blackstone Edge reservoir
Blackstone Edge
Watergrove reservoir
A6033
A58
Shore
Harehill Park
Wardle
Littleborough Town Centre
South Pennine Moors SPA/SAC
Smallbridge
Smithy Bridge
River Roch
Hollingworth Lake Country Park
Rochdale Canal
C2(4)
M62
Pennine Bridleway
Beal Valley
Milnrow
Ogden reservoir
Kitcliffe reservoir
Piethorne reservoir
M62 J21
Newhey

1 mile
1 kilometer

NORTH

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Scale 1:30,000

Enhance the North Pennine gateway (SO1,2,3,4,5):
* Improving access to key recreational areas, routes and facilities in the North Rochdale gateway (E5,C6,G6,T1);
* Promoting and facilitating landscape enhancement measures including appropriate new woodland planting and habitat improvement schemes (G6,G7);
* Improving connections between the Ashworth and Cheesden Valleys and the Roch Valley, Heywood (G6); and
* Enhancing linkages between the North Rochdale Gateway and the wider South Pennines (P1,G6).

Transform Rochdale town centre (SO1,2,3,4,5):
* Focusing growth and major retail, leisure and office developments which will maintain and reinforce the centre as the main town centre (E1,P1);
* Delivering major new retail led development in the Rochdale town centre east area that is well integrated with the existing centre and surrounding area (E1);
* Supporting major transport works and improvements to deliver a high quality public transport interchange (T1):
* Promoting opportunities to improve and create distinctive local places through in the town centre through excellent design of buildings and the public realm, valuing heritage, identity, cultural assets, the River Roch and the natural environment (E1,P1,P3,T1); and
* Delivering the regeneration of the town centre and surrounding areas in line with the Town Centre Masterplan (E1,P1).

Improve the Roch Valley and canal corridors (SO1,2,3,4,5):
* Improving access to and within the Roch Valley and creating a Roch Valley Trail (C6,G6,T1);
* Ensuring that new development in and adjacent to the river valley contributes to environmental regeneration and improved access (P3,G6,G7);
* Improving key visitor gateways to the Roch Valley in Rochdale Town Centre, East Central Rochdale and at Springfield Park (E5,P1,G6);
* Protecting and enhancing the flood risk management role of the river valley (G8);
* Protecting and enhancing the biodiversity value of the river valley (G6,G7); and
* Regenerating key sites along the canal e.g. Kingsway, Canal Basin and Trub Farm (E2,E5,C1).

Deliver key regeneration areas (SO1,2,3,4,5):
* Continuing the physical, social and economic regeneration of (C2):
- East Central Rochdale;
- Falinge, Spotland and Sparth;
- Milkstone, Deeplish and Newbold; and
- Kirkholt
* Delivering new quality homes within regeneration areas to widen housing choice and broaden the appeal of the area (C1,C2,C3);
* Improving the quality of employment areas and access to jobs (E2,E3); and
* Ensuring the areas feel safer and have good access to a range of services and quality open space (P3,C6,C8,G6,T1).

Regenerate Castleton and Sudden (SO1,2,3,5):
* Developing the area at Trub for mixed use development including enhancement along the canal corridor and tourism opportunities linked to the East Lancs Railway extension (E3,C1,T1);
* Redeveloping former Woolworths depot site for mixed used development (E3,C1);
* Extending East Lancs Railway to Castleton with new station providing commuter link and tourism opportunities along the regeneration of the Corus sidings for appropriate uses (E3,E5,T1);
* Ensuring that new development supports the regeneration of Castleton local centre (E1);
* Redeveloping Royle Works site to provide new employment opportunities (E2,E3); and
* Supporting proposals for redevelopment along the Queensway / Canal corridor (Castleton) (E2,E3,P1).

Improve Stakehill Business Park (SO1,3):
* Improving the quality of employment premises within the Business Park (E2,E3);
* Promoting infrastructure and environmental improvements within and around the business park (P2,P3); and
* Promoting measures which improve the image and status of the business park as an employment location (E2,E3,P2,P3).

Deliver a high quality station gateway (SO1,2,3,5):
* Improving and modernising Rochdale train station (T1);
* Delivering Metrolink stop adjacent to the station (T1);
* Delivering park and ride facilities to maximise use of this major transport hub (T1);
* Promoting high quality, high density development that improves the local townscape and builds on the local character and heritage value of the area (P1,P2,P3); and
* Improving access south of the station to provide better links to the surrounding residential areas and Oldham Road corridor (T1,T2).

Deliver the Kingsway Business Park / town centre economic growth corridor (SO1,2,3,4,5):
* Delivering new high quality employment development to provide wider job opportunities (E2,E3);
* Providing related development including a new local centre, hotel and leisure facilities (E2,E3);
* Developing new housing, including higher value housing, to serve the business park and wider area (C1);
* Delivering a new Metrolink stop and quality public realm (P3,T1);
* Creating a high quality gateway to the business park, including public art (P1); and
* Enhancing Stanney Brook corridor as an important open space (G6).

Healey Dell Nature Reserve
Syke
A671
Norden
Cronkeyshaw Common
Belfield forest corridor
Rochdale Infirmary
C2(7)
C2(4)
Hopwood Hall College
Rochdale Town Centre
Rochdale Sixth Form College
Bamford
C2(5)
A58
E3(1)
Springfield Park
Kingsway Business Park
Sandbrook Park
M62 J21
E3(2)
Kirkholt
Castleton
C2(6)
Crown Business Park
ELR link to Heywood
M62 J20
Slattocks
Stakehill Business Park
Access to jobs and services in M60 east corridor

NORTH

1 mile
1 kilometer

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Scale 1:30,000

Map 6 - Strategy map for Rochdale

See key to Strategy for the townships (Page 39).

7 Delivering a more prosperous economy (SO1)

Introduction

A more prosperous local economy, which is diverse, competitive, sustainable and lower carbon, is essential to the success of Rochdale borough. It can help to:

- Create the right environment for more successful and healthier communities;
- Attract more inward investment;
- Create a greener environment;
- Provide more resources to improve services, facilities and quality of life; and
- Improve the image of the borough as a destination of choice for businesses.

As part of the Greater Manchester city region, Rochdale borough offers many good opportunities for economic growth and prosperity. It is in a key location on the motorway network and railway line between Manchester and Leeds providing good access to the east and west coast ports, Manchester city centre, Manchester airport and the rest of Greater Manchester by road, rail and Metrolink. It is in a good position to benefit from, and support the growth of, the Greater Manchester economy as it is in easy reach of a large, widely skilled workforce and can benefit from the new knowledge, financial, media and high tech industries elsewhere in the conurbation. It has a range of high quality, highly accessible employment sites available, such as Kingsway Business Park, that will be very attractive to a wide range of businesses. At the same time it is in an attractive location with a rich heritage and large rural area on the fringe of the Pennines offering many facilities for residents and visitors.

To deliver a more prosperous and competitive local economy our policies seek to:

- Establish thriving town and local centres which generate more employment and wealth and provide better local services;
- Make the best use of its land and premises to attract businesses with a focus on the best, most accessible, locations;
- Diversify the rural economy and encourage the visitor economy;
- Ensure that all development supports increased prosperity where appropriate.

E1 - Establishing thriving town, district and local centres

Establishing thriving town centres, with a good range and choice of shops, activities and facilities, will help make the borough an attractive place to live, work and do business.

E1 - Establishing thriving town, district and local centres

We will focus retail, leisure, cultural, office, residential and other development to promote the viability and vitality of all the borough's town centres to maintain them as thriving and sustainable centres and the preferred shopping and leisure destinations for people living, working and visiting the borough. We will also ensure the provision of a hierarchy of accessible district and local centres and shops that meets people's daily shopping needs.

To do this we will:

- Maintain and promote the following hierarchy of retail centres in the borough:

    1. Rochdale town centre - which is the borough's principal town centre and centre of sub regional significance;
    2. Middleton town centre - second largest centre;
    3. Heywood town centre - third largest centre;
    4. Littleborough town centre - fourth largest centre;

5. Milnrow district centre - meets local daily convenience shopping needs;
6. Castleton local centre - to be promoted as a district centre to meet local daily convenience shopping needs.

- Promote a scale of retail and leisure development in the above centres which is appropriate to their size, catchment and role taking into account the indicative retail capacity figures shown for each centre in the policies below.
- Promoting and protecting existing and new market areas and areas of specialist shopping;
- Support meeting local shopping needs in existing local centres where there is an opportunity for appropriate development;
- Identify new local centres through the Allocations DPD in the following locations:
    - Kingsway Business Park, Rochdale - in an accessible location to meet the needs of employees and residents; and
    - Royal Barn Lane, Rochdale.
- To protect and safeguard the core retail function of Primary Shopping Areas through restricting certain non A1 retail and retail uses within Primary and Secondary Shopping Frontages.
- Define the boundaries of town, district and local centres, along with Primary Shopping Areas (PSA), Primary Shopping Frontages (PSF) and Secondary Shopping Frontages (SSF) and other such areas through the Allocations DPD;
- Identify and allocate suitable locations and opportunities for new retail, leisure and other town centre uses through the Allocations DPD to ensure sufficient supply of sites over the plan period;
- Out of centre development will only be considered when there are no suitable sites in, or on the edge, or well connected to, the town centre, district centres or local centres and the proposal would cause no significant overall impact on the existing centres vitality and viability;
- Support the expansion of the evening economy through a number of mixed uses such as restaurants/bars/ theatres and quality housing on appropriate sites which will enhance the vitality of the centre, making it a more vibrant, active and safer place in the afternoon and evening;
- Seek appropriate contributions, for the improvement and enhancement of town centres, from any major developments that may otherwise have impact on town centres (Policy DM2);
- Ensuring routes to and from local areas and local transport nodes and across the centre are convenient, attractive and feel safe, creating them or enhancing them where necessary.

In considering proposals for main town centre uses we will:

a. Require the application of the sequential approach, where the application site is not in an existing centre and not in accordance with an up to date development plan;
b. Require an impact assessment for retail, leisure and office where the proposed application exceed the locational requirements floorspace thresholds set out in the reasoned justification below. This should include an assessment of the proposals within a defined catchment area and wider depending on the size of the application;
c. Seek to ensure that the number of non A1 retail uses at ground floor level in Primary Shopping Frontages does not exceed 20% of its total length;
d. Seek to ensure a high proportion of A1 retail uses in the Secondary Shopping Frontages whilst accommodating, where appropriate, a wider range of other retail and town centre uses;
e. Support a change of use of a vacant retail unit (marketed for at least 6 months for retail use) in a Primary Shopping Frontage and Secondary Shopping Frontage where applicants can demonstrate that the use will clearly assist, and not harm, the vitality and viability of the centre; and
f. Support the provision of small scale shops and services to meet local needs outside centres, including in Employment Zones, where:

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

ii. There are no suitable vacant shops nearby; and
iii. They will be accessible to local residents / workers on foot.

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

National policy indicates that town centres should be the principal location for major retail, office and leisure developments because of the large numbers of trips they generate and the importance of thriving town centres to the economy. Our policy approach supports this. We also seek to ensure that our town centres are mixed and inclusive with a good range of public and private services, an attractive environment, a wide range of shops, restaurants, café bars, entertainment and other leisure facilities and good quality housing, to encourage a vibrant day and night time economy.

The existing hierarchy of centres will be retained, with the four town centres of Rochdale, Middleton, Heywood and Littleborough, followed by Milnrow district centre, Castleton (to be defined as a district centre) and 37 local centres. The town centre, Primary Shopping Frontages and Secondary Shopping Frontages, district and local centre boundaries shown on the Unitary Development Plan (UDP) proposals map are saved and will be reviewed through the Allocations DPD.

Our current retail study[11] was produced to take account of recent changes in the economy and expenditure and has informed our policies and retail requirements. The study shows that there is a high level of 'leakage' of retail expenditure to shops and centres outside the borough. A lot of this is from Heywood and Middleton where residents choose either Bury or Manchester, rather than Rochdale, as their preferred place to shop. We want to try and change this pattern, with more residents of the borough seeing Rochdale town centre as their shopping centre of choice.

The retail study examines the capacity for additional retail floorspace, existing retail provision, retail need, provides a health check for all the townships and identifies potential retail sites which are sequentially preferable. Although the retail study identifies retail need and additional capacity until 2026, the Council acknowledges that during the course of this plan period a new retail study will be required to reflect changes in circumstances locally and nationally. Therefore, the Council does not intend to update the retail study right now in order to project the retail forecast through to 2028. However, the capacity figures are only indicative and individual development proposals will be considered taking into account circumstances at the time and the most up to date evidence available.

The `Primary and Secondary Shopping Areas` (PSA & SSA) identified in the UDP are retained and will be reviewed through the Allocations DPD. These are the areas in town centres with the highest concentration of shops, and the policies seek to keep it that way in order to protect the retail core. However, we recognise that some non retail uses, such as cafe's, can improve the shopping trip experience in a centre and make it more attractive to shoppers, therefore complementary uses will be considered. In addition, the recession has led to higher levels of vacant retail units in our centres that is damaging their image. We will therefore support a change of use if we are satisfied, after taking all factors into account such as the likelihood of future retail use, that the use will help improve the centre.

The town centre has the potential to play an important role in providing new quality housing in sustainable locations. In addition the town centre contains a number of edge of centre locations which may be better suited to residential use.

11 Rochdale Retail and Town Centres Study (Nathaniel Lichfield & Partners, 2010)

Town centres over the years have changed and for many they provide a place for evening leisure and activities and it can be a significant economic driver and create substantial numbers of local jobs [12]. Night-time economies can help promote inclusive and vibrant town centres through a number of uses such as restaurants, bars and theatres. However, issues relating to litter, anti- social behaviour, drunken behaviours and noise pollution will have to be correctly addressed and balanced through licensing and enforcement.

The retail study has identified potential for some additional leisure in various categories. In addition, there is considerable need and scope for improved eating, drinking and other related town centre uses that will be supported along with retail growth.

District and local centres are critical in meeting the day to day needs of the boroughs residents, thereby reducing the need to travel. They can provide facilities such as local shops, takeaways, post offices, health and dental services, care homes, public houses and so on. It is important that these uses are grouped together where possible so that they are more accessible by public transport and support the creation of successful communities (Policy C8). We will seek to ensure that local centres provide a network of shops to meet residents day-to-day shopping and service needs close to where they live. The policy and boundaries for district and local centres will be reviewed through the Allocations DPD and some additional local centres, listed in the policy, may be identified.

National policy for town centre uses will be applied along with all other relevant policies in the Core Strategy. We will strongly resist any out of centre development that could harm the health and vitality of any of our centres and detract from our strategy to regenerate the borough. However, where there is an out of centre application, an impact assessment is required and should satisfy the locational requirement floorspace thresholds set out locally. The floorspace thresholds set by the Council are: Rochdale (2,000 sq. m gross and above); Middleton (1,000 sq. m gross above); and Heywood, Littleborough and District/Local Centres (500 sq. m gross above). The requirement for an impact assessment will be dependent upon the floorspace proposed, the catchment area of the proposed development and the centres which fall within that catchment area. Where, for office proposals, a catchment area is not defined (as will be the case for retail and commercial leisure development proposals) the requirement for an impact assessment will be determined by the Council on a case-by-case basis and will be dependent upon the likely association of the proposed development with centres in the Borough.

Thriving town centres are our priority

12 The Evening Economy and the Urban Renaissance (July 2003)

E1/R - Establishing Rochdale as a thriving town centre

Rochdale town centre will be the main location for major developments attracting a large number of people. In particular, planning permission will be granted for development that supports the vitality and viability, such as major retail, leisure, cultural and office development. We will:

- Deliver 48010 sq m of major comparison retail development and 3680 sq m of convenience retail[13], particularly in the east of the town centre and be fully integrated with the rest of the town centre. Rochdale town centre east is fundamental to the regeneration of Rochdale town centre.[14];
- Support the opening up of the river Roch through the town centre;
- Support a greater mix of uses and improve the public realm around the Butts to help create a focal point for activities, events and visitor attractions.
- Support and develop the proposals set out in the Rochdale Town Centre Masterplan for the redevelopment, refurbishment and improvement the centre and its public realm;
- Improve links to, and the use of, Memorial Gardens, the Townhall, Touchstones, The Butts and promote its potential as a visitor attraction;
- Create a new link road from John Street to Drake Street (Policy T1c) to complete the ring road around the town centre. This would permit a new system of access into the town centre from the ring road and the removal of much, if not all traffic from the Esplanade, South Parade and the Butts; and
- Strengthen pedestrian links and public space along Yorkshire Street between the town centre, Entwisle Road, the Riverside and the area around the Townhall to allow safe pedestrian movement between the shopping centres, bus station, Metrolink and the Rochdale Leisure Centre.

Rochdale town centre is the largest centre within the Borough and as such it plays a key role as the commercial centre for the town. Historically the local plan has promoted and focused major retail, leisure and commercial development within Rochdale town centre, as it represents the most sustainable location, having existing levels of service provision in place, being well served by public transport and with good road and rail infrastructure links.

Rochdale will be the focus for additional major retail, leisure, public services and economic development. It is vital for the overall image and prosperity of the borough that Rochdale town centre is a vibrant and successful place. The regeneration of the Rochdale town centre east is a priority as it will improve the attraction of Rochdale town centre and act as a catalyst to further integration of the the new comprehensive development with the older part of Rochdale town centre.

The Retail and Town Centres Study (2010) has identified potential in Rochdale town centre, up to 2026, for an additional 28,110 sq m comparison goods floorspace (based on current market share) and up to 48,010 sq m comparison floorspace (based on getting 50% market share). The delivery of this additional comparison floorspace is only justified if it goes in Rochdale town centre as part of the major regeneration initiative proposed for the Rochdale town centre east area. This development provides the opportunity to considerably improve the range and quality of shops and facilities in the town centre and most of the additional capacity must be taken by this scheme. Work is progressing on this scheme, with a preferred developer selected, and the Rochdale Town Centre East Area Framework SPD will guide the design.

To assist us in achieving our aspirations we have prepared a Masterplan for Rochdale town centre. [15] The Masterplan presents a vision for change over the next 20 years. This vision is ambitious but is felt to be deliverable with many of the key elements either committed or progressing. The Masterplan proposes seven big ideas and identifies the role for a number of character areas and these are reflected in the policy. The policy will guide a plan for the town centre, to be taken forward through the Allocations Development Plan Document and a Supplementary Planning Document.

13 upto 2026 and based on an uplift of market share of 50%, Rochdale Retail and Town Centres Study (Nathaniel Lichfield & Partners, 2010)
14 Planning guidance for this scheme is provided in the Rochdale Town Centre East Framework SPD
15 Rochdale Town Centre Masterplan – Final draft for consultation (RMBC, 2009)

Development must be permeable and well connected both within and outside the town centre, especially for pedestrians and to overcome physical barriers such as the changes in topography in the town centre particularly from Yorkshire Street to Baillie Street and more externally from St Mary's Gate/ John Street and Drake Street. This will help to strengthen pedestrian links and cyling routes to allow safe pedestrian movement between the shopping centres, bus station and the Metrolink stop, and the adjoining areas (including the Entwisle Road leisure centre).

The River Roch is a major asset in the environmental quality to Rochdale town centre. Utilising opportunities to open up and improve the river will greatly enhance the environmental quality and experience for anyone visiting, shopping or living in Rochdale.

E1/M - Establishing Middleton as a thriving town centre

In Middleton town centre we will support its development to meet the primary needs of its local catchment population recognising the strong influence of Manchester versus the potential of Rochdale. We will:

- Deliver upto 940 sq m of convenience retail and 7050 sq m comparison retail[16] in the town centre subject to identified need;
- Support and develop the proposals set out in the Middleton Town Centre Spatial Masterplan for the redevelopment, refurbishment and improvement the centre and its public realm;
- Utilise the opportunities from investments at the Arena and the new superstore to improve the image of the centre;
- Support the delivery of office and commercial space in the eastern part of the town centre around the Arena (Policy E3);
- Strengthen and improve the attractiveness of pedestrian links to, and the use of, Middleton Gardens;
- Improve links with the Middleton conservation area and and promote its potential as a visitor attraction based on an Edgar Wood trail (Policy E5), the park, Middleton parish Church and the Old Grammar School; and
- Strengthen pedestrian links along Long Street between the town centre and Assheton Way to allow safe pedestrian movement between the Middleton shopping centre, bus station and the Arena leisure centre.

In Middleton the new bus station, refurbishment of the Middleton Shopping Centre and opening of the new civic and leisure centre, the Middleton Arena, and a new superstore has substantially improved the retail and leisure offer and image of Middleton. The Middleton Masterplan [17] sets out proposals to strengthen the town centre and further enhance its linkages and image. Proposals focus on spreading the benefits of these investments to adjoining areas in the town centre, through improving the building and streets around Fountain Street, Market Place and Providence Chapel, Assheton Way/Long Street roundabout, Middleton Gardens, Midway Square and the Old Burial Ground. Within the east part of Middleton, where there are already offices, there is the potential for further high quality office development to complement recent improvements to Middleton town centre.

E1/H - Establishing Heywood as a thriving town centre

In Heywood town centre we will support its development as a centre to meet the basic needs of the local catchment population, seeking to ensure their wider shopping needs will be met in Rochdale. We will:

- Deliver upto 470 sq m of convenience retail and 2940 sq m of comparison retail[18] which will support the development of medium sized retail units in the town centre to provide a better retail offer;

16 upto 2026 based on an uplift of market share of 50%, Rochdale Retail and Town Centres Study (Nathaniel Lichfield & Partners, 2010)
17 Middleton Town Centre Spatial Masterplan 2010
18 upto 2026 based on an uplift of market share of 50%, Rochdale Retail and Town Centres Study (Nathaniel Lichfield & Partners, 2010)

- Improve north south pedestrian links between the Heywood Sports Village, the Times Retail Park, Market Street and focus new retail development in this area;
- Investigate ways to improve the pedestrian environment on the A58 through the town centre;
- Improve the links and corridor between the town centre and the East Lancs railway station via Manchester Street, and the links to the north to the Roch Valley and Queens Park.

Recent developments and improvements in Heywood town centre, including the Phoenix joint service centre on Hind Hill Street and Heywood Sports Village facility have considerably improved the image of Heywood. In Heywood the most popular retail destination is the Times Retail Park on the edge of the centre, which contains a superstore and one medium sized comparison store. The majority of shops are independent retailers and while this provides a niche market there are a limited number of national multiple retailers. So many people are leaving the area to nearby shopping destinations to get the choice and range they are looking for. There is an issue of providing and improving the scale, choice and range of comparison retail in Heywood to attract and retain more shoppers in the local area. Also, there is need for new medium sized retail units close to the centre of Market Street so that it can attract more national retailers and remain a thriving town centre which can meet the needs of the local area.

The retail study identifies the length of the town centre as a cause of concern. Planning policy seeks to focus new retail development close to the centre of Market Street and the Times Retail Park. Heywood has yet to fully use and benefit from the potential from the East Lancs Railway to attract more visitors and the strategy supports measures to achieve this.

E1/L - Establishing Littleborough as a thriving town centre

In Littleborough town centre we will promote its role as both meeting the day-today shopping needs and as a centre for Pennine Edge tourism, whilst seeking to ensure that resident's wider shopping needs will be met in Rochdale. To do this we will:

- Deliver 590 sq m of convenience retail and 680 sq m of comparison retail[19] to support a greater variety of shops and businesses, and specialist shops, to increase its attractiveness to visitors;
- Improve connections between the town centre and the Akzo, Ealees and Durn sites to provide complementary services and facilities as an alternative to the Hollingworth Lake area; and
- Promote linkages, through footpaths, bridleways and public realm improvements, with Hollingworth Lake, Watergrove and the Ogden reservoirs and the Rochdale canal to create a critical mass of visitor attractions.

The role of Littleborough is to provide and meet the day-today shopping needs of the local area. Littleborough is the smallest of the town centres and whilst there is a variety of good quality shops there are opportunities to enhance the choice of shops and facilities to support its role as a visitor and tourism location. There is an opportunity for it to help expand the role of the borough as a recreation and leisure destination by building on the success of Hollingworth Lake Country Park and opportunities for other local visitor attractions.

E2 - Increasing jobs and prosperity

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

E2 - Increasing jobs and prosperity

We will ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to

19 upto 2026 based on an uplift of market share of 50%, Rochdale Retail and Town Centres Study (Nathaniel Lichfield & Partners, 2010)

support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy. To do this we will:

- Ensure supply of up to 210ha of highly accessible land, focused in the south of the borough, that is attractive to 21st century employment development for offices, manufacturing and distribution (B1 - B8) as well as other employment generating uses;
- Protect those existing employment zones and employment (B1 - B8) sites outside employment zones which are most suited to continued employment use. Uses other than employment will be permitted where it can be demonstrated that they would be more appropriate; and
- Promote the delivery of infrastructure, such as improved transport, housing, education, energy (including decentralised energy networks) and information and communications technology (including high speed broadband) with a focus on supporting economic development in the above locations.

1. **In the south of the borough,** we will deliver most new employment development and jobs. To do this we will:

   a. Focus employment development in the following economic growth corridors / areas (shown on the Key Diagram) which offer high quality sites with good access to the motorway network and public transport facilities:

      i. Rochdale town centre / Kingsway corridor
      ii. Sandbrook Park / Crown Business Park / Castleton corridor
      iii. Middleton town centre / Oldham Road corridor
      iv. South Heywood employment sites
      v. Stakehill Business Park

   b. Ensure that throughout the plan period a minimum 5-year land supply is available in the south for manufacturing, warehousing and office development. Land will be released as and when appropriate to maintain this minimum supply;
   c. Set out a mechanism to identify high quality sites for employment development to meet evidenced need for additional land later in the plan period (Policy E4);
   d. Direct office development to town centres in accordance with policy E1. Office development within economic growth corridors / locations, employment zones and in other locations will be permitted if:

      i. it is close to a public transport interchange; and / or
      ii. it is ancillary to a manufacturing or warehouse business use;

   e. Promote the regeneration major employment locations suitable for continued employment use;
   f. Discourage low employment generating uses in locations where higher employment generating uses would be more appropriate;
   g. Allow non employment uses including housing in employment zones (excluding Heywood Distribution Park and Stakehill Business Park) and on existing large employment (B1 - B8) sites (over 0.4 ha) outside employment zones where:

      i. there is a proven lack of demand for the site for a suitable employment use, it's not suited in land use terms to any employment use and there is a satisfactory employment land supply in the area; and
      ii. It would not impact on the ability of existing businesses to operate satisfactorily; and
      iii. it will enable high quality mixed use employment development on strategic corridors, close to centres or transport interchanges, or
      iv. it will help support the delivery of regeneration proposals in a priority regeneration area; or

v. redevelopment of the site would enable reinvestment that will provide jobs in the borough; or
vi. development would remove a severe environmental problem.

h. Support new employment development outside designated employment areas where it supports the above strategy and is not detrimental to amenity.

(Note: There are no restrictions on change of use of existing employment sites smaller that 0.4ha).

2. **In the north of the borough,** we will seek to maintain existing levels of employment land and where possible improve the number, range and quality of jobs**.** To do this we will:

a. Protect existing employment zones, and employment (B1 – B8) sites and premises (over 0.2ha) and support their retention and redevelopment for employment uses. Change to non employment uses will only be supported where:

i. It satisfies 1(g) above; and
ii. it can be demonstrated that the change of use will not result in the loss of jobs in the local area or measures are proposed to mitigate the impact of any job losses.

b. Promote and support small scale and other employment development that generates low levels of peak hour journeys and commercial traffic (e.g. live / work units, small ICT based companies and services to meet local needs such as nursing homes);

c. Not encourage uses that generate a large number of trips (e.g. large offices) or large amounts of heavy commercial traffic (e.g. large-scale manufacturing and distribution);
d. Focus on promoting development and facilities that support the visitor and local economy (E4); and
e. Support the rural economy through the reuse of agricultural premises and mills in the Pennine fringe wherever possible for appropriate employment uses (E5).

We will promote better quality jobs

A key objective of national planning guidance is to deliver economic growth and prosperity through sustainable development. In order to achieve this in the borough it is important that we ensure sufficient land is available

of the right type, quality and in the right places.

Many studies and strategies have examined what can be done to improve the performance of the local, Greater Manchester, and north west economies. These include, the Manchester Independent Economic Review (MIER), GM Strategy, Rochdale Borough Renaissance Masterplan[20], Rochdale Borough Sustainable Community Strategy[21], and the Rochdale Borough Economic Development Strategy (REDS). Our policies seek to regenerate the Rochdale economy, in line with these strategies and national guidance, to achieve greater prosperity locally and to maximise the benefits to the wider Greater Manchester and regional economies.

The key aims of the Core Strategy policies are to:

- Increase productivity – by increasing the number, productivity and diversity of type of business, and the number of jobs (Policies E1- E5);
- Raise skill levels and reduce worklessness – by providing the right training and access to jobs (Policy C7);
- Create infrastructure and attract investment – deliver employment sites and premises (Policies E2, E3 & E4), promote integrated transport (policies T1 & T2), develop town centres as economic hubs (policy E1), attract inward investment and visitors (Policy E6); and
- Improve quality of life and the attractiveness of the borough – which is an issue addressed by the entire Core Strategy (in particular by Policies C1, C6 - C8, P1 - P3, & G6)

MIER identifies similar sectors to REDS as growth targets, and advises that developing linkages between sectors, that support and complement each other, can help economic growth. Rochdale is identified as an area that is particularly attractive to the food and drink and logistics sectors. [22]

National guidance emphasises the economic benefits of a wide range of uses, and supports a broad approach to providing land for employment uses. It indicates that when allocating sites for economic uses they should as far as possible not be restricted to specific economic uses. Our policies therefore support most employment generating uses (apart from when retail, offices and leisure should go in town centres) being located in the majority of Employment Zones (EZs). Key sites to be allocated for employment development through the Allocations DPD will primarily be for offices, manufacturing and distribution (B1a, B1b/B2 and B8 uses respectively) (Policies E3 & E4).

The Core Strategy focuses employment development in the south of the borough, on high quality strategic sites with good access to the motorways and public transport, in economic growth corridors and areas. At the same time a good supply of sites to meet local need is provided in Employment Zones.

Providing sufficient land for B1 - B8 uses

Two studies have considered how much employment land Rochdale borough needs to meet both local and GM needs. These are the Rochdale Employment Land Study (July 2008) and the Greater Manchester Employment Land Position Statement (August 2009). Both studies considered that the borough has one of the best employment land portfolios in the sub-region, and that the current supply is reasonably in balance with the size of the workforce and forecast demand, based on past take-up. The borough, before the recession, was achieving an average annual employment land take-up of around 9 ha a year which would mean a need for about 144 ha up to 2028 compared with a current identified supply of around 160 ha. A large part of this supply, about 81 ha, is on land immediately available for development on Kingsway Business Park. This is one of the largest business parks in the northwest and the country and is expected to attract major inward investment to the region. The economic recession interrupted development on Kingsway, however recent major developments show that business interest in the park is increasing.

Despite the current land supply appearing adequate for the short term, both studies concluded that we need to provide a land supply for employment uses (primarily in use classes B1 to B8) of around 210 hectares in total for the period up to 2026. Given take up in recent years and the average annual average take up outside

20 Rochdale Borough Renaissance Masterplan - Space to Grow (Rochdale LSP, 2010)
21 Rochdale Borough Sustainable Community Strategy 2011-2021 (Rochdale LSP, 2011)
22 Greater Manchester Employment Land Position Statement (NLP 2009)

the recession it is considered that 210 ha remains an appropriate target up to 2028.

Our proposed employment land supply to meet a requirement of about 210 ha to be available for development for predominately B1-B8 uses is as follows:

- A current land supply of 160 ha (of which 130 ha is on allocated sites);
- Up to an additional 30 ha that is expected from windfall sites over the plan period. Windfall sites will mainly be existing employment sites, mostly in allocated Employment Zones (total area 585.7 ha), that may become available for redevelopment to provide better quality premises; and
- The remainder of the requirement, taking account of any potential shortfall in terms of windfalls, to be identified in the Allocations DPD in accordance with the criteria set out in policy E4.

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

The supply of employment land will be monitored to ensure an adequate supply of high quality, deliverable sites over the plan period. This is vital to support the economic growth and prosperity of the borough and build on the success of existing employment areas and the rapidly developing Kingsway Business Park.

Protecting Employment Zones and existing employment sites

The Rochdale Employment Land Study concluded that the majority of employment zones (PEZs and MEZs) in the UDP are appropriate for continued employment use and should be retained. Some zones or parts of zones may not be appropriate for employment uses in the long term, although they are still in employment use. Rather than disrupting existing businesses in these areas it's proposed to allow gradual change taking into account the needs of businesses and the wider area. Policy E2 sets out a number of criteria that should be met before allowing the loss of employment land and premises in, and outside, EZs.

We will review, and may amend, the boundaries of EZs through the Allocations DPD. The DPD will also provide more detailed guidance for each zone, indicating where changes in use may be encouraged, in line with policy E2.

Policy E2 allows all employment uses in EZs. This will ensure a more flexible approach, and a more certain supply of sites to meet community, leisure and regeneration needs. The policy seeks to ensure that allowing a wider range of uses in employment areas does not cause problems for existing businesses. Housing in the wrong location, where it could create amenity complaints about existing firms, would be unacceptable. Also employment uses, such car sales, which use a lot of land to create few jobs, will be discouraged from sites where better employment uses may be possible.

The policy is more flexible in allowing change of use in the south because of the larger land supply, the need to support regeneration objectives and to provide more housing on brownfield sites. However, a strong case will be required if employment land is to be lost in economic growth corridors and areas. In the north the policy is more restrictive in allowing the loss of employment sites, particularly for housing development, to try to keep local jobs and reduce commuting.

E3 - Focusing on economic growth corridors and areas

Focusing employment development on high quality sites in economic growth corridors and areas in accessible locations in the south of the borough will help deliver and maximise the benefits of new investment and the potential for growth and provide accessible jobs for local people.

E3 - Focusing on economic growth corridors and areas

1. In the **Rochdale town centre / Kingsway corridor** we will:

a. Seek to maximise economic growth in, and linkages between, Kingsway business park and Rochdale town centre;
b. Promote appropriate high density mixed use development, including offices, in and close to the town centre;
c. Seek to make best use of the improved road access to J21 of the M62 through Kingsway;
d. Ensure development proposals support the needs of residents in the East Central Rochdale, Milkstone and Deeplish, and Kirkholt regeneration areas (Policy C2), in particular in terms of improving access to jobs;
e. Promote the regeneration of the employment zones east of Oldham Road; and
f. Promote the co-ordinated development of the following key sites:

- Kingsway Business Park - large, high quality serviced sites available on this major inward investment site for B1 (including B1 office), B2 & B8 and other employment uses;
- Sites in and close to Rochdale town centre - potential for B1a office development in particular in the Town Centre East area, on Riverside, around Drake Street and in the Summercastle area; and
- Sites along Oldham Road - in employment zones in and around the Canal Basin area.

2. In the **Sandbrook Park / Crown Business Park / Castleton corridor** we will:

a. Improve the appearance of the gateway into Rochdale on Edinburgh Way from the A627(M);
b. Promote highway and pedestrian access improvements on Edinburgh Way;
c. Support the extension of the East Lancs Railway and the upgrading of Castleton station;
d. Promote the improvement of Castleton as a district centre;
e. Promote the leisure and tourism potential of this meeting point between the Rochdale canal and the East Lancs Railway (Policy E5);
f. Promote the development of the following key sites:

- Crown Business Park - large site available for B1,B2 & B8;
- Royle Road - B1,B2 & B8 and commercial development;
- Former Woolworths site - mixed use employment, with housing and retail on the west side;
- Sandbrook Park - B1a offices and commercial development;
- Trub Farm area - housing with employment next to the motorway; and
- Corus siding land (within the urban area) - mixed use development.

3. In the **Middleton town centre / Oldham Road corridor** we will:

a. Promote the redevelopment of under used sites close to Middleton town centre for offices;
b. Promote the upgrading of Mills Hill station with park and ride facilities;
c. Support the improvement of the Oldham Road corridor (Policy P1);
d. Support the regeneration of existing employment areas for employment uses; and
e. Promote the development of the following sites:

- Land around British Vita on Oldham Road - potential for mixed use development; and
- Middleton town centre - potential for B1a offices, particularly on the eastern side.

4. In the **South Heywood employment area** we will:

a. Promote the development of the following key sites:

- Heywood Distribution Park - designated as a Simplified Planning Zone (SPZ) it has potential for further major employment development; and
- North of Hareshill Road - land with permission for B1,B2 & B8 development.

b. Promote the area mainly for distribution uses;
c. Promote infrastructure improvements and traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas
d. Promote the extension of the East Lancs Railway line to Castleton to provide a commuter rail service to and from Manchester, with a new station close to Pilsworth Road (Policy T1b); and
e. Promote the provision of bus services from Middleton to improve access to jobs in Heywood;

5. In **Stakehill Business Park** we will:

a. Work with owners, investors and businesses to improve the quality of employment premises within the Business Park, including the redevelopment and re-modelling of plots to widen market appeal;
b. Promote infrastructure and environmental improvements within and around the business park;
c. Promote measures which improve the image and status of the business park as an employment location including improvements to the entrance / gateway into the Business Park; and
d. Support initiatives to enhance the business park as a quality employment destination e.g. Business Improvement District

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In all these corridors we will:

a. Focus the majority of employment development in existing employment zones, town centres and on the key sites identified above;
b. Focus the delivery of sustainable transport improvements to make the corridors more accessible to the workforce and commercial traffic (Policy T1);
c. Provide suitable sites and premises to attract potential growth sectors, such as financial and ICT services;
d. Encourage office and other high density employment development subject to Policies E2 & T2;
e. Allow appropriate supporting leisure development subject to Policies E2 & C8;
f. Focus development to promote clusters and maximise linkages within and between sectors;
g. Prioritise the redevelopment of previously developed land for employment uses but promote other uses, such as housing, if it's more appropriate to delivering a prosperous economy or to meeting the needs for any adjoining regeneration areas (Policy C2);
h. Promote and focus investment in ICT, including high speed broadband, and any other infrastructure that can support businesses; and
i. Promote the development of, and linkages with, education, training and investment services and facilities (C7).

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

- All have immediate access to the M62, M60, M66 motorway corridors, apart from the Middleton corridor which has reasonable access;
- Contain a large proportion of the borough's supply of land suitable for high quality employment development;

- Contain over half the borough's land in existing Employment Zones that have been assessed as good locations for employment uses;
- All have good access, or the potential to provide good access, to public transport facilities;
- Provide a portfolio of high quality strategic sites that will be attractive to growth industries;
- Offer the opportunity to focus facilities and services, such as skills training and marketing, on these areas; and
- Offer the advantages of locating firms close together, where they have good access to the wider city region, so that they can benefit from the advantages of 'agglomeration' locally and within GM. This means firms taking advantage of the business opportunities, in terms of suppliers and services, between firms in the same and different employment sectors.

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

1. **Rochdale town centre / Kingsway corridor**

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

- Has very good access to public transport with three Metrolink stops, the railway station and the new public transport interchange in the town centre;
- Has direct road access to J21 of the M62 along Oldham Road, Kingsway and the new Kingsway link road;
- Overlaps, or is well related to and interlinked with, 3 regeneration areas (C2) and is easily accessible from these areas of high unemployment and deprivation;
- Includes several strategic sites such as Kingsway Business Park and Riverside in the town centre;
- Includes a large areas (61.7ha) of Employment Zones off Oldham Road; and
- Is suited to a wide range of employment uses including manufacturing, distribution and offices (mainly related to land adjacent the Metrolink stop and that which is ancillary to other businesses) on Kingsway and in the EZs on Oldham Road, and offices and leisure in and close to the town centre and the railway station.

2. **Sandbrook Park / Crown Business Park / Castleton corridor, Rochdale**

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

- Has good access to the A627(M) and J20 of the M62 by 3 different routes;
- Is on a quality bus corridor to Middleton and Rochdale, and has a railway station at Castleton that could be connected to the East Lancs Railway (ELR);
- Has the Rochdale Canal running through the centre, and has good access to the countryside,
- Is close to the Kirkholt regeneration area;
- Includes 74ha of Employment Zones either side of the railway line, and leisure, retail and offices at Sandbrook Park and a superstore at Sudden;
- Has Castleton centre, that has potential to grow as a district centre;
- Is suited primarily to distribution, manufacturing and commercial uses with some office development in accessible locations;
- Includes major sites available for development at Crown Business Park, Royle Road, the former Woolworths site, Sandbrook Park and Trub Farm;
- Has tremendous potential for regeneration through housing and employment development, linked to growth of the visitor economy centred on the ELR and canal. A Masterplan[23] has been produced for Castleton which sets out these opportunities.

3. **Middleton town centre / Oldham Road corridor**

This corridor covers the area from Middleton town centre to the borough's boundary to Oldham. This corridor:

23 Castleton and Heywood Masterplan - Unlocking the Potential (Mouchel, October 2010)

- Does not have direct access to any motorway unlike the other corridors, however it is within easy reach of J19 of the M60;
- Has a railway station at Mills Hill offering direct access to Manchester;
- Includes 48 ha of existing Employment Zones;
- Includes the eastern side of Middleton town centre that offers opportunities for office development;
- Is mainly suited to manufacturing and general industrial use with several sites available for development around British Vita, on Oldham Road, and at Rex Mill.

4. South Heywood employment area

This area covers the existing employment sites in south Heywood including Heywood Distribution Park, Hareshill Distribution Park and Axis Point. This area:

- Has good access to the M66 at J3 via Pilsworth Road;
- Has 119 ha of existing Employment Zones containing several distribution estates, including Heywood Distribution Park which is a major business park designated as a Simplified Planning Zone (SPZ);
- Has the potential for improved access to the M62;
- Has the potential to be served by a new railway station on the East Lancs Railway at Pilsworth Road (T1);
- Is close to, and accessible from, areas with high levels of unemployment, such as Darnhill, inner Heywood and Langley in Middleton;
- Includes major sites available for development on Heywood Distribution Park and Hareshill Road;
- Has been identified as location for potential employment growth in Greater Manchester Draft report - Identification and Market Demand-led Assessment of Large Employment Sites in Greater Manchester in particular for logistics, although manufacturing will also be supported.

5. **Stakehill Business Park**

This area includes Stakehill Business Park. This area:

- Has good access to the M62 via the A627(M) link road;
- Provides good employment opportunities via its existing premises and through potential for redevelopment and re-configuration of existing plots deliver new high quality employment sites;
- Has good public transport access from the quality bus corridor linking Rochdale to Middleton and beyond to Manchester city centre; and
- Has the potential for future improvement via initiatives such as a designation as a Business Improvement District.

21st Century employment site

E4 - Managing the release of land to meet future employment needs

To deliver economic growth and prosperity in the long term it is important to ensure that sustainable sites can come forward to meet the evidenced need for additional employment land.

E4 - Managing the release of land to meet future employment needs

The release and development of additional employment land outside existing employment zones or sites currently in employment use will be allowed or included within a subsequent Allocations Development Plan Document if:

a. There is clear and demonstrable need that additional land for employment development is required; and
b. At least 60% of all the land available for employment development on Kingsway Business Park or 80% of the land available for B8 uses in Kingsway Business Park is contractually committed; and
c. The location of the site is consistent with the Spatial Strategy and policy E2; and
d. The site is capable of delivering high quality employment uses which meet the needs of modern businesses; and
e. The development of employment uses on the site does not have an unacceptable impact on the amenity of local residents; and
f. The site is in a sustainable location and is, or will be, well served by motorway access and public transport; and
g. The site can accommodate development without an unacceptable impact on landscape, biodiversity or wider green infrastructure value.

In considering proposals or identifying sites for development the following sequential approach will be applied:

1. Brownfield sites within the urban area; then
2. Greenfield sites within the urban area; then
3. Protected Open Land; then
4. Green Belt

Proposals will have to demonstrate that the search criteria have been rigorously applied and no suitable sites exist or are available within the preceding categories to meet the scale and quality of employment land required.

The Rochdale Employment Land Study 2008 identified that there was evidence to support an additional 25-30 ha of employment land over and above the current supply. This has been used, along with the conclusions of the Greater Manchester Employment Land Position Statement in setting the target for employment land of around 210 ha. Policy E2 sets out how we intend to meet this target. Whilst this policy shows that the borough has a healthy employment land supply it does identify a potential shortfall over the plan period which would need to be addressed in any future Allocations DPD.

The scale of the additional land required will depend on a number of factors including take up rates, the amount of supply resulting from windfalls and up to date evidence regarding demand for high quality employment sites. This demand will increase, particularly if a majority of Kingsway Business Park (which forms a larger proportion of the current supply) is built out early in the plan period.

Although it is not considered necessary or appropriate at this stage to identify a 'strategic' site to meet any evidenced shortfall, it is important that a mechanism is set out which enables such a site to be identified and delivered later in the plan period.

In managing the release of a large site or sites it is important to ensure that the site is delivered at the right

time (i.e. does not impact on the delivery of Kingsway Business Park), in the right place and provides the quality of site to meet the needs of modern businesses and their workforce. This should ensure the delivery of sustainable development which supports the economic growth and prosperity of the borough in the longer term.

The sequential approach to site selection is important to ensure that more sustaianble alternatives are considered first i.e. The use of previously developed land. However, in meeting other requirements such as location, accessibility and quality it may be necessary to consider other greenfield options including Green Belt. However, any propsals or sites considered lower down the sequential approach will have to demonstrate why the site is required and why no suitable alternatives earlier in the sequence are available.

E5 - Encouraging the visitor economy

Encouraging the visitor economy through enhanced visitor attractions will benefit the local economy by broadening its economic base, providing additional employment and improving the image of the borough.

E5 - Encouraging the visitor economy

We will focus on promoting the following tourism opportunities:

1. **Rochdale town centre**, where we will:

    a. Promote the heritage attractions of the Town Hall, Broadfield Park and the Municipal Gardens, and the Toad Lane Pioneers Trail linked through to the river and the retail centre (Policy E1/R); and up to the Parish Church; and
    b. Ensure that new development complements and relates well to, and enhances, the above assets.

2. **Rochdale Canal and cycleway corridor**, where we will:

    a. Improve the watercourse, towpath (and links) and wider corridor to make it more attractive for boat users, local recreation and users of National Cycle Route 66;
    b. Require development adjoining the canal to improve the canal corridor's setting and visual amenity and protect its special ecological value;
    c. Promote the provision of visitor moorings and other facilities in association with development in the following canal side locations:

        - Durn, Littleborough – opportunity for a marina;
        - Ealees - opportunities for mixed use;
        - Akzo site - housing development with opportunities for visitor facilities, including a play area and improved footpaths, to promote links to Hollingworth Lake;
        - Kingsway Business Park - high quality canal side mixed use housing and business development;
        - Rochdale Canal basin - high quality canal side mixed use housing and business development;
        - Sandbrook Park – access to indoor leisure at Sandbrook Park; and
        - Trub Farm - mixed use housing, retail and leisure on the east side of the canal, with potential for a marina and open space on the west side, with links to East Lancashire Railway.

3. **River Roch Valley corridor**, where we will:

a. Promote and enhance a Roch Valley recreational trail and linkages to key visitor destinations; and
b. Improve and enhance perception and image of, and access to, the river with a focus on delivering this in Rochdale town centre.

4. **Healey Dell, Rochdale**, where we will:

a. Promote and enhance improved facilities and linkages into and through Healey Dell to connect with the wider countryside and the urban area.

5. **Castleton, Rochdale**, where we will:

a. Support the extension of the ELR to Castleton with a new ELR station and the Corus siding land, both inside and outside the urban area, regenerated with appropriate uses(Policy T1);[24]
b. Promote the tourism potential of, and improve links between, a new ELR station at Castleton, Rochdale Canal with a possible marina (Policy E4/1), and Castleton centre (Policy E3); and
c. Promote access to the adjoining countryside, and opportunities for outdoor leisure, between Castleton and Heywood.

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

a. Enhance the Pennine Way and Pennine Bridleway corridor, and other footpath connections for a variety of sustainable recreational uses (Policy E6);
b. Promote and enhance links between Hollingworth Lake and other countryside attractions, the canal and Littleborough town centre; and
c. Promote and support development that can enhance the visitor attraction of the area covering Hollingworth Lake and Country Park, Rochdale Canal, and Littleborough town centre (identified as a Pennine fringe visitor and heritage area on the Key Diagram). This may include:

i. Supporting new waterside development, of an appropriate scale, to replace the existing buildings off Lake Bank at Hollingworth Lake and provide better waterside and visitor facilities;
ii. Improving access to and within the Hollingworth Lake area for pedestrian, public transport and car movement. New car parks should be located where vehicles will not increase traffic generation at Smithy Bridge and Lake Bank;
iii. Improved connections between Littleborough and Smithy Bridge rail stations and the Rochdale Canal;
iv. Delivery of visitor facilities at, and linkages between, the canal sites at Ealees, Durn and Akzo, the railway Arches, and Littleborough centre; and
v. Overall improve recreational routes across the area.

7. **Heywood**, where we will:

a. Promote visitor attractions and facilities at and around the East Lancashire Railway (ELR) station at Sefton Street;
b. Improve access to and promotion of Ashworth Valley, the Roch Valley and countryside to the north of Heywood; and
c. Improve linkages between the ELR station at Sefton Street, Heywood town centre, Queens Park, Roch Valley and Ashworth Valley and adjoining moorland (identified as a Pennine fringe visitor and heritage area on the Key Diagram).

8. **Middleton**, where we will:

24 ELR 2020 – Development Strategy (East Lancashire Railway Trust, June 2009

a. Promote the heritage of the Conservation Area north of the town centre, based on the architecture of Edgar Wood, the historic Parish Church and Grammar School, and the park and cemetery; and
b. Promote its diverse countryside and woodland assets, particularly at Alkrington Woods and around Hopwood College, with improved links to Rochdale Canal.

In promoting the above opportunities we will support :

a. Proposals that improve the visitor economy and resist those that could adversely affect it;
b. The provision of built leisure, tourism, cultural facilities and overnight accommodation subject to the following sequential approach:

   i. Town centres if sites are available; or
   ii. Areas where a need can be demonstrated (i.e. for business visitors and / or close to tourism attractions) in support of the tourism opportunity areas listed above and economic growth corridors / areas (Policy E3).

c. Camping sites and touring and static caravan sites provided that they are appropriately located and do not have an adverse effect on the appearance or character of the countryside; and
d. Outdoor sport and water based recreation facilities appropriate to the location.

The borough has a lot to offer to visitors. It has good access to the South Pennines and Manchester city centre, attractive countryside, a rich heritage and many opportunities to attract more visitors. Currently the borough attracts mainly day visitors, with the greatest percentage visiting the Hollingworth Lake area.

Rochdale Borough has the ingredients for a strong visitor offer with fascinating heritage and attractive countryside. The current and potential visitor economy in the borough includes both facilities and attractions within the urban area and outside the urban area in more rural locations such as Hollingworth Lake and the South Pennines Moors. Although some of the borough's assets are well known there are others which could benefit from further development and promotion.

Whilst the visitor sector already contributes significantly to the local economy, it is recognised that there is still great potential for growth. Greater Manchester has been identified as having a key role to play in the development of the visitor economy in the North West. The borough should be promoted as a gateway between the cultural and leisure attractions of central Manchester and the outdoor moorland, reservoir and industrial heritage based tourism and recreation of the South Pennines.

The Rochdale Borough Renaissance Masterplan and the Rochdale Visitor Strategy [25] identify the need to enhance the role of the borough in the visitor economy of the North West and to reposition the borough as a major tourist destination.

The sites and projects identified in the policy may be included in more detailed Supplementary Planning Documents, masterplans and development briefs.

E6 - Supporting and diversifying the rural economy

Supporting and diversifying the rural economy will help create a sustainable landscape and townscape that contributes to the wider economy and provides a better sense of place and quality of life for both the borough and wider city region.

25 Visitor Strategy, RMBC, 2007

E6 - Supporting and diversifying the rural economy

We will strengthen and diversify the rural economy, and where possible increase rural employment, by supporting proposals in particular where they:

- Enhance the South Pennine Moors landscape;
- Enhance the role of key rural settlements, facilities for tourism, recreation and associated products and services for local communities and visitors in the north of the borough;
- Improve the recreational and tourist value of the Rochdale Canal, Hollingworth Lake, the Roch Valley corridor, Pennine Way and Pennine Bridleway and other strategic tourist and recreational routes and sites (Policy E5); and
- Support agriculture and other appropriate activities which help to sustain economic activity whilst maintaining and improving the appearance and rural character of the borough's countryside.

We will support development outside the urban area, in the above locations and elsewhere, where it is in accordance with national Green Belt and local protected land policy and it:

a. Would be of a high quality design that protects and enhances landscape and townscape quality and character, biodiversity and any specific cultural or historic attributes of the site or its surroundings;
b. Creates stronger physical and economic linkages between urban and rural areas by supporting agriculture, the processing and marketing of local produce, access for tourism and recreation, woodland and landscape enhancement, and environmental infrastructure and services;
c. Re-uses redundant farm buildings and mills, and derelict, underused or neglected land for new rural business activity which contribute to a sustainable low carbon economy (for example overnight accommodation, creative, digital and emerging media industries, renewable energy, and other environmental technologies);
d. Does not result in fragmentation or make movement difficult between existing viable farm units
e. Does not cause pollution or other environmental problems which may adversely affect farming; and
f. Does not result in the loss of agricultural land, particularly the best (grade 3a and above), unless there is an overriding strategic need for development and no appropriate land exists elsewhere.

The rural landscapes and communities of the borough contain only 1.6% of the borough's population but cover approximately two thirds of its total land area. These rural areas support a wide range of economic activities and provide key services and infrastructure for the borough and Greater Manchester. This includes agriculture, forestry, minerals, waste, energy, water, tourism and recreation.

The rural areas of Rochdale are varied and diverse in character. They include both the uplands of the South Pennines (in the north) and the open pasture land and river valleys of the Urban Mersey basin (in the south). Within the upland areas the population is small and scattered, with the agriculture mainly sheep grazing.

Increasingly renewable energy, including wind farms, is becoming an important element of the rural economy. The area is also highly accessible for tourism and recreation and includes both the Pennine Way and the Pennine Bridleway. Close to the urban areas of the borough, horse stabling and grazing is becoming important, particularly in the most accessible locations.

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

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

Littleborough is a key service centre for the rural economy in the north, providing goods, services and transport links for the surrounding rural areas and the visitor economy. Other smaller service centres include Milnrow, Norden and Wardle. The local authority is a member of Pennine Prospects, the rural regeneration company for the South Pennines and works with the Commission for the New Economy in Greater Manchester helping to deliver Greater Manchester rural objectives. The Greater Manchester Rural Economic baseline report (EDAW, 2008) identifies that there is the potential for significant growth in the rural economies of Greater Manchester, particularly in the following sectors:

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

The Rochdale Borough Renaissance Masterplan and Community Strategy, and the delivery plans for Pennine Edge Forest and Pennine Prospects, highlight the importance of the rural setting of the borough and the wider South Pennine desire to “offer the best of urban and rural living” and provide opportunities for improvements and working in partnership to promote and enhance the rural economy.

Priority areas for increasing jobs and prosperity and strengthening the rural and visitor economy include Littleborough and Hollingworth Lake as a part of the South Pennine Moors gateway, the Rochdale Canal, Pennine Way and Pennine Bridleway. There will also be additional areas where investment in the visitor economy and related services would be appropriate including the Ashworth Valley, Watergrove Reservoir and the Roch Valley (Policy E5).

Seven delivering a more prosperous economy (so1)

8 Creating successful and healthy communities (SO2)

Introduction

Creating the right environment for successful and healthy communities is vital to improve the quality of life of residents. It will help to:

- Make the borough a more attractive, enjoyable and healthy place to live;
- Make the most of its location and setting;
- Widen the appeal of the borough by offering a choice of quality homes;
- Retain existing residents and attract new residents to the borough;
- Encourage community cohesion;
- Make people feel safer and more included;
- Support economic growth; and
- Improve the image of the borough as a great place to live.

Rochdale borough is ideally situated to access opportunities in a vibrant and growing city region whilst also being in easy reach of attractive countryside. Improved public transport, particularly by heavy rail and Metrolink, will give better access to a wide choice of jobs, services and facilities in the city region. Our strategy will provide improved job and education opportunities, regenerate town centres, improve shopping and other facilities and create a more attractive borough. This will increase demand for new housing in the borough.

To create successful and healthy communities our policies seek to:

- Deliver the right number of homes in sustainable locations;
- Deliver new homes, facilities and improved infrastructure to support regeneration and economic growth;
- Ensure a good range range of quality, well designed housing that can attract and retain residents;
- Provide affordable homes in the right places;
- Meet the housing needs of gypsies and travellers and travelling showpeople;
- Improve the general health and well being of residents;
- Deliver quality education facilities to improve opportunities and raise educational achievement; and
- Improve community, sport, leisure and cultural facilities.

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

Providing the right amount of homes in the right places will widen housing choice, attract and retain residents, create attractive, safe and successful neighbourhoods and support regeneration and increase prosperity.

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

We will provide sufficient land to deliver at least 400 net additional dwellings per year up to 2028 to assist in the creation of successful, inclusive and mixed communities and meet the housing needs of the borough. To do this we will:

- Ensure there is always a deliverable five year supply of land for new homes. This will include an additional buffer of 5%, which would increase to 20% if there was evidence of persistent under delivery, to ensure choice and competition in the market;
- Maximise the potential of previously developed sites, including empty homes and buildings, within the urban area to achieve a target of 80% of new housing on previously developed land; and
- Ensure that sites are sustainable with good access to local services, facilities, green infrastructure shops, jobs, schools and public transport.

1. **In the south of the borough**, we will deliver a majority of new homes to reflect its accessibility to the core of the city region and the opportunities that exist for new housing. To do this we will:

a. Maximise the opportunities that exist to provide new housing in sustainable locations
b. Deliver new homes in regeneration areas (Policy C2);
c. Focus new housing in or close to key economic growth corridors / areas and town centres (Policy C2); and
d. Support high quality housing development on land at Broad Lane, Rochdale (Policy G5)

2. **In the north of the borough**, we will deliver an overall scale and density of development that reflects the accessibility and character of the Pennine fringe (Policy C3);

3. We will consider the sustainable development of **greenfield sites within the urban area** where it is demonstrated that:

   a. the development would have limited adverse impact on green infrastructure or amenity value in and around the site; and
   b. green infrastructure is, wherever possible, incorporated into the scheme.

New homes will be delivered through existing commitments, key strategic sites, mixed use developments and specific site allocations in the Allocations Development Plan Document.

All new residential development will be expected to comply with the general Development Management criteria outlined in policy DM1.

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

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

The delivery of 400 net additional homes per year reflects a challenging target based on meeting the borough's economic growth and regeneration objectives. This figure is not a ceiling and therefore may be exceeded provided that it is sustainable, it can be supported by existing or new infrastructure and it meets the Council's priorities. The Council will work positively with developers and partners to deliver this challenging target.

The supply of housing land is set out in the Council's latest Strategic Housing Land Availability Assessment (SHLAA). The SHLAA sets out the supply for the whole of the plan period and also provides details of the current five year deliverable supply. In line with national guidance this will include an additional buffer to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market. The size of the buffer required depends on performance against the annual target. This would mean a minimum buffer of 5% which would rise to 20% if there was evidence of persistent under delivery against the annual target. An assessment of past and current delivery will be included in the SHLAA and Annual Monitoring Report (AMR) in order to evidence whether the 5% or 20% buffer in addition to the five year deliverable supply is required.

Since the figure in the policy relates to additional homes it is also necessary to consider the impact of clearance. The rate of clearance can vary significantly depending on resources available to undertake large scale regeneration. Clearance, current and planned, will be monitored and the latest evidence will be included within the most up to date SHLAA and AMR. An appropriate allowance for clearance replacement will be reviewed and taken account of within the rolling five year supply and the SHLAA as a whole.

There will be a strong focus on providing housing on previously developed land. The previous regional target was 80% and this has subsequently been adopted as a local target. This target will be retained and monitored. The focus of new homes in regeneration areas, town centres and on sites well related to employment development is in recognition of the role that new residential development can play in delivering regeneration, supporting economic growth and attracting and retaining residents.

It is recognised that development of appropriate greenfield sites within the urban area can constitute sustainable development. Therefore the development of greenfield sites within the urban area will be considered flexibly provided that they have limited green infrastructure value and their development would not adversely impact on amenity. It is also important, wherever possible, to retain and enhance green infrastructure assets and their functions within development proposals. This would include features that contribute to sustainable urban drainage (SUDS), the retention of trees and features which assist in creating biodiversity and the retention and enhancement of important linkages. The sustainable development of greenfield sites will also be considered more favourably where they help to deliver regeneration and where it would result in local green infrastructure improvements. The only greenfield site outside the urban area where development is considered appropriate is land between Broad Lane and Oldham Road. This site has been safeguarded for residential development in the past and it has the potential to deliver high quality housing to support Kingsway Business Park and the wider economic growth corridor.

All new developments will be expected to take account of the Council's requirements in terms of design, energy efficiency and climate change adaptation (Policies P3,G1,G2,G3).

All new development places a greater demand on existing infrastructure. More information regarding existing and planned infrastructure will be contained in the Infrastructure Delivery Plan.

Developing new housing to create successful communities

C2 - Focusing on regeneration areas and economic growth corridors / areas

Focusing housing development in regeneration areas and in and around economic growth corridors / areas will create sustainable patterns of development, help tackle social and economic deprivation and improve quality of life.

C2 - Focusing on regeneration areas and economic growth corridors / areas

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

1. **Central Heywood (includes the town centre),** where we will:

a. Deliver additional dwellings for sale and rent to widen housing choice in the area; and
b. Redevelop vacant sites and incompatible employment uses, particularly in Back o'th' Moss and south of the town centre.

2. **Langley, Middleton,** where we will:

a. Deliver a range of high quality housing, mainly for sale, to widen tenure choice within the estate; and
b. Maximise opportunities on other development sites within the estate including vacant / surplus school sites and underused, poor quality open space;

3. **East Middleton,** where we will:

a. Provide good quality housing on available brownfield sites, notably around Middleton Junction and Glen Grove; and
b. Develop a comprehensive approach to the land around British Vita including new housing and employment development which should also deliver improvements to open space and the river corridor.

4. **East Central Rochdale,** where we will:

a. Deliver additional homes of a type and design which better matches local need; and
b. Maximise the opportunities presented by the cleared and vacant sites within the area to create high quality new housing.

5. **Milkstone, Deeplish & Newbold, Rochdale,** where we will:

a. Provide additional homes on vacant and underused sites and through redeveloping incompatible employment uses in residential areas.

6. **Kirkholt, Rochdale,** where we will,:

a. Remove obsolete housing and replace it with high quality housing of an appropriate type, size and tenure; and
b. Maximise opportunities on other development sites within the estate including vacant / surplus school sites and underused, poor quality open space.

7. **Falinge, Spotland and Sparth, Rochdale,** where we will:

a. Improve the residential environment including new high quality housing where opportunities occur.

We will also encourage the delivery of new housing within the following economic growth corridors:

1. **Rochdale town centre / Kingsway corridor (Policy E1/3),** where we will:

a. Deliver new housing within Kingsway Business Park;
b. Maximise opportunities for new residential development in and around the town centre; and
c. Allow the release of land between between Oldham Road and Broad Lane for higher value housing.

2. **Sandbrook Park / Crown Business Park / Castleton corridor (Policy E3/2),** where we will:

a. Deliver new housing at Trub and on the former Woolworths Depot to compliment the corridor and support the regeneration of Castleton; and
b. Support the delivery of housing on other available sites to widen housing choice in a sustainable location.

3. **Middleton Town Centre / Oldham Road corridor (Policy E1/3),** where we will:

a. Deliver new housing in Middleton town centre and the regeneration area (see 7 above).

We will also encourage new housing which is well related to the following economic growth areas:

4. **South Heywood employment area (Policy E3/4); and**
5. **Stakehill Business Park (Policy E3/5)**

Specific sites for new housing will be identified and included within the Allocations DPD.

The delivery of new housing can play an important role in delivering regeneration and supporting economic growth. Focusing new housing to areas where these benefits can be maximised not only helps to improve the quality of these areas and widen housing choice, but also helps to tackle deprivation and create more sustainable patterns of development. A large amount of work has been undertaken within many of these areas and many opportunities exist to deliver new housing.

Whilst the delivery of new housing can help to deliver regeneration, it needs to be linked to other improvements which are required to create successful neighbourhoods. This includes:

- Improving the quality and appearance of existing housing and, where possible, bring empty properties back into use;
- Improving the quality of open space and wider public realm;
- Providing a good range of community facilities which meet the needs of residents;
- Improving access to public transport and pedestrian and cycle links within and to adjoining areas; and
- Providing new employment and better access to employment areas to help create sustainable mixed use development.

Tackling these issues will help to create neighbourhoods which have a broader appeal and consequently strengthen the local housing market. This will also increase the popularity of areas, reduce the risk of housing market failure and enable the existing housing stock to contribute to meeting housing needs e.g. through improvement and adaptation.

Many of these areas have clear strategies and masterplans for how they will be improved. Supplementary Planning Documents (SPDs) have been produced for East Central Rochdale and Milkstone, Deeplish and Newbold and other area based SPDs, masterplans and development briefs will be produced where appropriate. The scale of new housing that can be provided in these areas is included within the Strategic Housing Land Availability Assessment.

Although housing development will not be permitted within the primary employment areas in South Heywood and at Stakehill Business Park (Policy E2), residential development which is well related and accessible to these areas of jobs will be encouraged.

The regeneration areas and economic growth corridors / areas set out in the policy are shown on the Key Diagram.

C3 - Delivering the right type of housing

Widening housing choice will broaden the appeal of the borough and assist in meeting the needs of existing residents, help to attract new residents and is a key to supporting economic growth and prosperity.

C3 - Delivering the right type of housing

We will deliver the right types of homes, well designed and built to appropriate densities, to meet the overall needs and aspirations of the borough. To do this we will:

- Ensure new development provides housing types that take account of local needs and aspirations;
- Ensure that the supply of larger and higher value housing in the borough is improved;
- Require a high standard of design and layout that produces attractive places and takes account of energy efficiency and climate change;
- Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character; and
- Support the provision of housing on appropriate sites to meet the needs of specific groups including older people and other vulnerable groups.

1. **In the south of the borough** the focus will be on widening housing choice and delivering housing that better suits the needs of existing and future residents. To do this we will:

   a. In the East Central Rochdale, Milkstone & Deeplish & Newbold and Falinge, Spotland and Sparth regeneration areas place an emphasis on larger, family housing, including affordable housing, to widen housing choice in areas currently dominated by smaller terraced properties and flats;
   b. In central Heywood, Kirkholt, Langley and east Middleton regeneration areas deliver a mixture of housing with an emphasis on good quality family housing;
   c. Support lower density housing elsewhere in Heywood, Middleton and Rochdale where it delivers higher value dwellings of a type and size that is currently in short supply across the borough; and
   d. Focus higher density development in and around Rochdale, Middleton and Heywood town centres, along major transport corridors, the Canal corridor, and in key district and local centres.

2. **In the north of the borough** there will be a focus on providing a range of higher value housing to attract and retain residents. To do this we will:

   a. Support lower density development if it delivers higher value dwellings of a type and size that are currently in short supply across the borough; and
   b. Limit higher density development (50 dwellings per hectare and above) to sites in the centre of Littleborough, close to transport interchanges, and along the canal corridor.

Many areas are dominated by a specific housing type or tenure. In particular there are large concentrations of older terraced properties and large social rented estates. Providing a variety of housing, in both type and tenure, not only helps to meet needs and aspirations but also reduces the risk of housing market failure often experienced by districts with concentrations of particular housing types.

The Greater Manchester Strategic Housing Market Assessment [26] shows that within the North Eastern housing market area (which includes Rochdale along with Oldham, Tameside and part of north Manchester) there is demand for all types of properties, except terraced. It adds that there is above average demand for detached and semi-detached homes reflecting the comparatively low supply of these properties currently. Therefore to create and maintain a more attractive housing market it is important to deliver these types of properties as well as meeting local housing needs. This need for larger housing is also supported in the Rochdale Strategic Housing Market Assessment. [27]

The Council will work with developers and partners to ensure that a good choice of housing is delivered across the borough, including larger and higher value homes which are currently in short supply.

Making efficient use of the land available for residential development is important by building at appropriate densities, taking account of housing need, location and local character. Well designed housing can deliver the right type of homes and create attractive living environments whilst making efficient use of land.

26 Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008
27 Rochdale Borough 2010 Strategic Housing Market Assessment (arc4, December 2010)

The overall need to provide larger homes and more detached and semi-detached properties evidenced above may lead to some lower density development on appropriate sites. Higher density development should be focused in those areas that can sustain higher densities. This includes accessible sites in and around town centres, sites on or close to high frequency bus routes and sites close to railway stations or proposed Metrolink stops. Other occasions where high density development is appropriate could be where; the development relates to the conversion of an existing building; if a particular design solution is required on the site; to retain a building of heritage value; or to achieve regeneration and design objectives.

The population aged 65 or over in Rochdale borough is expected to increase by 34% between 2012 and 2028[28] and therefore meeting the needs of older people in terms of housing provision will become increasingly important. There are also other vulnerable and special need groups identified in the Rochdale Adult Social Care Blueprint[29] that may have specific accommodation needs in terms of type, design, location and on-site facilities. If appropriate, new sites will be identified in the Allocations Development Plan Document to accommodate these needs.

It is also important that new homes are sustainable by making the best use of design and modern construction techniques to increase energy efficiency and help to tackle climate change.

C4 - Providing affordable homes

Providing affordable housing will provide more opportunities for people to buy or rent a home that is appropriate to their needs.

C4 - Providing affordable homes

We will seek affordable housing on all developments of 15 dwellings or more. We will seek a contribution to affordable housing of 7.5% of the development sales value of the overall scheme. Affordable housing should be:

a. Provided on-site using this contribution to deliver homes of a type, size and tenure agreed by the developer and the local authority based on local evidence and, where appropriate, delivered in partnership with a Registered Provider; or
b. Provided via an off-site financial contribution in exceptional circumstances, for example, where:
    i. The local authority considers that the site is not an appropriate location for affordable housing e.g. poor access to local services and public transport; or
    ii. The type of housing on the site makes it difficult to provide an element of affordable housing; or
    iii. It is not practical to properly manage an element of affordable housing on the site e.g. on-site provision would only deliver a very small number of homes.

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

i. The type of affordable housing required in the area;
ii. The availability of Social Housing Grant or equivalent;
iii. The need to deliver other planning objectives with a higher priority; and
iv. The economic viability of the development.

The need for affordable housing has increased in recent years due to an ever-increasing gap between housing costs, particularly for owner occupation, and household incomes. This national trend is evident throughout the borough and, coupled with the difficulty in getting mortgages, has meant that people are

28 2010 based subnational population projections (ONS, 2012)
29 Rochdale Adult Social Care Blueprint 2013-2014 (RMBC)

finding it increasingly difficult to access market housing.

The Strategic Housing Market Assessment for Rochdale borough shows an estimated annual requirement, using the recommended Communities and Local Government methodology, of 128 additional affordable homes per year. This represents 32% of the total housing requirement of 400 per year. The Council will work with developers and partners and utilise affordable housing initiatives to help achieve this target and meet affordable housing needs.

In 2008 the Council adopted an Affordable Housing Supplementary Planning Document. This Supplementary Planning Document sets out more detail regarding the provision of affordable housing. It also sets out the calculation for the contribution within the policy which is based on an assumption of 15% of the homes being affordable with an average discount of 50% of the open market value. The level of off-site contribution will be calculated in the same way as on-site provision (i.e. 7.5% of the total development sales value).

A key issue in providing affordable housing is how it impacts on the overall viability of the scheme. In order to ensure that the viability of sites is not compromised the Council has carried out an Economic Viability of Affordable Housing Requirements assessment. This study demonstrates that the level of affordable housing set out in the policy can be achieved. Any applicant seeking to reduce the affordable housing requirement will be required to demonstrate why through a detailed financial appraisal of the scheme.

C5 - Meeting the needs of gypsies, travellers and travelling showpeople

Meeting the needs of gypsies, travellers and travelling show people will help ensure that this group of people are not disadvantaged.

C5 - Meeting the needs of gypsies, travellers and travelling showpeople

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

a. It is suitably located in terms of access to a range of services and local facilities;
b. It is appropriately sited and is / can be designed in a way which respects the amenity of new and existing residents;
c. It can be satisfactorily accessed from the public highway;
d. It has appropriate provision for parking, turning and servicing on site; and
e. It includes appropriate provision for landscaping in order to give structure and privacy and maintain visual amenity.

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

All development will be expected to comply with policy C1 and the general development management criteria outlined in policy DM1.

The Council currently operates a 27 pitch traveller site at Roch Vale, Rochdale. The Greater Manchester Gypsies and Travellers Accommodation Assessment (GM GTAA) that was completed in 2008 shows a need for additional pitches within the borough. Regional evidence also indicated a need for additional residential pitches and transit pitches with a year on year increase of 3% post 2016.

These studies both demonstrated a need for additional pitches within the borough. We will continue to work with other local authorities to agree an overall pitch requirement. This will be included within the Allocations DPD along with any appropriate sites identified and allocated. We will also seek to maintain a five year deliverable supply against this agreed target in line with national guidance.

In assessing the size and design of specific sites, proposals will be expected to demonstrate that they have

taken account of the good practice guidance[30] published in relation to designing gypsy and traveller sites. This guidance also sets out those sites which are unlikely to be acceptable for locating new pitches.

Evidence gathered in relation to the GM GTAA showed that there was currently no demand for travelling showpeople accommodation within the borough. The need to provide for travelling showpeople will continue to be monitored and if local need arises any identified sites will be assessed using the above criteria and relevant good practice guidance.

C6 - Improving health and well being

Improving the health and well-being of the borough's residents is a high priority in the Sustainable Community Strategy.[31]

C6 - Improving health and well being

We will improve people's health and well being and reduce health inequalities by:

- Creating an economic, physical and social environment which promotes and supports healthy lifestyles;
- Supporting and promoting accessible new health facilities and services in town centres and local centres; and
- Focusing the above actions in areas of deprivation, poor health and/or greatest need.

We will achieve this through:

a. Ensuring good provision of and access to a range of food shops within or adjacent to town centres, local centres and within deprived areas (Policy E1);
b. Seeking to provide better access to jobs in areas with high levels of deprivation and poor health (Policy E2);
c. Providing an appropriate number of good quality and affordable homes with a mix of tenures in areas of greatest need, dealing with empty homes and bringing them back into use and tackling overcrowding issues with the right size and range of homes for every need (Policies C1-C4);
d. Not allowing the over concentration of takeaway food premises where they may impact adversely on the amenity of residents and/or encourage unhealthy eating habits;
e. Ensuring good provision of education, community, sport, leisure and cultural facilities in town centres, local centres and areas of greatest health deprivation (Policies C7,C8);
f. Seeking high quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable (Policy P3);
g. Managing and mitigating the effects of climate change by tackling greenhouse emissions, reducing risks of flooding, promoting tree planting and seeking to avoid adverse micro-climates (Policies G1,G6,G7,G8);
h. Maintaining and enhancing the boroughs biodiversity, natural environment, open spaces and outdoor sport and recreational areas to create a coherent network of green infrastructure that can help promote better health (Policies G6,G7);
i. Identifying and implementing measures to reduce traffic movements and congestion to reduce air and noise pollution (Policy T1);
j. Encouraging development that promotes active living by making places more accessible by walking, cycling and public transport (Policy T2);
k. Protecting allotments and encouraging other local food growing areas so that residents can grow their own food (Policy G6); and
l. Supporting the provision of health facilities and services in accessible locations that meet current and future need, particularly in deprived areas.

30 Designing Gypsy and Traveller Sites Good Practice Guide - DCLG (May 2008)
31 Rochdale Borough Sustainable Community Strategy - 2011 - 2021

We will require Health Impact Assessments for major planning applications and consider the use of section 106 agreements to deliver measures to improve the health impacts of development.

In line with national policy, the Core Strategy promotes health through better physical access to facilities, stronger neighbourhood centres, safer environments and accessible routes and transport.

We are keen to turn round the borough's poor health record, particularly in the most deprived areas. We aim to make the whole borough a healthier and safer place where people live longer, have healthy lifestyles and have good access to quality health facilities.

The poor levels of health and well-being in our deprived communities are due to a number of factors. These include individual lifestyles, social and community influences and general socio-economic, cultural and environmental conditions. Therefore, promoting health and well being is cross cutting and requires a multidisciplinary approach. Residents need to feel they have real choices and are included and offered help to enjoy good health.

New health facilities will be promoted in accessible locations to support housing and population growth in Rochdale, Middleton and Heywood. The Council will work with health organisations and agencies to deliver modern, high quality, sustainable and flexible facilities in the borough.

Inequalities in health will also be addressed through many other relevant policies in the Core Strategy. These include policies to improve access to employment especially in areas of deprivation, provision of good quality housing and local shops, better leisure facilities, good quality open space and access to the countryside to promote more active lifestyles, and promoting biodiversity and tackling climate change. Well designed places, spaces and landscaping can also help improve physical and mental health.

More accessible and sustainably located development and a better integrated transport system will reduce the need to travel and also promote healthier lifestyles. It will improve the quality of life for many communities, including those who are less mobile, the elderly, people with impairments and those without their own transport.

C7 - Delivering education facilities

Improving education and skills is a high priority in order to improve productivity, social and community cohesion and the overall prosperity and quality of life in the borough.

C7 - Delivering education facilities

We will improve education, skills and training in the borough and raise educational achievement by:

- Providing good quality primary and secondary educational facilities; and
- Promoting the growth and expansion of further and higher education linked to the Colleges at St Mary's Gate and the Middleton campuses.
- Promoting existing and new facilities which have the opportunity to encourage and promote better links with schools and colleges.

We will achieve this through:

a. Providing educational facilities in appropriate and accessible locations;
b. Ensuring school facilities are co located with other educational related facilities or services such as Children's Centres and businesses and enterprise in order to maximise learning;
c. Improving accessibility to educational facilities by foot, cycling and public transport;
d. Seeking high quality design of educational buildings with facilities appropriate to support learning;
e. Supporting wider skills training and education of residents through providing more libraries, and supporting and working with employment agencies and local businesses;

f. Promote the provision of existing and new facilities, open space and leisure uses that create interest and activity, and opportunities taken for educational and learning use.
g. Ensuring educational facilities are sustainable and provide good access to communities, the natural environment, heritage, culture and lifelong learning; and
h. Seek developer contributions for the provision of educational facilities (including new school places) and employment skills and training.

Educational attainment of young people in the borough is below the national average and is particularly poor in some deprived wards. There is also a high proportion of the working age population with no qualifications and poor skills. There is a need to improve the quality of primary, secondary, further, higher and life-long education.

Our aim, therefore, is to support the provision of high quality education and training facilities to improve the range of skills necessary to make the borough more competitive and productive, increase income levels and reduce benefit dependency.

Education infrastructure has to meet the needs of local people. Changes in birth rates and the delivery of new homes will dictate the level of demand for school places and associated facilities. New facilities will be funded from existing programmes and by negotiating financial contributions where housing growth will create a need for new school places and associated facilities.

Schools play an important role in creating and supporting inclusive and vibrant neighbourhoods. Ensuring that schools are well placed, integrated, prominent and accessible to local communities is central to creating sustainable, healthy and well-connected communities.

The Sustainable Community Strategy has identified an important role for higher and further education institutions to encourage innovation and technology transfer to help develop knowledge based businesses. Investment in the right education and training facilities will help people to gain the qualifications and skills that are needed for to transform the borough's economy. The Council will support proposals for new education facilities as they emerge, particularly training and employment opportunities for people who are excluded from employment in areas of greatest need.

The creation of the new Sixth Form College and expansion of Hopwood College at the Rochdale site will be critical to provide a higher educational centre for the borough. But training could also be provided through the private sector and through agreements connected with major employment developments.

Accompanying these education facilities, lifelong learning facilities such as the libraries, heritage and cultural facilities provide valuable opportunities to expand the skills of local people. Improving lifelong learning is important particularly as the employment markets change.

Many high academic achievers leave the borough for better employment opportunities. A provision of a better range of jobs and higher quality housing is needed, and proposed in the strategy, to try and retain these people.

C8 - Improving community, sport, leisure and cultural facilities

Improving community, sport, leisure and cultural facilities will help improve residents health and quality of life and make the borough a more desirable place to live, work and visit.

C8 - Improving community, sport, leisure and cultural facilities

We will support and promote the provision of better community, sport, leisure and cultural facilities and will follow the sequential approach set out below, provided they are of a type and scale appropriate to the size of the settlement, are accessible and support our objectives. We will:

a. Require facilities that serve the borough as a whole, and facilities that attract large numbers of people, to be located within or adjoining Rochdale town centre;
b. Require facilities serving other towns to be located in or adjacent to town centres or local centres or highly accessible locations;
c. Require facilities intended to serve the everyday needs of a community or neighbourhood to be in or adjacent to key local centres;
d. Encourage the development of shared service centres which combine public services, health and community functions in modern accessible buildings;
e. Support proposals for facilities that are not appropriate to be located in or adjacent to centres provided they are highly accessible by a choice of transport and do not harm the character or amenity of the area, and satisfy the following criteria:

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

f. Work with agencies, services and businesses responsible for providing facilities to ensure that the needs and demands of communities are met;
g. Identify sites for new or extended facilities, or protect existing facilities from development for other uses, through the Allocations DPD; and
h. Ensure that development and wider regeneration schemes contribute, through land assembly and financial contributions, to new or improved facilities where development will increase demand and there is a recognised deficiency.

Encouraging active and healthy communities through new or improved facilities

These facilities are vital to local communities and provide the services needed for a good quality of life, e.g. access to public services, education, health, and leisure, as well as helping to promote community cohesion. They include council buildings, community centres, public halls, youth centres, libraries, places of worship, care homes, nurseries, and voluntary sector and emergency services. Sports and leisure facilities, such as swimming pools, health and fitness centres are important in improving health and well being. Arts, cultural facilities and entertainment facilities, e.g. theatres and museums, are vital to attract residents and visitors and to support local culture and improve the borough's image.

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

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

The Council will work with other agencies, and the voluntary and private sectors, to secure more and better facilities by joint working. Shared centres where public health facilities, council offices, libraries, police and other services are in one building can be both cost-effective and more convenient for the public and are therefore supported.

The schemes listed in the policy represent current priorities. Sites will be identified for new facilities in the Allocations DPD and any area-based Supplementary Planning Documents (SPDs).

Eight creating successful and healthy communities (so2)

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

Introduction

Improving the 'quality of place' of the borough is a priority if it is to be a place where people choose to live. It will help to:

- Create livelier, more interesting and distinctive town centres, housing areas and public spaces;
- Attract investment and improve prosperity;
- Make people feel good about the place and improve their health and well being; and
- Make it a destination of choice.

The borough's best landscape and townscape qualities, such as the South Pennine moorland backdrop and the area around Rochdale Town Hall, are major assets. But there are also areas which are degraded, underused and of poor design quality which we want to improve. Some areas have a poor visual 'image' and that this may discourage investment in the borough, reduce its attractiveness as a place to live, work and visit and reduce design expectations and standards.

To improve design, image and quality of place our policies seek to:

- Protect and enhance the best aspects of the borough's character and heritage;
- Make development more attractive and sustainable, with a cleaner, greener and safer, environment;
- Improve the image of the borough including the most visible, highest profile places such as town centres and gateways; and
- Take a positive role in the promotion of better design.

It is not acceptable to use existing poor quality development in the vicinity as an reason for lowering design standards in new development.

P1 - Improving image

Improving the image of the borough, in the eyes of both residents and visitors, has significant social and economic benefits, including the attraction of inward investment.

P1 - Improving image

We will require high quality design in all new developments, and this will be particularly important in the following areas, which are crucial to the image of the borough:

1. Key gateways into the borough (see Spatial Strategy key diagram and Township delivery diagrams);
2. Local gateways to centres, communities and attractions;
3. Local Improvement Corridors and those stretches of main transport corridors which are characterless or unattractive (see township delivery diagrams);
4. Town centres; and
5. Prominent sites, regeneration areas and key visitor attractions.

We will ensure new development improves the image of the borough by:

a. Requiring design which is of a high standard, demonstrating innovation and originality;
b. Requiring major developments to incorporate art in the design of buildings and spaces or contribute to public art projects where developments:

   i. Are over a hectare in size; or
   ii. Are prominent developments in the above locations.

c. Helping to 'green' the urban environment, for example by securing tree planting on sites and along streets and roads;
d. Promoting the development and re-use of under-used land and buildings, maximising the potential for heritage assets to provide a sense of place and image; and
e. Creating people-friendly, safe, vibrant, uncluttered public areas.

In line with the Borough Renaissance Masterplan[32], the Core Strategy promotes improvements to key gateways and corridors. Gateways are the main entrance points into the borough, usually related to road or rail, and corridors are the main routes through our towns. The key gateways and corridors are identified on the Spatial Strategy Key Diagram and Township delivery diagrams. As well as the key gateways into the borough, improvements will be promoted at local gateways - access points into key community areas, business areas, landscapes, town centres and at prominent corridor sites - and these will be identified in the Allocations DPD, and in planning briefs and masterplans.

Public art and heritage assets can play a major part in re-enforcing the borough's character and distinctiveness and can be incorporated in many ways in developments and regeneration schemes. Developers will be expected to provide public art in the above locations and in major developments or make a financial contribution towards public art in the vicinity. Developers may be expected enter into a legal agreement e.g. planning obligation, such as a 'Percent for Art' scheme. Public art should contribute to local character and image and have the support of the local community. The Public Art Strategy provides further guidance.

Further 'greening' of our centres and urban areas is vital to maintain and enhance environmental quality e.g. Urban biodiversity, sustainable drainage and to reinforce the image of towns within the countryside and green links between town and countryside. As well as more 'traditional' forms of greening, such as street trees, green roofs and walls will often be appropriate.

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

Good design can enhance potential gateway sites and corridors

32 Rochdale Borough Renaissance Masterplan (Rochdale LSP, 2010)

P2 - Protecting and enhancing character, landscape and heritage

Enhancing and protecting the borough's unique character can lead to improvements in quality of life and can also help to boost the visitor economy and inward investment.

P2 - Protecting and enhancing character, landscape and heritage

1. We will protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes, utilising the considerable potential of these assets in development and regeneration schemes. We will do this by:

a. Requiring new development to integrate successfully with the key natural features of the borough, e.g. river valleys and the Pennine landscape;
b. Requiring new development to take opportunities to protect and open up important views of hills and valleys which are part of the borough's unique character;
c. Restoring the River Roch and other water bodies to their place as key and attractive features of the borough, including opening up waterways where they have been covered, and enhancing their setting, heritage assets and biodiversity potential;
d. Protecting, enhancing and utilising outstanding cultural landscapes, such as the Cheesden Valley area and around Littleborough and HollingworthLake; and
e. Conserving and enhancing townscape character.

2. We will protect the borough's heritage by:

a. Conserving, enhancing and promoting key heritage assets, both statutory and non-statutory, including consideration of their wider settings. Key heritage assets of the borough include:

   i. Four outstanding conservation areas: Central Rochdale, Middleton and Littleborough town centres and Rock Nook / Summit;
   ii. Other designated assets such as listed buildings, conservation areas, registered parks and scheduled ancient monuments;
   iii. The heritage of the Co-operative movement, the Rochdale Pioneers and the Labour movement;
   iv. The Edgar Wood and J. H. Sellers cultural heritage;
   v. The heritage of the seventeenth and eighteenth century vernacular tradition; and
   vi. The engineering heritage, including mills, canals and railways.

b. Conserving, enhancing and utilising other non-statutory heritage assets of local interest, be they buildings, parks, gardens or archaeological sites, including promoting their sensitive restoration;
c. Using heritage assets positively and intelligently to strengthen identity and image and support the visitor economy, particularly in development and regeneration schemes; and
d. Prioritising the conservation of heritage assets at risk from decay, giving special attention to designated heritage assets in this regard.

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

The borough's natural and man-made water features, including rivers (principally the Roch and Irk), reservoirs, the Rochdale Canal and mill lodges, are an important element of its character which should be protected and, where opportunities arise, enhanced. There are nearly 15,000 metres of culverted watercourses in the

borough (Environment Agency 2007), with the main watercourse, the River Roch, covered for much of its length through Rochdale Town Centre. Also, two branches of the Rochdale Canal have been filled in. These 'hidden' sections of waterway are a lost part of the borough's landscape heritage, and policy will encourage their opening up wherever possible, and will discourage any future culverting or loss of waterways.

Within the natural setting there are a number of heritage landscapes, individual or groups of historic buildings and other heritage assets that are spread out across the borough. The Cheesden Valley and Littleborough / Hollingworth Lake are cultural landscapes of particular significance, archaeologically superb and very important assets to the borough.

The borough also contains some important cultural landscapes which should be afforded the same protection and consideration if affected by new development. These include:

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

Designated and non-designated heritage assets must be conserved in accordance with their significance and the relevant national guidance, standards and good practice guides. The value of heritage assets in terms of their contribution to place making, image, tourism, regeneration and the economy, culture, education and social cohesion will be informed by historic environmental records (HERs) and historic landscape character assessment as well as other studies and information and the views of local communities.

It is important that designated assets are protected and conserved with regard to their interior, exterior, curtilage and setting, while those assets which are the subject of local designations should be conserved with respect to their external appearance, character and setting. The conservation of archaeological assets should be proportionate to their significance and fragility. Of particular importance are heritage assets at risk to which special attention will be given. We recognise that sensitive alterations may sometimes be necessary to make heritage assets more accessible.

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

New development should respect the borough's character and heritage

P3 - Improving design of new development

Good design will improve the image and attractiveness of the borough as a place to live, work and visit, and can also improve health, safety and the environment and reduce long-term costs.

P3 - Improving design of new development

We will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant:

- Enhancing the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;
- Ensuring that buildings contribute positively to the townscape, and be well proportioned;
- Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate);
- Providing an appropriate mix of uses and consider the needs of all sections of society;
- Ensuring a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles;
- Providing a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;
- Ensuring that the intended functions of buildings and spaces should be easily understood, and their entrances appropriately located and visible;
- Ensuring buildings can be easily adapted to meet future/alternative needs of occupants;
- Minimising impact upon the environment, and adapting to the impact of climate change, including by re-using existing buildings and materials (maximising the benefits of existing embodied energy) and sustainable drainage (Policies G1 and G2);
- Designing buildings and spaces so that quality and appearance can be maintained over time;
- Reducing the monotony and visual impact of car parking areas by using substantial and well integrated landscaping; and
- Ensuring that that new developments, where appropriate, adhere to 'Building for Life' standards, or equivalent (all developments of 10 or more dwellings).

All developments should have regard to the principles outlined in the following documents (or equivalent documents which replace them), which set out in detail the Council's design expectations for new development:

- Urban Design Guides SPDs, September 2007
    - Urban Design Guide SPD, September 2007;
    - Residential Design Guide SPD, September 2007;
    - Public Realm Design Guide SPD, September 2007;
- Littleborough Town Design Statement SPG, 2005;

- Guidelines and Standards for Residential Development SPG, 1995 and;
- Shopfronts and Security Shutters SPD, 2012

Design and access statements and design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.

The principles outlined in this policy reflect those set out in the Urban Design Guide Supplementary Planning Documents, which provide greater detail. These are basic principles which allow for a wide variety of styles and design details, and the Council welcomes innovation providing that it is not detrimental to local distinctiveness and a positive image of the borough.

10 Promoting a greener environment (SO4)

Introduction

Making the environment greener, by tackling climate change and protecting and enhancing the natural environment and resources is a vital part of delivering our vision for a better borough. It will help to:

- Ensure the borough plays its part in national efforts against climate change and will satisfactorily cope with its negative impacts;
- Protect and manage our land, minerals and water resources wisely in the interests of sustainability; and
- Have positive impacts on biodiversity, health, quality of life, the visitor economy, and inward investment.

The borough's natural environment is one of its strongest assets. There is a great variety of countryside type and 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. Challenges for the borough include the risk of future flooding in particular due to the impacts of climate change, tackling air and noise pollution from the motorway and busy roads, and the legacy of contamination from former industrial sites. However, opportunities include the increased importance of the visitor economy and the potential for renewable energy schemes ranging from wind to hydro.

To help tackle climate change and its impacts, as well as addressing fuel security and fuel poverty issues, our policies seek to:

- Promote sustainable patterns of development and sustainable construction and design;
- Encourage renewable energy developments;
- Safeguard natural resources which help to tackle climate change and its impacts, such as urban greenspaces, waterways and the peatlands; and
- Achieve national goals for zero carbon development.

To protect and enhance our natural environment and resources our policies seek to:

- Protect the Green Belt and other countryside;
- Protect and enhance biodiversity;
- Manage water resources and flood risk;
- Reduce the impact of pollution; and
- Manage minerals and waste in a sustainable manner.

G1 - Tackling and adapting to climate change

Ensuring that new development minimises its impact on climate change, and also adapts to its impacts, will make sure the borough plays its part in delivering national targets on climate change.

G1 - Tackling and adapting to climate change

We will address climate change and ensure growth does not increase CO_2 emissions by:

- Locating growth in areas which are accessible and likely to minimise the need for travel and which are well served by public transport;
- Expecting all development and regeneration schemes to be well connected to surrounding areas and facilities by sustainable means of transport (Policy T2);
- Encouraging and promoting renewable energy developments, including standalone and community developments, that do not, by virtue of their scale, siting, construction or operation, cause harm to the local area, its character and environmental assets and adjoining uses, which cannot be satisfactorily mitigated (Policy G3);

- Promoting the efficient re-use of buildings, especially those of heritage value, and the recycling of construction waste;
- Protecting the borough's peatlands and woodlands, which act as 'carbon sinks' absorbing CO_2;
- Promoting sustainable waste management through the operation of policies in the Core Strategy and Greater Manchester Joint Waste Plan;
- Making the best use of open space to contribute to climate change mitigation and adaptation; and
- Securing planning obligations for energy infrastructure and climate change adaptation measures.

New developments will be expected to:

a. Be zero carbon from 2016 onwards (residential development) or 2019 onwards (non-residential development), in line with national targets and definitions;
b. Adhere to the 'energy hierarchy' as outlined in policy G2, being designed in such a way that ensures that buildings require the minimum amount of energy to function over their lifetime;
c. Reduce CO_2 emissions through the use of renewable and low carbon decentralised energy technologies and networks. This will be through both on-site provision in new developments and through connection to local networks, taking into account the processes and target framework outlined in policy G2 below;
d. Address the impacts of climate change by incorporating comprehensive adaptation measures in line with the Climate Change Adaptation SPD, including:

    i. suitable measures, such as urban greening, for tackling the 'urban heat island' effect;
    ii. where possible, the opening up of covered and culverted sections of waterways and providing new water features, to help cooling and provide biodiversity, landscape and flood prevention benefits;
    iii. the incorporation of appropriate water conservation and management measures, such as Sustainable Drainage Systems (SuDS), including ensuring that the rate of run-off on 'greenfield' sites is not increased and on 'brownfield' sites is reduced, and avoiding the use of impermeable surfaces;
    iv. the retention of existing trees wherever possible and the taking of all appropriate opportunities to plant trees and other suitable vegetation on site; and
    v. the incorporation of 'green roofs' wherever possible, such as with flat roofs.

The UK is aiming for an 80% reduction in greenhouse gas emissions by 2050, and a reduction in CO_2 emissions of at least 34% against 1990 levels by 2020, and Greater Manchester aims for a 48% reduction by 2020 - these are targets which exist mainly to tackle climate change. These are legally binding targets. The Council is committed to developing plans to tackle climate change and reduce CO_2 emissions. There are also impacts of climate change which are already unavoidable, whatever happens: The Council is committed to adaptation to these impacts, and measures to promote adaptation include: allowing natural flood management to take place, careful consideration of flood risk and the 'greening' of the urban areas. Further detail in respect of adaptation measures expected is provided in the Council's Climate Change Adaptation Supplementary Planning Document.

The Association of Greater Manchester Authorities (AGMA) has completed a study to develop a decentralised and zero carbon energy planning framework for the 10 Local Authorities and will produce a city-region energy spatial plan, and these will assist with the identification and implementation of local solutions including decentralised low and zero carbon infrastructure opportunities (e.g. combined heat and power (CHP)). Further detail in respect of local requirements is contained in policy G2 below. Other LDF documents may include energy requirements and provide guidance on developer contributions for energy infrastructure and CO_2 reduction measures.

Trees absorb CO_2 and other pollutants, as well as providing shade and cooling, shelter and run off control as the climate changes; they also provide shelter for biodiversity to adapt to climate change. Trees in urban areas, especially where people congregate such as town centres will be particularly important. Developments will therefore be required to contribute to increasing tree cover in order to both help mitigate against climate

change and adapt to it. Most significant developments will provide opportunities to include an appropriate level of tree planting on or off site. Additionally, tree planting (or contributions to tree planting) above and beyond that required can count as an 'allowable solution' under the provisions of policy G2 below. In some circumstances, it may be more appropriate to contribute towards other measures to reduce CO_2 through natural systems, such as protection and management of peatlands; further detail is available in the Climate Change Adaptation Supplementary Planning Document.

G2 - Energy and new development

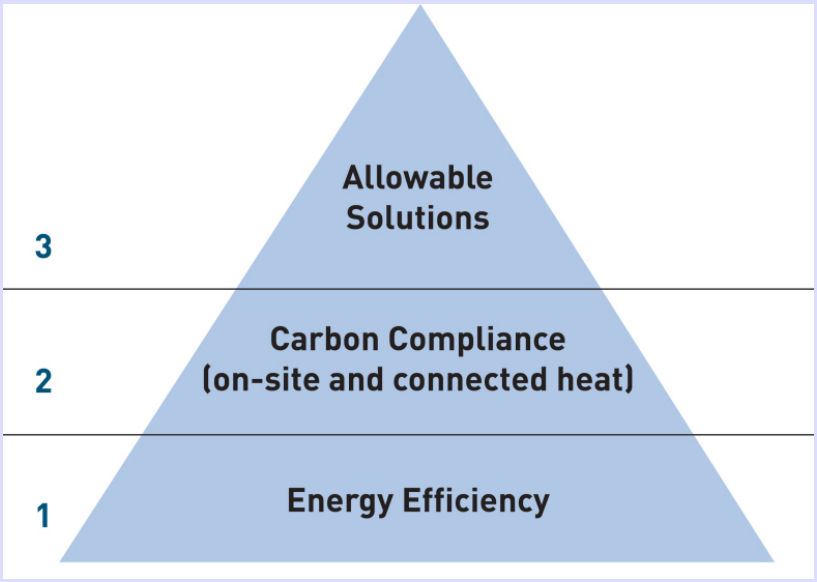
Reducing carbon emissions from new buildings will not only help to mitigate CO_2 emissions and climate change, it will also help to alleviate fuel poverty in the borough and contribute to the country's fuel security.

G2 - Energy and new development

Development will be expected to achieve the zero carbon targets (2016 for residential development and 2019 for non-residential development) by complying with the following policy framework, which has been informed by the AGMA Decentralised and Zero Carbon Energy Planning Study (January 2010):

All new development will be expected to adhere to the following energy hierarchy:

Figure 7 Energy hierarchy



1. **'Energy efficiency' (including demand reduction) -** build to a very high standard of energy efficiency through building design (i.e. the use of passive systems). At the design stage of new developments, every effort should be made to ensure that buildings will be as energy efficient as possible throughout their lifetimes, using siting, orientation, layout, construction and landscaping to optimise use of natural passive systems such as solar gain and natural lighting, shading, ventilation and cooling to minimise heating, cooling and lighting demands. Green roofs and green walls should be incorporated into developments wherever feasible.
2. **'Carbon compliance' –** achieve a minimum level of reduction in carbon dioxide emissions through on site energy efficiency, as well as on-site or linked low or zero carbon technologies or direct connection to a low or zero carbon heat source (not necessarily on-site). This will be achieved in accordance with the target framework outlined below when the mechanisms for implementing it have been established; before then, carbon compliance will be achieved through the application

of the Energy and New Development SPD and the taking of opportunities to connect to low carbon networks.

3. **'Allowable solutions' –** use wider energy efficiency / CO_2 reduction measures, through developer contributions to compensate for 'residual emissions' not addressed by 1 or 2 above.

Using this hierarchy, all new residential developments, and all new non-residential developments in excess of 1,000 m^2 floor area, will be expected to achieve emissions reduction in line with the following target framework:

Table 1 Energy target framework

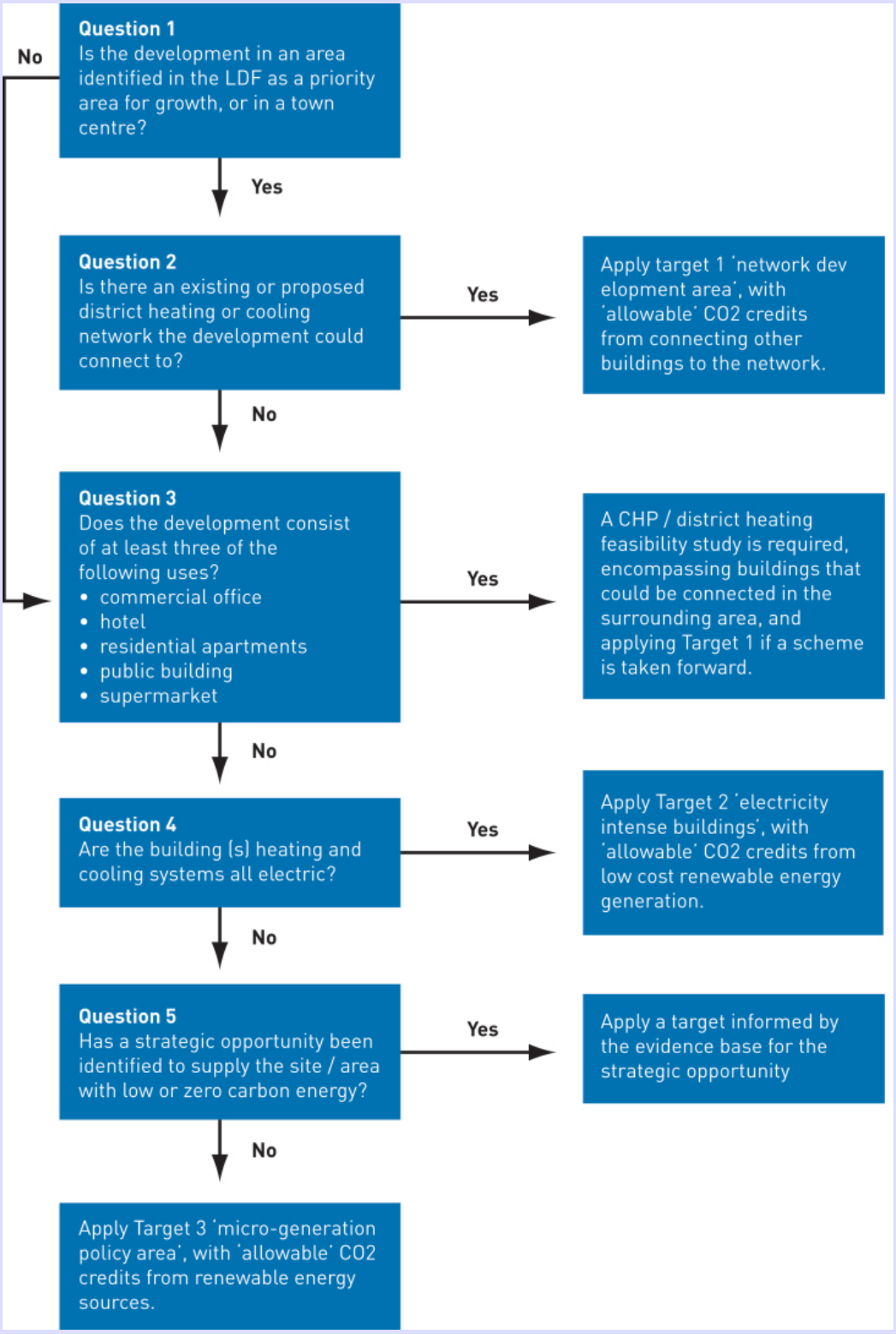
Character Area	Minimum requirement	% indicative maximum requirement
Target 1: Network development areas Town centre, major mixed use, high density residential and other developments where the proximity of new and existing buildings creates sufficient density to support district heating and cooling. Non-residential development and medium to high-density residential development in areas with existing networks will be expected to connect to them.	Install or connect to a CHP / District heating network	Up to 73% increase on Part L Building Regulations
Target 2: Electricity intense buildings Buildings with all-electric services or a high level, or proportion, of demand for electricity. Apartments with electric heating and commercial uses with a high proportion of emissions from electricity use (>45 kg CO_2/m2) that are not connected to decentralised energy networks will be expected to mitigate a proportion of their emissions using low or zero carbon technologies.	+ 17% increase on Part L for domestic buildings and + 10% for non-domestic	Up to 56% increase on Part L for domestic buildings and up to 28% for non-domestic buildings
Target 3: Micro generation areas Where lower densities and / or a fragmented mix of uses tend to favour solutions for individual buildings, developments will be expected to mitigate a proportion of their emissions using low or zero carbon technologies.	+ 15% increase on Part L for domestic and non-domestic buildings	Up to 49% for domestic buildings and up to 42% for non-domestic buildings

(Baseline: Building Regulations Part L 2010 or equivalent)

The maximum requirement will be location-specific depending on the cost and availability of solutions. We may require more than the minimum target, but only if the cost is no more than the base cost for the minimum requirement; this is so that the expenditure required to comply with the minimum requirement can be used to achieve greater reductions. The targets address both regulated and unregulated emissions.

To identify which target would apply to a development, the following flowchart of questions should be used:

Figure 8 Energy flowchart



Additionally, specific opportunities for developing decentralised low and zero carbon energy networks have been / will be identified, e.g. for town centres, major areas of change and strategic development sites, and these network opportunity areas may be outlined in SPDs or other LDF documents. New developments in these areas will be expected to contribute towards delivery of the networks as appropriate, both through physical connection and / or financial contribution towards network

development, and this contribution will be an alternative means of meeting, wholly or partially, the minimum target as outlined in the target framework.

All relevant planning applications must include projected energy demands and a carbon budget statement demonstrating how they will meet the target framework (this should align with a consistent methodology agreed at city region level).

Energy Efficiency by design

Energy efficiency through the use of passive systems should be factored into the design of developments from the start of the design process. This will guarantee energy efficiency for the lifetime of the development (as opposed to other measures which could be put into a development but which could also be taken out at a later stage). This will apply across the borough as the need to maximise energy efficiency applies regardless of geographical location.

Renewable and Low Carbon Energy installations

Not all renewable and / or low carbon energy technologies will be appropriate in all circumstances. This includes installations required as part of a development as well as 'standalone' renewable energy developments. Regard must be had to the impact of the renewable development, and its operation and associated infrastructure, upon the amenity of the local area, buildings and areas of historic and archaeological importance and their settings, landscape character and biodiversity / wildlife. They should not cause pollution such as air and noise pollution. In the case of biomass installations, regard should be had to sustainability in terms of the sourcing and transportation of the biomass.

Allowable Solutions

Allowable solutions will be set out in a separate Supplementary Planning Document or other document. Allowable solutions may include:

- Contributions towards strategic infrastructure projects via a Greater Manchester fund.
- Contributions towards connecting existing buildings to district heating networks (network development areas)
- Contributions to subsidising micro-generation installation on existing adjacent buildings.
- Contributions towards tree planting or other measures to reduce CO_2 through natural systems

Network development opportunities

Opportunities for developing decentralised low and zero carbon energy networks will be explored and identified including masterplanning work for specific areas. These may include:

- Rochdale Town Centre
- Regeneration Areas
- Castleton Economic Growth Corridor

Other opportunities may be identified during the lifetime of this Core Strategy, locally and at a sub-regional scale. We will utilise heat-mapping applications such as the DECC [33] tool. New developments will be required to develop / connect into these networks if there is an opportunity to do so. Developments may also be required to provide land, buildings and equipment in respect of the development of the networks.

G3 - Renewable and low carbon energy developments

Encouraging renewable, low and zero carbon energy generating developments, utilising assets such as wind, water, waste, woodland and farmland, will help deliver carbon reduction, but it needs to be done in a way that doesn't have a damaging impact on the environment or communities.

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G3 - Renewable and low carbon energy developments

The Council will promote renewable, low and zero carbon energy generating developments, including wind power, biomass, Combined Heat and Power (CHP), hydro and heat pumps in order to help meet CO_2 reduction targets and contribute towards energy security for Greater Manchester and the North West. Proposals should ensure that through appropriate design, location and scale harm is minimised and fully mitigated wherever possible and avoid unacceptable visual, landscape or townscape character impacts including any cumulative impacts.

Any proposal through its scale, siting, construction, operation, access and associated infrastructure must avoid harm to the following:

a. The visual character and quality of the landscape or townscape or materially detract from the physical record of the historic and cultural evolution of the landscape;
b. The setting of heritage assets including Scheduled Ancient Monuments, Conservation Areas and Listed Buildings;
c. Local residents and their amenity;
d. Health and safety of the public, including through nuisance or adverse impact on highway safety by conflict with or undue distraction to road users;
e. Biodiversity including protected species, statutory and locally designated sites and important habitats, and geodiversity;
f. The value of the borough's peatlands as an ecological resource and as a carbon sink;
g. The value of the surrounding area for quiet relaxation and recreation; and
h. Water quality (there must be compliance with the Water Framework Directive or equivalent).

Any proposal must demonstrate the best use of location, topography, siting, design and colour to minimise it's visual impact. Any ancillary structures and access roads should employ sensitive design and the use of local materials to respect the character and appearance of the setting. The visual impact of infrastructure associated with renewable energy developments should be minimised, including by routing power lines underground wherever possible. All proposals should seek to minimise the length of cable connection in order to reduce the visual impact of such structures when sited above ground. It must be demonstrated that the proposal will not result in electro-magnetic interference with local television reception and specialist radio communication networks.

All the above issues, where relevant, will have to be addressed in a detailed statement of environmental effects submitted with the application.

Planning permission will be subject to a condition that if a wind turbine generator, or other redundant plant or infrastructure, is not producing electricity for six months or more, it shall be removed and the site fully restored to a use and condition appropriate to its surroundings in accordance with this plan.

A strategic, Greater Manchester - wide approach to decentralised energy generation is being developed, and renewable energy developments such as windfarms, biomass, CHP and other technologies will play an important role in achieving the transition to a low carbon economy and associated reductions in carbon. Where developments can successfully minimise and fully mitigate significant harm they will be promoted and encouraged. It should be noted that the Borough already plays host to the majority part of a significant 65 MW wind power development at Scout Moor and other proposals are at an advanced stage. Opportunities for decentralised, low and zero carbon energy developments across a range of technologies will be identified at a broad scale as part of Greater Manchester's emerging strategic approach to delivering more efficient energy infrastructure.

Whilst development can bring many benefits in support of addressing the impacts of climate change and ensuring more secure and efficient energy supply, there can be significant wider impacts on their surroundings that require full and appropriate consideration including their construction and general operation, visual impact and the delivery of raw materials.

The moorland landscape of Rochdale provides a significant wind resource but it is also highly visible from surrounding settlements and is the setting for the main towns and an extensive cultural and recreational landscape. When assessing wind turbine proposals in these areas there is a need to consider the effect on landscape character including any cumulative impact with other developments. The moorland also has a wide ranging ecological value including extensive areas covered by statutory and local designations which must be given full consideration in any proposal. Although wind power developments are likely to be primarily in upland areas, there may also be opportunities for smaller clusters and individual turbines in urban, urban fringe and industrial landscapes, where careful consideration needs to be given to relationship with existing structures and avoiding visual clutter. The Council will assess wind power proposals against sensitivity criteria and encourage the use of site selection and design considerations by prospective developers [(34)].

An important element of renewable energy developments, particularly those involving biomass, is the sustainability of the biomass supply process, including sourcing and transportation. We will encourage the production and sourcing of local biomass material as opposed to that brought in from further afield.

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

G4 - Protecting Green Belt

Management of the green belt will ensure that it continues its vital role in separating towns, preventing development from unnecessarily encroaching into the countryside, and directing appropriate development into our urban areas to assist regeneration.

G4 - Protecting Green Belt land

We will continue to protect from development the following areas of Green Belt:

34 Landscape Capacity Study for Wind Energy Developments in the South Pennines, Julie Martin Associates, January 2010

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

Development will be restricted to those limited types of development which are deemed appropriate by national planning policies unless very special circumstances can be demonstrated.

We will encourage the continued operation of major developed sites in the Green Belt and support limited infilling and redevelopment where this maintains beneficial uses and does not harm the Green Belt.

The borough's Green Belt plays a vital role in separating our towns and preventing development from encroaching into the countryside. It has played a major role in directing development pressures into our urban areas to assist regeneration. It is not appropriate to repeat national policy in the Core Strategy but it should be noted that national policy requires that the openness of the Green Belt and its visual amenity should be protected and that there should be a general presumption against inappropriate development.

The Green Belt is expected to endure to the end of the Core Strategy period as there is no evidence currently that development needs will require the release of green belt land. Development needs are likely to be met within the urban area and on brownfield sites with the exception of some open land around Broad Lane, Rochdale. A future review of the Green Belt may be necessary if long term needs cannot be accommodated on protected open land not in the Green Belt. Such a review would need to be carried out within a Greater Manchester context and would have regard to the relative value of local areas of green belt. Green Belt boundaries will be defined within a future Site Allocations DPD.

Policies for managing development in the green belt are not included in this Core Strategy. The Council considers that current UDP policies largely repeat national guidance and therefore it has not carried them forward into the Core Strategy. However, planning decisions will be monitored and the need for local policies to interpret national Green Belt policy will be considered for inclusion in a future DPD or SPD if necessary. The UDP did identify some existing major developed sites in the Green Belt where infilling or redevelopment is permitted. These sites form part of the character of the Green Belt and it is appropriate to maintain these sites in productive use where they can meet employment, housing or other needs in a sustainable way. As some sites have deteriorated and some have potential for change or new uses, they will be reviewed and a revised policy included in the Site Allocations DPD.

G5 - Managing protected open land

Protected open land outside the urban area needs to be managed to ensure a satisfactory balance between restricting its development to focus development and regeneration into the urban area, and its release to meet development needs which cannot be met within the urban area.

G5 - Managing protected open land

1. Protecting open land outside the urban area and not in the green belt.

We will continue to protect from development open land outside the urban area and not in the green belt in the following broad areas:

- Land west and south of Middleton;
- Land north of Langley/Hollins, Middleton;
- Land adjoining the Rochdale Canal and Whit Brook, Middleton;

- Roch river valley, Heywood to Rochdale Town Centre;
- Roch river valley, Rochdale to Littleborough; and
- Land straddling the A627M corridor between Castleton and Kirkholt.

2. Development in Protected Open Land

a. Development on open land outside the urban area and not in the green belt will be resisted unless:it is limited development that would be acceptable were it in the green belt; or

b. it is small scale development which is consistent with other detailed policies and site allocations in the Local Development Plan; or

c. it satisfies 3 and 4 below.

3. Release of Protected Open Land

Protected Open Land will not be released for development unless all the following apply:

a. there is evidence that the development is needed and that 'urban' brownfied and greenfield sites are not available to meet those needs;
b. the development does not undermine the delivery of other currently allocated sites or key regeneration priorities and can help to deliver wider regeneration;
c. development could be accommodated without an unacceptable impact on the area's landscape, biodiversity or wider green infrastructure value;
d. there is evidence that the land is physically suitable for the scale and type of development proposed; and
e. the development and supporting infrastructure is capable of being delivered.

Where protected open land can be justified, the Council will seek to identify it as an allocation in a future DPD. Any proposals that come forward would need to:

f. involve a comprehensive scheme for the delivery of the development, transport and other necessary infrastructure to serve the development; and
g. identify measures to address environmental impacts and where possible provide local benefits.

4. Reserved Land

Open land west of Broad Lane and north of M62 Rochdale is reserved for housing development to help meet housing needs within the plan period. Development will only be permitted where f. and g. above are satisfied and will be identified in the Site Allocations DPD (Policy C2).

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

However, it is important that protected open land is not released for development unless the need to do so can be justified, that the site is in a sustainable location for the intended use and that it does not have a harm important landscapes or green features or local residential amenity. Currently, only one area, land off Broad Lane Rochdale, can be justified for release.

This is proposed to help provide an adequate supply of good quality deliverable housing sites throughout the Core Strategy period up to 2028 and which can provide a range of housing to meet all aspects of market

demand. Whilst the priority will be to continue to identify urban brownfield sites for new housing, land at Broad Lane has been identified as an opportunity to provide higher value housing in an area of high demand and in this sustainable location. The site adjoins Kingsway Business Park and housing regeneration areas e.g. Kirkholt and Balderstone where housing investment is needed and demand is increasing. The land has been identified for housing in a previous plan. Although around ten hectares the housing capacity will need to reflect the need for potentially lower than average densities and the need to incorporate open space and a significant buffer adjoining the M62 motorway.

It is important that other areas of protected open land are not released if other urban sites are available and deliverable or if the land has a significant value as green infrastructure or they are not in a sustainable location.

G6 - Enhancing green infrastructure

Enhancing green infrastructure will help support local communities, housing and economic development, by protecting against flooding and other climate change impacts, helping to deliver quality of place and a positive image and by providing a better quality of life through improved access to nature and opportunities for healthier lifestyles.

G6 - Enhancing green infrastructure

We will sustain and enhance a green network to support growth and regeneration in the borough and provide a high quality environment that meets the needs of our community and visitors to the borough. We will protect green spaces and water bodies and ensure that their value to sustainable development and regeneration is maximised. Our priorities are to improve opportunities for recreation in urban areas and the countryside, improve opportunities for healthy lifestyles and to help manage and respond to environmental risks such as flooding and the impacts of climate change. We will also ensure that the network supports the sustainable growth of the Greater Manchester city region and links with a wider Greater Manchester strategic green infrastructure network.

We will protect, improve and create green infrastructure to help deliver strategic sustainable development priorities and meet local needs and in the following locations:

1. **The South Pennine uplands** where the focus will be on the protection and enhancement of its natural beauty, cultural and ecological value, encouraging sustainable tourism and wider access from urban areas, key countryside gateways and improvements along key rural routes (e.g. the Pennine Way and Pennine Bridleway) and protecting and enhancing land management to support water management and carbon storage.
2. **The Roch Valley corridor** where the focus will be on establishing a Roch Valley Trail between Heywood and Littleborough, opening up visibility, creating and enhancing recreation destinations and improving access to and from urban communities. The valley will be enhanced as a key landscape feature forming a part of Greater Manchester's strategic green infrastructure network providing high quality recreational and tourism opportunities, an ecological corridor, stimulus and support for regeneration and growth along the river valley corridor in Heywood, Rochdale and Littleborough and key flood risk management assets e.g. For flood storage and sustainable drainage. Opportunities to create a recreational link between the Roch Valley, Rochdale Town centre and Healey Dell Local Nature Reserve along the Spodden Valley will also be supported.
3. **The Irk and Beal Valleys** where the focus will be on taking opportunities to use the Irk corridor as a key feature to support regeneration in East Middleton and in developing its recreational and biodiversity potential in south west Middleton. Opportunities will be taken to enhance the Beal Valley to support growth and regeneration opportunities in Milnrow and Newhey and to enhance the Beal Valley Way as a recreational route.
4. **Other river valleys and green corridors** where the focus will be on enhancing recreational links between urban areas and open countryside to allow passage of wildlife, provide local opportunities for recreation and improve visual amenity and to contribute to local and wider environmental management e.g. reducing air pollution and managing flood risk.

5. **Other water bodies (lakes, streams, reservoirs, ponds etc.)** where the focus will be on celebrating water and promoting water features as a key characteristic of the local landscape, to improve their recreational and biodiversity value, maximise their potential to flood risk management and to incorporate water features (existing and new) as part of new developments, public realm initiatives, town centre design and neighbourhood regeneration initiatives where practicable.
6. **Rochdale Canal corridor** where the focus will be on promoting the use of the canal for navigation, protecting and conserving its nature conservation value, improving linkages to the National Cycle Route 66 (Connect 2) cycle route with visitor, employment and neighbourhood destinations and securing environmental improvements as part of canalside development.
7. **Countryside around towns** where the focus will be on reclaiming derelict land, woodland planting and improvement, creating and improving paths and cycle networks to link town and country, promoting access to nature, improving flood risk management and maintaining a strong green belt.
8. **Local urban open spaces** where the focus will be on improvements to the quality of accessible greenspace close to where people live and work (prioritising those areas with the greatest deficiency or need e.g. poor health or lack of private gardens), securing tree planting and other urban greening in new areas of public open space in town centres and housing growth areas, protecting allotments and supporting local food growing, enhancing flood risk management and protecting and improving urban wildlife value and natural areas.)
9. **Urban areas and new development** where the focus will be on incorporating green infrastructure into new development sustainable urban drainage, increasing the number of street trees, greening housing areas and main roads, developing new green spaces, and incorporating green roofs and walls in new development.

A green infrastructure strategy for the borough and Township level action plans will inform and support area based masterplans and initiatives, development proposals and associated developer contributions, regeneration programmes and environmental management schemes.

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

a. be consistent with the above focus for green infrastructure and the wider than local value that green infrastructure can have;
b. have regard to local landscape character and contribute to its conservation or enhancement;
c. avoid the loss of existing urban greenspace or features e.g. trees unless suitable alternative provision is made, it has limited value, and its development or change of use will help to meet other sustainability or local regeneration objectives;
d. In the case of residential development, provide recreational open space to a standard of 2.1 hectares per 1,000 population and to contribute financially to the provision and maintenance of that open space e.g. through section 106 contributions;
e. take opportunities to improve access to and the provision of natural greenspace in accordance with local strategies and standards
f. take opportunities to secure innovative solutions to the design of urban open space to widen its potential functions e.g. in flood risk management, promoting urban wildlife or climate change adaptation;
g. not sever, or impede the key functions of designated greenspace corridors or river valleys, or detract from their natural, visual or recreational quality, but enhance their value and accessibility; and
h. protect ancient woodlands and hedgerows, support new woodland and tree planting, in new developments, and replace removed trees from a site at a ratio of 2:1.

Rochdale borough benefits from an extensive network of open spaces and green corridors which extend from the South Pennine Moors to the main urban centres through the river valleys, the Rochdale Canal corridor and a series of parks, other urban open spaces and water bodies.

The benefits of green infrastructure in delivering sustainable growth and communities is increasingly recognised

at the local city regional and national level. In Greater Manchester a strategic green infrastructure framework has been established and it is recognised in the emerging Greater Manchester Spatial Framework as an important component of its core infrastructure. Green infrastructure ranges from gardens, street trees, allotments, public open spaces, woodlands, water bodies, river valleys and corridors to farmland and open countryside. The more functions a green space or water body performs, e.g., flood and water management, for landscape protection and biodiversity, amenity, recreation, etc., the more critical or strategic it may be. Its value may be more than local and part of a bigger network e.g. for biodiversity, recreation or flood risk management. As well as the direct environmental and recreational benefits (which include improving the health and well being of residents), quality green infrastructure can also have indirect benefits such as improving the image of an area and attracting investment.

Different landscapes have different primary green infrastructure roles with their own challenges and opportunities. The policy therefore seeks to acknowledge this and not to identify all measures to protect and enhance each area - but the key focus of activity in each.

The Roch Valley is the backbone of our local and sub-regional network and the Core Strategy focuses on enhancing and managing this asset better in the future. There are a also a number important greenspace corridors which will continue to be protected and the focus for improvements. The Pennine upland fringe provides the backdrop to, and forms the distinctive character of, the northern part of the borough. It is also highly visible and accessible to other parts of the borough. It is a major asset ecologically, environmentally,and for local residents and visitors and therefore needs to be well-managed.

A range of initiatives such as the Pennine Edge Forest and Pennine Prospects are delivering enhancements to green infrastructure assets through regeneration of derelict and neglected land, enhancing urban green infrastructure, such as street trees, hedgerows and woodlands, and improving access to the countryside and promoting biomass opportunities. New woodland planting will be encouraged and promoted in appropriate locations to assist biodiversity, climate change mitigation and for fuel (biomass) but should not have a negative impact on amenity, habitats or views.

A Green Infrastructure Strategy for the borough will provide an evidence base and establish the priorities for delivering improvements within the context of other relevant strategies at local and sub-regional level. This will be supported by Action Plans for each Township. The GI Strategy and Township Plans will also assist with a review of standards for recreational and natural greenspace and will identify open space deficiencies, investment priorities and potential areas to focus improvement activities. Sites identified for protection or improvement will be shown in an Allocations DPD.

The Provision of Recreational Open Space in New Housing Supplementary Planning Document gives details in respect of expected requirements in relation to new housing developments. The document will be reviewed as necessary.

Open space should be high quality and accessible

G7 - Increasing the value of biodiversity and geodiversity

Increasing the value of biodiversity and geodiversity will protect and enhance the borough's wildlife habitats and species and key natural resources and features.

G7 - Increasing the value of biodiversity and geodiversity

We will ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection. Opportunities for enhancing biodiversity and geodiversity, creating new sites and features of interest and improving opportunities for public enjoyment will be supported. No development should result in a net loss of biodiversity or geodiversity interest in the borough.

Particular priorities for biodiversity and geodiversity are:

1. **The South Pennine Moors** - our focus is to maintain and enhance the peatland habitats of the moorland and to support development, land and water management activities which provide an opportunity to conserve and enhance the value of moorland for upland breeding birds of conservation significance and the habitats on which they depend and which do not harm biodiversity value. Our focus is the designated Special Protection Area and Special Area of Conservation but also the wider moorland where such interest is present or could be supported through appropriate development or land management. We will also protect and support enhancement measures for areas of geodiversity value.
2. **The Rochdale Canal** - our focus is to ensure that the Rochdale Canal Special Area of Conservation and the wider biodiversity interest of the canal is given full and appropriate protection and ensure that development which delivers the economic and recreational value of the Rochdale Canal and its wider corridor supports and does not harm its biodiversity value.
3. **Upland farmland** - our focus is to ensure that the biodiversity interest of upland farmland including its value for birds, woodland and grassland is protected and opportunities for enhancement and the creation of new interest maximised through land management improvements and appropriate development activities.
4. **Countryside around towns** - our focus is to protect and enhance the biodiversity interest of river valleys, woodland, water and farmland including the reclamation of derelict and neglected land and flood risk management measures. We will also support actions which enhance public access

and enjoyment of countryside close to urban areas including Local Nature Reserves and the wider countryside.

5. **Urban Areas** - our priority is to protect and enhance existing urban biodiversity and to support opportunities for new urban biodiversity corridors, sites and features including sustainable urban drainage schemes, new public realm provision, street trees and urban woodlands, ponds and lodges, green roofs and natural play areas.
6. **Designated sites of ecological importance** - will be given appropriate protection according to their European, national or local status and in accordance with policies in other development plan documents, supporting Supplementary Planning Documents and Biodiversity Action Plans.
7. **Protected Species**: Development proposals which would affect a species protected by law or its habitat will not be permitted unless it can be demonstrated that:

    a. there is no adverse impact on the species concerned;
    b. damage to habitats is minimal and alternative habitat provision is effective in maintaining those species.

Opportunities to protect, enhance and create features of biodiversity or geodiversity interest should be informed by the detail of any formal designation of a site or area and supporting plans and guidance such as Local Biodiversity Action Plans, Green Infrastructure Strategies and Action Plans and the Council's Biodiversity and Development SPD.

We will expect development proposals and improvements to:

a. Protect and include existing biodiversity (including established biodiversity interest on brownfield land) within new developments, public realm and open spaces and meet the requirements of the Biodiversity and Development SPD, Greater Manchester and Local Biodiversity Action Plans;
b. Protect and enhance existing features such as peatland, ponds, wetlands, reservoirs, mill lodges, trees, hedges, wooded areas, meadows, flora and fauna;
c. Take opportunities to promote biodiversity, create new habitats through new development using landscaping and building and construction features wherever possible (e.g. ponds, species of vegetation, green roofs and walls, bat boxes, roof space, appropriate nest boxes and landscaping);
d. Enhance strategic wildlife corridors and the most natural areas and ensure that habitats and corridors are not fragmented by development;
e. Improve access where appropriate to new or existing biodiversity interest for public enjoyment;
f. Protect important geology and take opportunities to increase interest and accessibilty.

The Natural Environment and Rural Communities Act (2006)[(35)], requires local councils to have due regard for the conservation of biodiversity in exercising all of their functions.

Over two thirds of Rochdale borough is countryside or urban open space. It includes significant areas of ecological and geological interest. Biodiversity assets include the internationally important South Pennine Moors, (which has rare bird interest and blanket peat) and the Rochdale Canal (which has floating water plantain). The borough also includes significant wooded areas and habitats especially along the river valleys of the Roch and its tributaries. Its woodlands, and waterside habitats, are connected and have the potential to be enhanced as biodiversity corridors and networks and linked into to a wider Greater Manchester ecological network.

In Rochdale the core biodiversity interest is reflected in the protected site network (both statutory and non-statutory designations), the South Pennine moorlands, the Rochdale Canal and the river valley network. It is also important to recognise the collective value of urban biodiversity which is dependent on sites and 'stepping stones' such as parks, gardens, small water bodies and trees. These also form part of wider biodiversity corridors and networks in Greater Manchester , Lancashire and West Yorkshire. The list of designated sites will change over time with additions and deletions but currently includes:

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

Statutorily designated sites:

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

Non statutorily designated sites:

- Sites of Biological Importance (SBI's)

The priorities for specific habitats and species in the borough and Greater Manchester, including those within the Greater Manchester Biodiversity Action Plan are identified in the Biodiversity and Development SPD which includes details on enhancements, maintenance and expansion in appropriate locations. Further opportunities for biodiversity enhancement are included in the borough's emerging green infrastructure framework.

It is important to ensure that statutorily protected sites are given very strong protection e.g. the borough's SSSI's, SPA and SAC's. Where a development has the potential to affect the conservation interests of a site protected by European legislation, we will require full assessment of any impacts and mitigation measures, including Habitats Regulations Assessment as well as any required Environmental Assessment. For non-statutorily designated sites, development should not adversely affect its core ecological value and extent and wherever possible avoid and fully mitigate any impacts. Proposals should also take full account of protected species interest and the need to maintain existing population levels and minimise unavoidable impacts on either protected species or their habitats. It should be noted that 'brownfield' sites can be of significant biodiversity interest, and can also contribute to wider ecological networks, and this must be taken into account.

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

In some instances it may be appropriate to require contributions for off-site habitat initiatives and enhancement.

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

The geology of the borough is dominated by millstone grit deposits of the carboniferous era which have shaped the moorland surrounding the towns, including the exposure at Blackstone Edge.

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

Countryside can provide a number of different functions

G8 - Managing water resources and flood risk

Water is one of the key characteristics of the borough, however with the impact of climate change it needs to be managed more effectively in the interests of public safety, protecting property and infrastructure and the conservation of the natural environment. The town centre is not let down

G8 - Managing water resources and flood risk

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

a. Compliance with a 'sequential' approach to new development and flood risk, directing development away from areas of high risk, in accordance with the National Planning Policy Framework;
b. Full regard to and compliance with the advice of the Environment Agency (or equivalent agency) and the objectives and priorities for flood risk management set out in the Local Flood Risk Management Strategy, including any mitigation measures recommended for particular sites;
c. Full regard to the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data and the production of additional Flood Risk Assessments (FRAs) as appropriate;
d. Incorporation of appropriate measures for the management of surface and flood water, including flood storage areas, Sustainable Urban Drainage Systems (SUDS) and the protection of 'overland flow paths';
e. Compliance with any Surface Water Management Plan or drainage strategies produced, such as for the identified critical drainage areas of Littleborough and Heywood;
f. The avoidance of culverting, and the opening up of existing culverts wherever possible;
g. The incorporation of measures for the conservation of water to minimise potable water consumption, including rainwater collection measures, which should be integral to the design of buildings and spaces;
h. Development that does not lead to pollution of existing water resources such as watercourses and groundwater or the derogation of the quantity of groundwater;
i. The incorporation of measures to improve water quality; and
j. The taking of opportunities to improve the habitat value of watercourses and water bodies.

In addition, we will identify additional flood storage areas which will be protected from development.

The sequential approach to new development and flood risk is supported by the NPPF and set out in the Planning Policy Statement (PPS) 25 User Guide. The Greater Manchester Strategic Flood Risk Assessment (SFRA), the Bury, Rochdale and Oldham Level 2 SFRA and the Greater Manchester Surface Water Management Plan (SWMP) provide a suite of evidence for implementing this approach and informing detailed site specific Flood Risk Assessments.

Flood Risk Assessments (FRAs) will be required for particular development proposals in accordance with the criteria outlined in the NPPF and associated technical documents, the SFRAs, SWMP and any other relevant documents.

Suitable mitigation measures to reduce risk to, and ensure the safety of, people and property, protect essential local and national infrastructure and to protect the environment and cultural heritage, should be taken, and these measures may be sought through the means of planning obligations. Mitigation measures must themselves be designed to ensure they protect and enhance key conservation interests e.g. natural meandering of a watercourse and waterside habitats, and their impact in terms of increasing or decreasing the flow of water in particular locations must be considered. Areas used for flood defence or flood storage can perform a useful role for recreation and biodiversity interest.

In areas where there is a need to focus on flood management solutions, either restrictions on development or identification of areas with potential for flood storage or defences will be explored with the Environment Agency as appropriate and identified in an Allocations DPD. Areas of significant flood risk and opportunities for enhanced flood risk management, flood storage, use of SUDS and green infrastructure will be included in the Local Flood Risk Management Strategy as a part of the Council's new statutory Lead Local Flood Authority role. Development proposals will also need to take into account the need for specific approval for SUDS schemes through a SUDS Approval Body subject to the implementation of legislation contained in the Flood and Water Management Act 2010. We will work with the Environment Agency, British Waterways and United Utilities and other stakeholders including developers as required to help ensure a coordinated approach to management of flood risk and investment in flood risk management infrastructure.

Run off from development is an important consideration when assessing development proposals and we will expect surface water and drainage to be managed through the use of above-ground measures such as green roofs, on-site attenuation such as storage ponds incorporated into landscaping, SUDS (where a comprehensive package of measures is used to provide wider environmental benefits) and, on a smaller scale, water butts and rainwater harvesting and permeable surfaces around buildings.

Littleborough and much of Heywood have been identified as Critical Drainage Areas (CDAs) which are at particularly high risk of surface water flooding (SFRA Level 2, 2009) and for which more detailed assessment is contained in the Greater Manchester SWMP. These areas may in due course be subject to particular standards and / or more specific Surface Water Management Plans. There are also other areas which may be subject to a drainage strategy.

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

Culverting of waterways should be avoided. Culverting can exacerbate the risk of flooding and increase maintenance requirements; it destroys wildlife habitats, damages natural amenity and interrupts the continuity of the linear habitat of a watercourse.

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

G9 - Reducing the impact of pollution

Reducing the impact of pollution will lead to a cleaner, healthier, greener borough. The planning system can work alongside other regulations to ensure pollution is reduced. Further policy on CO_2 emissions is in policies G1 and G2.

G9 - Reducing the impact of pollution

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

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

Air Quality

A significant air pollution problem is created by vehicular traffic along major road corridors within the Borough (A58 and M62 motorway) and an Air Quality Management Area (AQMA) Action Plan[(36)] is in place to guide improvements, and developments will be required to help deliver this where appropriate. Areas near major transport corridors may have opportunities for development but it is important to consider impacts on health and the need to reduce pollution impact through design, greening, traffic management and investment in public transport. Developers may be required to fund mitigation measures through planning obligations as appropriate, and in some instances these may be measures elsewhere in the AQMA or transport corridor to offset any increase in local pollutant emissions as a consequence of the proposed development.

Additionally, as traffic from new development will ultimately filter on to the strategic road network it is necessary to apply a package of policies and measures across the borough to reduce the number and length of car trips.

Low Emissions Strategies provide measures to mitigate the transport impacts of development, secured through planning conditions and obligations. These will generally align with the need for Transport Assessment, but may also be required for other developments where there are significant implications in terms of transport emissions. Strategies should aim to secure the use of efficient fuels and technologies in and around the development site.

Other pollution

Noise, including transport noise, is an increasing problem which can affect quality of life and health. Careful consideration of this should take place when new developments are being designed. Measures to reduce noise from new development and the impact of existing noise on new development could include planting buffers, noise barriers, banking, careful placement of traffic calming measures and careful consideration of building materials and road surfaces. The relationship between residential and non-residential developments

36 Rochdale MBC Air Quality Local Strategy and Action Plan

must also be a key consideration, and if necessary limited hours of operation should be imposed through planning conditions or obligations.

Water pollution can sometimes result from surface water run-off and it is important for developments to incorporate run-off management measures such as Sustainable Drainage Systems (SUDS); more in respect of this can be found in Policy R6: Water Management above. Development should align with the objectives of the European Water Framework Directive or other programmes aimed at improving the ecological status of waterbodies.

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

Contamination

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

G10 - Managing mineral resources

Policies are required to protect workable minerals resources in the borough, to maximise the use of secondary or recycled aggregates, to reduce pressure on primary minerals and to ensure the sustainable movement of minerals.

G10 - Managing mineral resources

We will ensure the sustainable management of mineral resources and make an appropriate contribution towards helping Greater Manchester meet its contribution to the regional apportionment for land-won aggregate and maintaining an appropriate land bank.

We will, therefore:

a. Work with other districts, through a Greater Manchester Joint Minerals Development Plan document, to define and identify minerals safeguarding areas, areas of search, and/or sites for minerals extraction, including energy minerals, and identify and safeguard sites for storage, processing and transfer;
b. Encourage the efficient use of minerals and promote the use of secondary/recycled aggregates, wherever possible, as an alternative to primary extraction;
c. Contribute towards the maintenance of an appropriate land bank for non energy minerals;
d. Support proposals that encourage and safeguard sustainable transport of minerals; and
e. Expect proposals to balance the environmental, social and economic impacts of minerals extraction, storage, processing and transfer within the Borough;
f. Ensure the effective and appropriate restoration and aftercare of sites, taking opportunities to increase nature conservation value and recreational value.

Minerals are important to the economy and known reserves (and associated infrastructure as appropriate) need to be safeguarded from other development to prevent their sterilisation. Minerals Safeguarding Areas (MSAs) will be areas where these reserves will be safeguarded in line with policies set out in the Greater Manchester Joint Minerals Plan and/or other documents which may replace it (see below). Growth aspirations of Greater Manchester will mean that an adequate and steady supply of material is essential however we

need to ensure that that mineral working, transportation and site restoration is carried out as sustainably as possible. This is particularly the case in terms of the supply of aggregates and the importation of these from outside the county area.

In the borough, there are significant areas underlain by sand, sandstone and gritstone. There are also coal resources present across the borough at, or close to, the surface. Whilst current levels of extraction are low, changes may occur in supply and demand patterns over the next 10-15 years and demand may increase if economic growth aspirations are realised. In particular, Rochdale borough will need to contribute towards the provision of aggregates as identified in the National and Regional Guidelines for Aggregates Provision in England 2005 - 2020 and any Local Aggregate Assessment prepared individually by the borough or jointly with other Authorities in Greater Manchester or further afield as appropriate.

National policy seeks to reduce demand for mineral extraction by promoting recycling and re-usage of materials. The Council will also need to ensure that minerals are extracted and transported in an environmentally acceptable manner and extraction sites are appropriately restored.

The ten Greater Manchester authorities have produced a Joint Minerals Development Plan Document. The Minerals Plan provides a sound, sub-regional, planning policy framework that provides a clear guide to minerals operators and the public about:

- The approach to minerals extraction and the locations where mineral extraction may take place;
- The safeguarding of sensitive environmental features and of mineral resources with potential for future extraction; and
- All aspects of environmental and resource protection including the sustainable transportation of minerals.

The Plan includes detailed Development Management policies.

G11 - Managing waste

We need to work together with other Councils in Greater Manchester and waste operators to provide the right type of waste management sites and facilities, in the right place and at the right time.

G11 - Managing waste

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

We will, therefore:

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

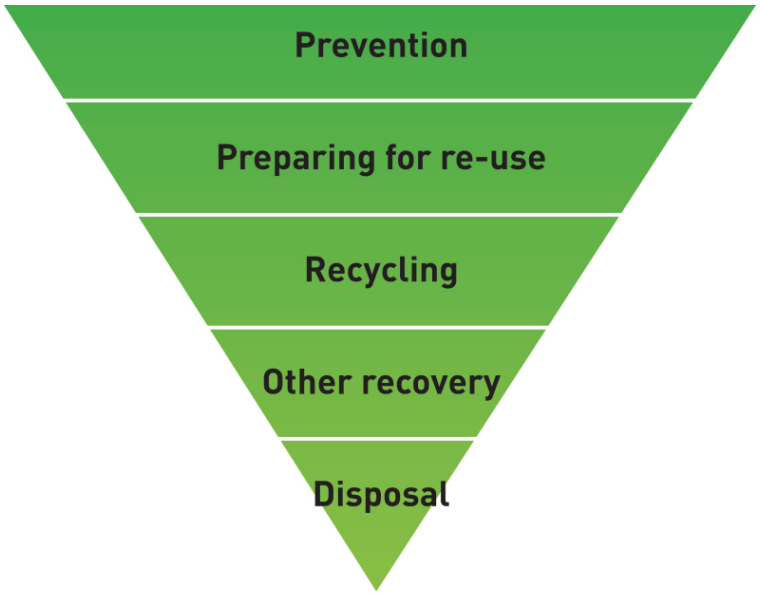
The borough is a significant producer of waste and still sends most of it to landfill sites. Continuing economic

growth within Greater Manchester means that there could be a proportionate increase in waste, unless a sustainable approach to waste management is adopted.

Rochdale borough generates substantial volumes of waste material from households and businesses. National planning guidance (PPS10)[37] requires each community to take responsibility for their own waste and to adopt the principles of the waste hierarchy shown in figure 10. Given that Rochdale has very limited disposal capacity it is even more important that priority is given to preventing, reducing, reusing and recycling waste within the borough to limit the volume of waste needing to be transported elsewhere for treatment and disposal.

We recognises the importance of working in co-operation with other districts in

Figure 9 Waste hierachy



Greater Manchester to ensure that all the waste management needs of the conurbation are met in the most sustainable way possible. The Greater Manchester Joint Waste Development Plan Document (JWDPD) provides detailed development management policies and identifies sites and preferred areas for a range of waste management facilities required up to 2027.

The nature and operation of modern built facilities are similar to industrial processes and, on this basis, most facilities within the borough will be best located within existing industrial and commercial areas. New technologies make it possible to ensure that built facilities and waste processing need not have a negative impact on neighbouring uses. The impact of facilities will also be assessed against other relevant policies of the Core Strategy.

37 Planning Policy Statement 10 – Planning for Sustainable Waste Management (Communities and Local Government, 2011)

11 Improving accessibility and delivering sustainable transport (SO5)

Introduction

Improving accessibility and delivering sustainable transport is key to delivering our vision for the borough. It will help to:

- Improve access to jobs, education and training, shopping, health, leisure and other essential facilities;
- Attract inward investment;
- Increase prosperity;
- Increase opportunities for sustainable travel in the borough; and
- Make the borough a destination of choice.

Rochdale Borough is in a key strategic location having transport links that provide good access to the vibrant Manchester and Leeds City Regions via east west motorway and rail networks. The transport network has scope for further enhancements and lots of opportunities to improve connectivity through creating more sustainable patterns of development.

To improve accessibility and enhance sustainable travel, our policies seek to:

- deliver transport improvements at a strategic, borough-wide and local level to support development proposals;
- ensure that development is in the most appropriate and accessible locations;
- minimise trips, especially single occupancy car journeys, and trip length;
- promote wider travel choice and increase trips made by sustainable forms of travel, including public transport, cycling and walking;
- support measures that enhance safety and access for people with impaired mobility, protect traffic-sensitive town centres and residential communities;
- reduce emissions from traffic (particularly NO_x gases, PM_{10} particulate and CO_2 levels) contributing to GM LTP and national targets by encouraging more sustainable travel choices and forms of travel, more active and healthier travel behaviour and take advantage of technological innovations.

T1 - Delivering sustainable transport

Improvements to the Borough's transport infrastructure are necessary to meet the future access and travel choice expectations of local communities and businesses, particularly for areas where growth and development is planned. Improvements also need to promote sustainable travel.

T1 - Delivering sustainable transport

We will work with relevant agencies to secure strategic, borough-wide and local transport improvements that support our overall spatial strategy. This programme of sustainable transport proposals will ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with our Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas. It will also meet borough responsibilities to reduce pollution (NO_x and PM_{10}) and climate change (CO_2) emissions from traffic to meet GM and national targets. We will do this by:

1. Improving inter and sub-regional links to neighbouring centres including Manchester City Centre and strategic destinations (eg. Manchester Airport) through:

    a. Increased passenger capacity and line speeds on the Calder Valley Railway line between Manchester, Leeds and the borough's Railway Stations (including delivering the Northern Hub proposals in their entirety and Network Rail's strategies to develop the network);

b. Strengthened sustainable travel links between Heywood / Castleton and Manchester, including connecting Heywood to the Calder Valley Railway line via East Lancashire Railway to provide all purpose passenger services, while protecting the heritage railway operation;
c. Enhanced Quality Bus Corridors between urban centres and key destinations particularly Middleton and Manchester and key orbital Quality Bus Corridors (QBC's) linking sub-regional centres; and
d. Highways Agency proposals to introduce "hard shoulder running" on M62 between Junctions 18 (M66 Simister) and 20 (A627(M) Rochdale).

2. Improving access to the public transport network and interchange / hub facilities including:

a. Rochdale Town Centre Public Transport Interchange;
b. Rochdale Railway Station Improvements;
c. Access, facility and park and ride improvements at Rochdale, Mills Hill, Littleborough, Smithy Bridge and Castleton Railway Stations and Metrolink stops;
d. Providing a Metrolink stop serving Kingsway Business Park;
e. Enhancing facilities at Heywood Station and provide a new station at Broadfield (to access new and existing development south of Heywood) on East Lancashire Railway;
f. Providing a focal point for bus interchange in Heywood Town Centre and supporting traffic management measures to enhance the area for shoppers and visitors; and
g. Enhanced pedestrian (including people with impaired mobility) and cycle links to key transport hubs / interchanges (Bus and Railway stations as well as Metrolink stops).

3. Providing access for all to development focus areas and town centres including:

a. Enhanced transport links and access within the M62 corridor to improve sustainable transport access and traffic management, to ease town centre traffic congestion in Heywood and Middleton;
b. Cycle network improvements to establish an attractive continuous network within and though the Borough, linking the township centres, key trip generators (employment areas, education and health facilities) as well as neighbouring centres, beyond the Connect 2 programme;
c. Rochdale Town Centre Relief Road (Wood Street to Drake Street) and complementary traffic management works;
d. Kingsway Business Park access improvements (Metrolink, bus, cycle, walking links, signing and awareness improvements) within and outside the borough;
e. Completion of Metrolink Phase 3B (Rochdale Railway Station to Town Centre);
f. Congestion relief measures on A58 Littleborough to Rochdale and Heywood Town Centres, and in Milnrow Town Centre;
g. Pedestrian (including facilities for people with impaired mobility) and cycle routes to local / town centres and development focus areas to provide good connectivity, with convenient through routes (eg. Pioneers Route through Rochdale Town Centre) and including pedestrianisation of public areas where justified as well the provision of secure cycle parking; and
h. Identifying / designating suitable routes for commercial vehicles to access local businesses, minimising conflict with visitors, shoppers, other vulnerable road users and avoiding sensitive communities.

4. Reducing the need to travel and make best use of the existing transport infrastructure by:

a. Making best use of the borough's transport assets (roads, footways / cycleways, structures, drainage and verges etc);
b. Increased use of intelligent transport systems and advancing technology (urban traffic management systems, satellite navigation, real time information, variable message signing, vehicle charging points etc) where it enhances network operation, information and journey reliability. This includes increasing ability to electronically communicate information, that supports reduced use of the transport network at times when it is constrained or congested;

c. Ensuring the transport network continues to become safer and more secure for all users, meeting the borough's responsibilities in contributing to achieving GMLTP Key Performance Indicator casualty / accident reduction targets;
d. Strengthening requirements for travel plans, implemented to deliver agreed outcomes, including “smarter choices” and behavioural change initiatives, to encourage less car travel, enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objectives;
e. Capitalising on opportunities to provide bus priority measures, including where possible utilising existing or providing additional capacity to enhance bus journey reliability and patronage.
f. Working with communities, interest groups, logistics and freight operators informally or through freight quality partnerships to minimise impact of commercial traffic on local communities. Proposals to transport freight by rail and waterways will be supported in principle, as will schemes to establish consolidation or freight distribution centres in appropriate locations in the Borough.

The reasoned justification for this policy is included within the reasoned justification to policy T2.

Improving public transport infrastructure is a priority

T2 - Improving accessibility

Development that offers greater access for all forms of travel will assist the borough's continuous improvement to becoming more sustainable, healthier, greener and prosperous.

T2 - Improving accessibility

We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

a. Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:

i. People with Impaired Mobility and Pedestrians;
ii. Cyclists;
iii. Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles;
iv. Taxi, private hire vehicles;
v. Powered two wheeled vehicles;
vi. Commercial traffic for local access;
vii. Shopping, visitors / tourist and off peak traffic; and
viii. Long stay and peak time commuter traffic.

In all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those travelling through. A home zone approach, with 20mph zones installed where feasible, around schools, colleges, local community facilities and in residential areas to provide safer routes and access for vulnerable road users, improving safety in residential communities. Initiatives will incorporate "smarter choice" measures to provide incentives to change travel behaviour, through reallocation of road space, parking policies / control and fiscal measures in favour of sustainable travel.

b. We will require Transport Assessments (TA) and Travel Plans (TP) for:

i. Residential developments of 80 units or more;
ii. All schools and Further Education Institutions (including extensions);
iii. Developments located in, or having an impact on, Air Quality Management Areas (AQMA);
iv. Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, promote public transport, walking and cycling or measures to promote low emissions and tackle poor air quality;
v. Areas where the local transport infrastructure is inadequate e.g. sub-standard roads, poor pedestrian / cycle access or public transport provision;
vi. Areas where additional development traffic is likely to increase accidents or conflicts between motorised and non-motorised users, particularly children, the elderly or people with impaired mobility.

c. We will also expect developments to be supported by a Transport Assessment (TA) and Travel Plan (TP) if forecast trips exceed the indicative thresholds set out in DfT Guidance on Transport Assessments or any of the following thresholds:

i. 100 or more vehicle movements per day (24 hours);
ii. 60 or more person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
iii. 30 or more vehicle movements in any hour;
iv. More than 20 Heavy Goods Vehicles (over 7.5 tonnes) movements per day;
v. Any goods vehicle movement between midnight and 6am;
vi. Any significant abnormal loads;
vii. 50 or more car parking spaces are proposed.

d. We will require a Transport Statement for smaller developments that exceed the guidance on Transport Assessment thresholds or:

i. Generate 50 to 99 vehicle movements per day (24 hours);
ii. Generate 30 to 59 person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
iii. Generate 20 to 29 vehicle movements in any single hour;
iv. Generate up to 20 Heavy Goods Vehicles (over 7.5 tonnes);

v. Propose 10 to 49 parking spaces;
vi. Consist of 50 to 79 residential units.

e. We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from pre-design stage to travel plan monitoring) to achieve this and ensure links between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient;
f. We will require developments to provide parking in compliance with the Council's car parking standards (see Appendix 5);
g. We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network. Such contributions will support:

i. Measures to secure modal shift and sustainable travel / behavioural change initiatives;
ii. Improvements to public transport and related infrastructure;
iii. Other traffic management and local safety measures and/or removal or restriction of parking provision.
iv. Improvements to the highway infrastructure, in combination with (i), (ii) and (iii) when those have been demonstrated to be insufficient;

Developers will contribute to essential transport infrastructure to service their proposals and to measures to alleviate any additional congestion resulting from their proposals on existing bottlenecks.

It is vital that the Borough is accessible by a choice of transport modes and improvements encourage sustainable travel to / from all development growth areas within it, to neighbouring centres including the regional centre and strategic facilities such as Manchester Airport. The Council will work with partners to deliver the package of proposals in Policy T1, enhancing the movement of people, goods and information, positively managing trip demand, so improving air quality, tackling climate change and contributing to improving the health of people in the borough. The needs of those with impaired mobility (disabled and elderly people, parents with small children, wheelchair users or people with limited experience and confidence in using the transport network) will be supported. Our accessibility policies support wider Council and Community Plan policies and objectives, as well as any Neighbourhood Plans prepared for local areas in the Borough. They also adhere to the policies promoting sustainable transport in the National Planning Policy Framework (NPPF) published by DCLG in March 2012.

Average weekday traffic growth in the borough however, is projected to increase by around 23.6% between 2012 and 2028[38]. Delivering Policy T1 is therefore vital to ensure the transport network continues to be fit for purpose and operate efficiently to meet local communities / business access needs and accommodate future economic growth.

Proposed economic growth areas are focused in the south of the borough, served by the motorway and rail corridors, however, trips generated from additional development will increase pressure on network bottlenecks. Whilst the Highways Agency “M62 hard shoulder running” proposals (Policy T1. 1(d)) offer some additional capacity to ease this on the strategic network, there is an onus on the Council to deliver supporting measures on the local road network to reduce travel demand, encouraging more non-car trips. This will also provide the transport contribution to national and Greater Manchester reduction targets for CO_2, particularly NO_x and PM_{10} pollutants as motor vehicles are the main source of these. It is provides the transport contribution to Policy G1 tackling and adapting to climate change.

Traffic generated by additional development will require access to the motorway network, so it is reasonable for it to be located in the south of the borough. This will minimise the length of the additional trips and protect

38 Based on a calculation using Road Traffic Forecasts 2011 and TEMPROv6.2

the wider transport network by minimising infrastructure maintenance liability and impact on increased emission levels, congestion and nuisance to frontage properties.

Sub-regional and inter-regional rail links are vital to future economic growth of the borough and Calder Valley Railway Line morning peak services run at capacity into Manchester. To address this, the rail industry is seeking to lengthen services and seat capacity (Policy T1, 1(a)). Network Rail's Route Utilisation Strategies (RUS) for Yorkshire and the Humber, North West and the Northern RUS seek to reduce rail journey times between Manchester and Bradford to 50 minutes benefiting local rail travellers and the Todmorden Curve proposal offers potential increase in services at the borough's railway stations. Electrification of the Calder Valley Line, line speed improvements and the Northern Hub proposals for Rochdale Station have Council support as they improve rail journey times. Any new services offering direct rail access to a wider range of destinations from the Borough (e.g. Todmorden Curve reinstatement) have Council support providing they are not detrimental to existing services. The Northern Hub proposals alleviate rail capacity issues across Manchester City Centre, allowing Calder Valley Line services to cross the city centre, enhancing connectivity. The Council will work to influence the Northern Rail franchising process and the future Network Rail development strategies to secure continuous improvement to Calder Valley Rail line services serving the Borough.

Freight movements have a particular impact on communities in the south of the borough. The Council supports the principles of the Greater Manchester Freight Strategy and Freight Quality Partnerships that promote constructive solutions to ensure heavy vehicles use appropriate routes. Route management, appropriate access restrictions / curfews and signing strategies will seek to minimise local route use and the impact of lorry trips on local communities. Heavy Goods Vehicles (HGVs) will only be restricted from using strategic and principal routes in exceptional circumstances. The Council will encourage Initiatives that increase opportunities to transport goods by rail or water (Policy T1, 3(h), 4(f)).

Rochdale Borough's travel to work pattern is relatively self-contained and sustainable, with less outward commuting than most GM districts. 77.2% of travel to work trips are made within the borough[(39)]. While this may appear to be sustainable, 66.9% of these trips are made by car, higher than the average for GM (65%) and England and Wales (61.5%). A shift in travel towards more sustainable forms of transport is necessary, particularly for shorter journeys. This will assist air quality improvement in the borough's AQMAs, contribute to tackling climate change, reduced CO_2 levels and support local objectives to improve health.

Improvements to the bus network and interchange between modes assist in ensuring good access to local jobs and services. This is key for areas of deprivation to address isolation, poor access to employment opportunities and are characterised by lower car ownership levels. Working with bus operators is vital in developing services that link these areas to employment opportunities, supporting them through ticketing schemes and improved information provision making journeys easier to plan. Addressing personal safety and security issues, also assist in ensuring bus travel is not off putting for vulnerable passengers.

The proposals in Policy T1, will deliver greater travel choice through access improvements and encourage travel by low and non-carbon modes. A few specific proposals, while improving access for all, may encourage some additional car trips, but aid delivery of the wider Core Strategy Objectives. This sustainable approach also contributes to the goals and key performance indicators underpinning GM Local Transport Plan 3 and National transport policy objectives. The modest number of highway measures proposed in Policy T1 (1(d), 3(c) and 3(d)) are supported by packages of sustainable transport improvements, offering multi-modal solutions and mitigating the impacts of additional traffic on local communities.

Increasing employment opportunities will generate trips, create additional demand on the transport network and may increase congestion at some bottlenecks alleviated by widening travel choice to and from employment areas (especially economic growth corridors), local town centres and at key employment areas outside the borough. Increasing the capacity of the sustainable transport network between the borough and Manchester as the regional centre will enhance access to a wider range of employment, leisure, shopping and education opportunities than the borough currently offers.

Improving sustainable transport links to Kingsway Business Park (Policy T1, 2(d) & 3(d)), neighbouring

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

authorities (Oldham, Bury, Calderdale and Rossendale) with potential employment land supply shortfalls are important, and will provide those areas with new employment opportunities.

Promoting sustainable travel alternatives may also reduce motorway traffic, enhancing peak time journey reliability, so supporting the Highway Agency's proposals to maximise use of the strategic road network e.g. “hard shoulder running” (Policy T1(d)). They also improve journey reliability for freight and commercial traffic contributing to meeting operational needs of local businesses and future development.

Provision of modern "fit for purpose" transport hubs and interchanges (Policy T1, 2) that are accessible will also improve access to employment and community amenities as well as encouraging modal shift.

Minimising the need to travel, promoting public transport improvements and appropriate location of new development will positively improve air quality in AQMA’s (which follow the major road network i.e. the motorway and A58 corridors), and contribute to the aims of the Greater Manchester Low Emissions Strategy[40].

Promoting active travel, has health benefits and positively contributes to tackling climate change / CO_2 emissions. Prioritising walking and cycle travel in the Council's accessibility hierarchy also supports the Borough Sustainable Communities Strategy and GMLTP3 priorities (Policy G1,T1b, c & d and T2).

Reducing traffic intrusion into the borough’s town centres, benefits safety and penetration for sustainable travel and enables parking regimes to be more easily managed, supports business regeneration and increases town centre vibrancy, as areas to work, shop, live and spend leisure time (Policy T1 & T2).

Increasing peak time bus network capacity, journey reliability, service frequency and network coverage, (particularly on strategic bus routes e.g. Middleton to Manchester and orbital bus services) will increase opportunities for people to commute to and from the borough by sustainable forms of travel, consequently reducing peak time car trips (Policy T1a, b & c and T2). Access improvements to and from key sub-regional attractors serving the borough e.g. Manchester Airport, and neighbouring centres, will also be sought (Policy T1, 1(a), 1(c) & 1(d) and T2).

The Connect 2 cycle network and successor programmes will develop provision of a coherent strategic walking and cycle network for utility, commuting and leisure trips across the borough and to neighbouring centres, offer an active travel alternative to the car for short journeys (Policies C6, C8, T1, 3(b), 3(g) and T2). Improvements to the Public Rights of Way network will also contribute offering an alternative sustainable travel network (in the main segregated from the highway network) for some short journeys.

Maximising highway network operational efficiency and use of existing road space (Policy T1, 4(a) and 4(e)) are vital in the short term while transport funding is limited. Works will initially concentrate on improving safety, addressing congestion bottlenecks and delays, maintaining journey reliability, particularly for commercial and freight journeys and measures to support local economic competitiveness and employment creation. Relieving unnecessary traffic from local communities and urban centres and prioritising access by sustainable modes will enhance safety for vulnerable road users (pedestrians, people with impaired mobility and cyclists) (Policies T1, 3(a), 3(d), 3(g) & T2),

The Council has long-term aspirations for further major sustainable transport improvements and feasibility studies. These will be carried out to assess whether their delivery is feasible for them to progress towards implementation beyond 2028. These are:

- New heavy rail stations at Slattocks, Stoneyfield / Sandbrook Park and Summit;
- Bowker Vale to Middleton town centre Metrolink line;
- Rochdale to Littleborough public transport capacity improvements;
- Rochdale to Whitworth Metrolink extension; and
- Improved sustainable transport links to Kingsway Business Park.

Policy T1 proposals will be financed through a combination of transport capital including the Greater Manchester Transport Fund (GMTF) and GM City Bid, for those schemes that demonstrate satisfactory

40 Low Emissions Strategies – Using the Planning System to reduce Transport Emissions: Good Practice Guidance (Consultation draft) (Beacons Low Emissions Strategies Group, June 2008)

business cases, GMLTP revenue, development grants, Local Sustainable Transport Fund (LSTF) other appropriate public funding sources. Private sector / partnership funding will be sought through planning obligations / Section 106 agreements from benefiting developments and / or the Community Infrastructure Levy (CIL). More detail on potential funding sources is presented in the Borough Transport Strategy.

Good road accessibility must be balanced with rail and bus improvements

12 Managing delivery and monitoring progress

The preceding chapters set out the policies and projects that will achieve our overall spatial vision, our visions for each township and our strategic objectives. The policies will help shape the future of the borough, in terms of the amount of growth, use of land and form of development.

This section is concerned with:

- How the plan and its policies will be delivered;
- General requirements that apply to all development;
- Delivery of planning contributions and infrastructure; and
- How we will monitor its implementation.

Managing Delivery

The three main ways the strategy will be implemented are:

- Through the granting of planning permissions;
- Through the implementation of schemes, masterplans and strategies; and
- Through delivering sites allocated in an Allocations Development Plan Document (DPD).

It is important that the policies in the Core Strategy can be delivered. The table in Appendix 1 sets out in more detail how the policies and key projects set out in the Core Strategy will be delivered.

The table contains a lot of projects that we are trying to deliver or at least start over the Core Strategy period. Whilst this may appear ambitious and aspirational, it is important that they are contained within a framework and that progress towards them can be effectively monitored. Failure to deliver some of these projects would not harm the overall strategy.

This delivery table also forms a key element of the Infrastructure Plan.

DM1 - General development requirements

All development must take account of all the relevant policies within the Core Strategy and other LDF documents. However, there are a number of basic planning considerations that apply to all development. Instead of repeating these in a number of Core Strategy policies, they are set out in the policy below.

DM1 - General development requirements

All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they:

a. Are of high quality design and take the opportunity to enhance the quality of the area;
b. Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users;
c. Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
d. Do not impact on amenity due to noise, air, dust, light pollution, traffic generation or inadequate access;
e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
f. Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
g. Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space;

h. Minimise opportunities for crime against people or property;
i. Take account of ground conditions including unstable or contaminated land and, where a potential risk exists, a survey should be carried out and any necessary remedial measures identified;
j. Incorporate, where appropriate, high quality landscape schemes; and
k. Have assessed whether the development may be affected by ground instability.

All new development will be expected to demonstrate that the relevant requirements within this policy have been taken into account. More detail regarding the requirements of DM1 and the Core Policies is set out in existing Supplementary Planning Documents (SPD's). These are linked to policies and national planning policy.

These SPD's will be monitored and reviewed if necessary to take account of new evidence. New SPD's will be produced if it is considered that additional guidance would assist in the practical implementation of policies or area based projects.

DM2 - Delivering planning contributions and infrastructure

The development proposed in the Core Strategy must be supported by the necessary infrastructure at the appropriate time and in a coordinated way. Infrastructure can include services and utilities, roads and transport, community facilities and green infrastructure. This policy seeks to ensure that development helps to contribute to that infrastructure.

DM2 - Delivering planning contributions and infrastructure

1. **General approach**

We will require developers to:

a. Provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of proposed development; and/or
b. Mitigate the impact of development, through planning obligations and agreements, if the development would otherwise have a negative impact on the delivery of a Strategic Objective.

2. **Residential development**

For new residential development, unless on site / other provision is made, we will seek contributions for:

a. Affordable housing (C4);
b. Open space provision and maintenance (G6);
c. Health and well-being (C6);
d. Education facilities (C7); and/or
e. Community facilities (C8);

3. **All types of development**

For all types of development, including housing, we will seek contributions for any infrastructure or other measures necessary to mitigate any on site or off-site impacts from the development.

These contributions may cover, dependent on need:

a. Off-site highways and access improvements covering all types of transport, including public transport facilities and services, cycling and walking;
b. Replacing / protecting / moving biodiversity features where appropriate to address an adverse effect on a feature of biodiversity interest;

c. Providing green infrastructure to mitigate the impact of development on the site and surrounding area or greenspace (this is in addition to the requirement for open space as part of new housing development)
d. Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary;
e. Mitigation or compensation against environmental impacts e.g. noise, air quality (particularly in Air Quality Management Areas);
f. Public realm improvements within town and local centres, and the incorporation of public art as appropriate;
g. Delivery of energy infrastructure as part of major schemes;
h. Provision of art in new development where appropriate; and
i. The delivery of any other infrastructure that is necessary because of, and related or connected to, the proposed development.

For major developments we will seek an agreement to use local firms and labour for construction, and to make satisfactory arrangements to try to recruit employees from within the borough.

This policy requires contributions from developers towards infrastructure or measures to mitigate against the impact of new development. These contributions are often delivered through Section 106 agreements and seek to ensure that any requirements for infrastructure, services and facilities, as well as any impact on the environment, that arise from new development are met. National advice, including appropriate tests for these agreements (paragraph B5), is set out in Circular 05/2005 'Planning Obligations[41]'.

The Council has for some years pursued planning obligations in respect of affordable housing, open space, off-site highway improvements, public transport infrastructure improvements, etc. However, as new development puts pressure on a number of services, such as education and health facilities, the Council will seek contributions from those developments which would require the existing infrastructure to be improved e.g. a large new housing development putting pressure on school places in a particular area.

SPDs will be prepared to provide further explanation of the policies in this and future DPDs, and their application, good practice to be followed and the circumstances where mitigation, maintenance and other matters will need to be agreed. They will also provide guidance on:

- When contributions may be needed;
- The type and scale of contributions, taking account of the viability and deliverability of the scheme;
- The circumstances when financial rather than direct provision will be required;
- How financial contributions will be calculated; and
- The form and timing of legal agreements.

Infrastructure Delivery Plan

We have produced an Infrastructure Delivery Plan (IDP) which is informed by the Core Strategy and other key delivery and project documents such as the Transport Strategy and the Rochdale Borough Renaissance Masterplan. The IDP will be updated as and when required and will also be an important source of evidence for the introduction of the Community Infrastructure Levy (CIL).

In producing the IDP we have and will continue to work closely with key partners, stakeholders and service providers such as education, health and utilities providers, Highways Agency etc. Where existing infrastructure is unable to meet the additional demands placed on it from new development, the Council will expect contributions to alleviate these needs.

There are currently no other exceptionally large sites identified in the Core Strategy where significant infrastructure requirements have been identified, either by the Council or by relevant providers (as evidenced during consultation), that will be required prior to development. However, future proposals identified through

41 Planning Obligations (ODPM Circular 05/2005)

the Allocations DPD based on meeting identified needs may require specific infrastructure investment and improvements in order to make them sustainable e.g. a large employment site identified through Policy E4.

Community Infrastructure Levy (CIL)

The introduction of a Community Infrastructure Levy[42] (CIL) to force developments to contribute to infrastructure improvements in a standardised way will affect how policy DM2 is implemented.

CIL should ensure that the burden of contributing to development is spread more fairly. Whatever approach is adopted to securing developer contributions it is important that the demands on development to support new infrastructure are appropriate and do not affect delivery through reducing the viability of development.

When we do introduce CIL, we will produce a charging schedule which will be subject to a separate consultation exercise and independent examination. The schedule will set out which existing planning obligations will be replaced by CIL and which will remain and therefore require S106 agreements.

Monitoring

Monitoring is a key aspect of the Local Development Framework and should be regularly reviewed and revised to ensure that components of the framework are updated to reflect changing circumstances nationally, regionally and locally. In the Core Strategy monitoring will evaluate progress being made towards delivering the spatial vision and objectives through the implementation of the relevant policies. The Annual Monitoring Report (AMR) will be the principal tool that will monitor and report on the policies within the Core Strategy.

The following tables set out the indicators which will measure the effectiveness of each policy and form the basis for identifying where the spatial strategy needs to be strengthened, maintained or revised. Over time new indicators may be added and old ones removed where applicable. The tables have been set out in order of the topics presented in this Core Strategy.

Table 2 Indicators for Delivering a more prosperous economy

Policy	Indicator Reference	Name of indicator	Description
National Indicator			
E/2 - E6	BD1	Total amount of additional employment floorspace – by type	The level, type and location of employment land take up and loss is monitored through the AMR. Plus the take up of land and scale will be monitored for each of the growth corridors and Kingsway.
E/2 - E6	BD2	Total amount of employment floorspace on previously developed land – by type	
E/2, E/3	BD3	Employment land available – by type.	
E1,E1/R, E1/M, E1/H, E1/L	BD4	Total amount of floorspace for 'town centre uses' -	Town centre uses such as retail, leisure, offices and other uses appropriate within a centre will be update annually and reported through the AMR.

42 The Community Infrastructure Levy (DCLG, 2008)

Table 3 Indicators for Creating successful and healthy communities

Policy	Indicator reference	Name of Indicator	Description
National Indicator			
C1	H1	Plan period and housing targets	The SHLAA is updated and reviewed on an annual basis and provides information on housing land supply, a list of sites, their suitability, availability and delivery. Information from the SHLAA is also used to update the AMR which reports on the indicators set out.
C1	H2(a)	Net additional dwellings – in previous years	
C1	H2(b)	Net additional dwellings – for the reporting year	
C1	H2(c)	Net additional dwellings – in future years	
C1	H2(d)	Managed delivery target	
C1	H3	New and converted dwellings – on previously developed land	
C5	H4	Net additional pitches (Gypsy and Traveller)	Monitoring completions on sites identified for Gypsy and Traveller (this will be identified through the Allocations DPD)
C4	H5	Gross affordable housing completions	Monitor the affordable housing contribution element provided as part of all development of 15 dwellings and more
Local Indicator			
C2	N/a	Number of planning applications approved for housing within regeneration areas	Number of planning applications approved for housing within regeneration areas

Table 4 Indicators for Improving design, image and quality of place

Policy	Indicator Reference	Name of Indicator	Description
National Indicator			
P3	H6	Housing Quality – Building for Life Assessments	To show the level of quality in new housing development. A housing site should only be included where it involves at least 10 new dwellings that have been completed (available for use).
Local Indicator			
P1 & P2	N/a	Number of submissions of high quality design - Rochdale Borough Design Awards	Developments that have incorporated high quality design are submitted by the public into a competition. The

Policy	Indicator Reference	Name of Indicator	Description
			proposals are are assessed by a Design Panel who select a winner
P1, P2 & P3	N/a	Number of planning applications refused on the grounds of poor design	Shows the number of planning applications refused on the grounds of poor design
P3	N/a	Improvement in relevant scores in residents satisfaction surveys	

Table 5 Indicators for Promoting a greener environment

Policy	Indicator Reference	Name of Indicator	Description
National Indicator			
G2, G3 & G9	E3	Renewable energy generation	Shows the amount of renewable energy generation by installed capacity and type.
G7	E2	Change in areas of biodiversity importance	To show losses or additions to biodiversity habitat.
G8	E1	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	To show numbers of developments which are potentially located where (i) they would be at risk of flooding or increase the risk of flooding elsewhere and, (ii) adversely affect water quality.
G10	M1	Production of primary land won aggregates by mineral planning authority	To show the amount of land won aggregate being produced.
	M2	Production of secondary and recycled aggregates by mineral planning authority	To show the amount of (i) secondary and (ii) recycled aggregates being produced in addition to primary won sources in M1.
G11	W1	Capacity of new waste management facilities by waste planning authority	To show the capacity and operational throughput of new waste management facilities as applicable.
	W2	Amount of municipal waste arising, and managed by management type by waste planning authority	To show the amount of municipal waste arising and how that is being managed by type.
Regional Indicator			
G1 & G2	Target 1	Network development areas	All new residential developments, and all new non-residential developments in excess of 1,000 m2 floor area, will be expected to achieve emissions
	Target 2	Electricity intense buildings	
	Target 3	Micro generation areas	

Policy	Indicator Reference	Name of Indicator	Description
			reduction in line with the following target framework
Local Indicator			
G1	N/a	Scoring system for adaptation measure in line with climate change	The Climate Change Adaptation SPD requires an energy statement which demonstrates how climate change adaptation directly improves the green infrastructure through a scoring system.
G4 & G5	N/a	Number of planning applications approved for inappropriate development within the Green Belt	No applications that would involve inappropriate development within the Green Belt should be approved. This will be monitored through the AMR.
G6	N/a	Greenspace Audit - baseline for green infrastructure planning and delivery.	Green infrastructure improvements resulting from new developments and planning agreements.
G8	N/a	Prepare and keep under review a Strategic Flood Risk Assessment	Once completed, the council will review the SFRA at least once every five years.
G8	N/a	Provision of a Sustainable Urban Drainage System	
G9	N/a	Change in Air Quality Management Areas	To lower the amount of air pollution generated

Table 6 Indicators for Improving accessibility and delivering sustainable transport

Policy	Indicator Reference	Name of Indicator	Description
Local Indicator			
T1	N/a	Progress on delivery of the major schemes listed.	It is anticipated that all major schemes listed will be completed by the end of the plan period. Progress towards this target will be monitored on an annual basis through the AMR.
T2	N/a	Amount of new residential development within 30 minutes of key services	Access to services and facilities by public transport, walking and cycling from any new residential development should be within 30 minutes.

Policy	Indicator Reference	Name of Indicator	Description
	N/a	Number of Public Transport (Bus, Rail & Metrolink) passenger journeys into Rochdale Centre.	This indicator will be monitored through the Transport for Greater Manchester (TFGM) and will reported through the AMR.
N/a	N/a	Ongoing monitoring of parking standards and implementation on new developments.	Monitor the number of spaces approved on residential schemes. Standards and targets will be derived through the parking standards.
	N/a	Number of Travel Plans secured as part of a new development	Monitor the number of Travel Plans secured through planning applications, this will be reported through the AMR.

Appendix 1 Delivery

The table below sets out how the Core Strategy will be delivered taking account of key elements of the policies or, where appropriate, key projects within them. In considering deliverability, the following factors have been assessed:

- How - indicates the mechanisms for delivery and sources of funding;
- Who - sets out the main bodies, agencies and partners who will be involved in the delivery;
- When - indicates if delivery of the project is likely in the short term (0-5 years), medium term (6-10 years) or long term (11-15+ years). Where a project or policy will be delivered throughout the Core Strategy period, short term to long term has been entered in the delivery table;
- Risk / contingency - highlights some of the key risks to delivering the policy/project and the implications of not delivering it in relation to delivery of the overall strategy. Where appropriate, contingency measures have then been included.

Table 7 Delivery

Policy / Project	How	Who	When	Risk / Contingency
6. Delivering a more prosperous economy				
E1 - Establishing thriving town and local centres				
Rochdale town centre	Mechanism Allocations DPD, Rochdale Town Centre East Supplementary Planning Document, development management decisions, private sector (including development partners) Funding Private sector, Public sector	Rochdale MBC, Rochdale Town Centre Management, retailers, developers and development interests, Rochdale Development Agency (RDA), Homes and Communities Agency (HCA), Environment Agency (EA), owners and businesses, Transport for Greater Manchester (TFGM)	Short-Medium term	If comprehensive development is not forthcoming due to lack of resources then the regeneration of the town centre, including Rochdale Town Centre East, will be through incremental redevelopment and improvement
Middleton town centre	See above	Rochdale MBC, Middleton Town Centre Management ,retailers, developers and development interests, RDA, HCA, owners and businesses, TFGM	Short-Medium term	Limited risks since the policy is seeking to deliver ongoing improvements to the centre, relating mainly to the variety of offices, linkages and public realm and offices. Further improvements identified in the Core Strategy will be prioritised and guided through the Middleton Town Centre Masterplan
Heywood town centre	See above	Rochdale MBC, Town Centre Management,retailers, developers and development interests,	Short-Medium term	Limited risks since the policy is seeking to deliver ongoing improvements to the centre, relating mainly to the variety of retail, linkages and public realm and managing through traffic,

Policy / Project	How	Who	When	Risk / Contingency
		RDA, HCA, owners and businesses, TFGM		particularly HGV's
Littleborough town centre	See above	Rochdale MBC, Town Centre Management,retailers, developers and development interests, RDA, HCA, owners and businesses, TFGM	Short-Medium term	The main risk is the failure to provide good links to surrounding attractions and developments to make it a more attractive visitor destination.
E2 - Supporting jobs and prosperity				
Focus job creation in the south of the borough. Provide a five year supply of employment land in the south of the borough.	Mechanism Allocations DPD, development management decisions, private sector(including development partners) Funding Private sector, Public sector	RDA, HCA, developers and development interests, land owners and businesses, Commission for the New Economy, Marketing Manchester, TFGM	Short-Long term	See risks related to other Economic Growth Corridors and Areas under E3. Other risks include pressure to use employment land for other uses. Failure to deliver could lose business development opportunities and increase unemployment and reliance on jobs elsewhere.
Maintain existing employment levels in the north	See above	See above	Short-Long term	This would increase reliance on the south of the borough and elsewhere for jobs and increase commuting. It would be undesirable but it could be accommodated.
Create more and better jobs.	See above	See above	Short-Long term	If the policy does not deliver new employment then this could lead to higher unemployment. A contingency for this would be improving sustainable access to jobs in other parts of the city region.
E3 - Focusing on economic growth corridors and areas				
Rochdale town centre / Kingsway corridor	Mechanism Allocations DPD, development management decisions, private sector(including development partners) Funding	RDA, HCA, developers and development interests, land owners and businesses, Commission for the New Economy, Marketing Manchester, TFGM	Short-medium term	Kingsway Business Park is under construction and therefore the main risk relates to the speed of delivery. The town centre is covered under E1/R above. The new employment in between is smaller scale and therefore does not pose a high risk to the achievement of wider objectives

Policy / Project	How	Who	When	Risk / Contingency
	Private sector, Public sector			
Sandbrook Park / Crown Business Park / Castleton corridor	See above	See above	Short-Medium term	This policy contains several key sites and therefore is not reliant on one large site to deliver the overall objectives. The Castleton Masterplan is being prepared to investigate detailed development opportunities and funding for the southern part of the corridor.
Middleton town centre / Oldham Road corridor	See above	See above	Short-medium term	This proposal is made up of a number of schemes all of which could come forward independently. It is therefore low risk.
South Heywood employment area	See above	See above	Medium-Long term	The current opportunities which exist are within or adjacent to employment areas which are attractive to the market and which have a reputation nationally. Therefore there is limited risk in the delivery of these sites. In terms of enhancing the attractiveness of these areas it is important to continue to explore opportunities to improve accessibility. There is a risk in the longer term that competing sites could become more attractive if these sites fail to provide good quality access to the motorway network and labour markets.
Stakehill Businees Park	See above	See above	Short-medium term	The main risk relates to competition from other major business parks in the region. This risk can be minimised through the addressing the opportunities set out in the policy to ensure that this key employment area remains competitive.
E4 - Managing the release of land to meet future employment needs				
Release and development of additional employment land	<u>Mechanism</u> Allocations DPD, development management decisions, private sector <u>Funding</u> Private sector	RMBC, RDA, HCA, developers and development interests, land owners and businesses, Commission for the New Economy, Marketing Manchester, TFGM	Medium to long term	Additional land will only be released if there is a demonstrable need that the existing land supply cannot meet. If there is no additional employment land needed then the release of land is not required. The main risk relates to identifying an appropriate site and the main reason for the policy is to an agree an approach for doing this.

Policy / Project	How	Who	When	Risk / Contingency
E5 - Encouraging the visitor economy				
Rochdale Canal and cycleway corridor	Mechanism Allocations DPD, development management decisions, private sector, rural programmes, transport bodies/groups Funding Private sector, Public sector (Connect 2)	AGMA, Natural England, Forestry Commission, Pennine Prospects, Pennine Edge Forest, Commission for the New Economy, Marketing Manchester	Short-Medium term	Limited risk as improvements can be incremental and relatively small scale. Some funding already secured and contributions from canal side development.
River Roch Valley corridor	Mechanisms Allocations DPD, Green Infrastructure Strategies and Action Plans, Biodiversity and Development SPD, Development management decisions, Environmental regeneration programmes, GM Biodiversity Action Plan, Rochdale District Biodiversity Action Plan, Catchment and Local area flood management plans, Local regeneration programmes Funding Public sector, External grants, Developer contributions	Natural England, Pennine Prospects, Environment Agency, Forestry Commission, HCA, United Utilities, AGMA, Voluntary sector organisations eg: Groundwork,	Short-Medium term	'Newlands' scheme in East Central Rochdale is already well underway. Other improvements will be dependent on resources.
Heywood	Mechanism Allocations DPD, Supplementary Planning Document, development management decisions, private sector(including development partners), East Lancs Railway (ELR) Funding Private sector, Public sector	Rochdale MBC, Town Centre Management,retailers, developers and development interests, RDA, HCA, owners and businesses, TFGM East Lancs Railway (ELR)	Short-Long term	A masterplan is being prepared to identify opportunities and explore funding. The wider success of ELR depends on the establishment of a visitor attraction around the station. Failure to establish links between ELR and the town centre and other visitor attractions will reduce Heywood's tourism potential.
Castleton, Rochdale	See above	Rochdale MBC, Town Centre Management,retailers, developers and development interests,	Short-Long term	This is based around the extension of ELR to Castleton and therefore there is significant risk if this does not come forward. However, given the role of the canal and other regeneration

Policy / Project	How	Who	When	Risk / Contingency
		RDA, HCA, owners and businesses, TFGM, ELR, British Waterways		sites this would not mean that the wider regeneration of Castleton could not be achieved. A masterplan for Castleton is being prepared to explore delivery of tourism opportunities based on the canal and ELR
South Pennine Moors area and Littleborough town centre	Mechanisms Rural Development Programme England, Rural regeneration partnerships e.g. Pennine Prospects, Pennine Edge Forest, Development management decisions, Private sector Funding RDPE, External grants, Private sector, Forestry Commission	AGMA, Natural England, Forestry Commission, Pennine Prospects, Pennine Edge Forest, Commission for the New Economy, Marketing Manchester	Short-Long term	Main delivery risk relates to new waterside development to compliment existing facilities at Hollingworth Lake. Other improvement relate more to improved linkages and better connectivity to public transport
Healey Dell, Rochdale	Mechanisms Rural Development Programme England, Rural regeneration partnerships, Development management decisions, Private sector Funding RDPE, External grants, Private sector, Forestry Commission	Natural England, Forestry Commission,	Short-Long term	No obvious risk as mainly relates to general ongoing improvements.
Middleton town centre	Mechanism Allocations DPD, development management decisions, private sector(including development partners) Funding Private sector, Public sector	Rochdale MBC, English Heritage, Forestry Commission, Town Centre Management,retailers, developers and development interests, RDA, HCA, owners and businesses, TFGM,	Short-Medium term	Main risk relates to funding to deliver the conservation and heritage based attractions. There is still the opportunity to promote small scale improvements and linkages but funding is required to deliver full potential of the heritage assets.
Rochdale town centre	See above	Rochdale MBC, English Heritage, Town Centre Management,retailers, developers and development interests, RDA, HCA, owners and businesses, TFGM,	Short-Medium term	See above. However less of a risk since many of the attractions are already fairly well known.

Policy / Project	How	Who	When	Risk / Contingency
E6 - Supporting and diversifying the rural economy				
General delivery of policy with links to key tourism and visitor projects above	Mechanisms Rural Development Programme England, Rural regeneration partnerships e.g. Pennine Prospects, Pennine Edge Forest, Development Control decisions, Private sector Funding RDPE, External grants, Private sector, Forestry Commission	AGMA, Natural England, Forestry Commission, Pennine Prospects, Pennine Edge Forest, Commission for the New Economy, Marketing Manchester	Short-Long term	Main risk is the overall delivery of the policy. This would result in failure to expand the rural economy detracting from the success of the local economy.
7. Creating successful and healthy communities				
C1 - Delivering the right amount of housing in the right places				
Deliver 400 additional homes per annum between 2010 and 2026 Deliver at least 80% of new housing on previously developed land	Mechanisms Allocations DPD, Development management decisions, Regeneration programmes, Private sector (including development partners), Strategic Housing Market Assesment (SHMA) Funding Private sector	RDA, HCA, Housebuilders, Rochdale Boroughwide Housing, Housing Associations	Short-Long term	Failure to deliver the right amount of homes will lead to an increase in the number of households in housing need. In addition not providing an appropriate scale and range of housing will have a negative impact on economic growth. However, it is also important that it does not lead to the release of inappropriate sites which could undermine regeneration
C2 - Focusing on regeneration areas and economic growth corridors/areas				
Central Heywood (includes town centre)	Mechanisms Allocations DPD, SPD's (where appropriate and agreed through LDS) Development management decisions, Regeneration programmes, Private sector (including development partners) Funding Private sector	For all areas (some are locally specific): RDA, HCA, Housebuilders, Rochdale Boroughwide Housing, Housing Associations,	Short-Long term	Opportunities for new housing development are spread across a number of sites. Main risk relates to failure to deliver on the more prominent sites and not improving linkages to the town centre. The new homes and other related improvements referred to above need to be mutually supportive.
East Central Rochdale	See above	See above	Short-Medium	Regeneration of this area relates to bringing

Policy / Project	How	Who	When	Risk / Contingency
			term	forward a number of sites many of which are already available for development. The main risk in relation to riverside sites is the need to appropriately consider flood risk and address access and biodiversity issues.
Milkstone, Deeplish and Newbold	See above	See above	Short-Long term	Main risk is failure to deliver key developments and improvements along main corridors and gateways. Overall, the number of sites and potential uses means that risk should be minimise and the arrival of Metrolink will improve image and connectivity of this strategically important location.
Kirkholt	See above	See above	Short-Medium term	Main risk relates to changing image and perception of the area. Also important to deliver better linkages and improved open spaces
Langley	See above	See above	Short-Medium term	Much progress has already been made with a large number of new private homes already built. Main risk is the delivery of such large numbers of new homes in this location. However the location, improved image and work on delivering better infrastructure should deliver a more varied successful neighbourhood.
Falinge, Spotland and Sparth	See above	See above	Medium-Long term	At present the physical regeneration of this area has been low scale with the focus on addressing social and economic issues. Main risk may be ability to change image and perception of the area given limited funding and development opportunities
East Middleton	See above	See above	Medium-Long term	Main risk relates to improving the quality of the corridor, particularly land around British Vita.
Economic growth corridors and areas(see entry under E3)	See E3	See E3	See E3	See E3
C3 - Delivering the right type of housing				
Delivering a range of housing to meet the needs of existing residents and attract new residents to the borough	<u>Mechanisms</u> Allocations DPD, SPD's (where appropriate and agreed through LDS) Development management decisions, Regeneration programmes, Private	RDA, HCA, Housebuilders, Rochdale Boroughwide Housing, Housing Associations,	Short-Long term	Failure to deliver the right types of housing will mean that housing needs are not met and will also impact on widening the range of housing and supporting economic growth. The main risk relates to delivering the type of housing that

Policy / Project	How	Who	When	Risk / Contingency
	sector (including development partners), SHMA Funding Public sector, Private sector			can help to change the image and perception of the borough. This therefore needs to be supported by other improvements and developments across the borough.
C4 - Providing affordable homes				
Providing affordable housing on all sites of 15 dwellings or more	As above	As above plus: Partners Rochdale Housing Initiative, private landlords	Short-Long term	Main risk to delivery is viability of provision when the housing market is weak. Overall viability is dealt with through the Economic Viability Assessment.
C5 - Meeting the needs of gypsies, travellers and travelling showpeople				
Providing for the needs of gypsies, travellers and travelling showpeople	As above plus Funding any designated CLG funding streams)	As above plus: Northern Network of Travelling People, Roch Vale Multi Agency Group, Local communities	Short-Long term	Main risk relates to funding and resources to deliver local authority schemes. However the policy still provides a tool for assessing any private schemes which may come forward.
C6 - Improving health and well being				
Improving people's health and well being and reducing health inequalities	Mechanisms Allocations DPD,Development management decisions, PCT and Acute Trust, Private sector Funding Public sector, PCT and Acute Trust	PCT, Acute Trust, Sure Start and Children's Centres, Private sector, Police, Local communities.	Short-Long term	Lack of funding to deliver quality facilities is a risk. However the policy mainly seeks to ensure new development supports healthier lifestyles. A key risk is lack of coordination with health agencies and health initiatives. A closer working arrangement with key agencies is being set up.
C7 - Delivering education facilities				
Improving education, skills and training in the borough and raising educational achievement	Mechanisms Allocations DPD, Development management decisions, Private sector Funding	RMBC, Sure Start and Childrens centres, Private sector	Short-Long term	As above, the main risk relates to funding and resources available to deliver quality education facilities at all levels. However, innovative solutions and better access to existing education and cultural facilities can help to build on the progress that has already been made

Policy / Project	How	Who	When	Risk / Contingency
	Public sector, Private sector			
C8 - Improving community, sport and leisure and cultural facilities				
Improving community, sport and leisure and cultural facilities in the borough to meet local needs, improve quality of life and improve the image of the borough.	Mechanisms Allocations DPD, Development management decisions, Private sector Funding Public sector, Private sector	Public sector, Private sector, Developers, Local businesses, Local communities, Link4Life, PCT, Acute Trust	Short-Medium term	Main risk relates to funding to delivering facilities. Criteria within policy will ensure developments are provided in the most appropriate and sustainable locations.
8. Improving design, image and quality of place				
P1 - Improving image				
Improving the image of the borough through focusing improvements to the physical environment at highly visible locations	See above	See above	Short-Long term	Risk relates to delivery and the time-frame for delivery. Focus of policy is to ensure that development in prominent locations is prioritised which is vital, particularly if the economic climate means a slow down in development.
P2 - Protecting and enhancing character, landscape and heritage				
Protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes	Mechanisms Determination of planning applications, Implementation of Borough Urban Design Guide, Design Panel Funding Private sector, Public sector	Developers and development interests, agents, Councillors, officers Heritage agencies, LSP (Quality of Place) Design Panel, RDA	Short-Long term	Main risk relates to resources to investing protecting and enhancing character and heritage. Role of the private sector is vital and it is important to see benefits and value rather than just a potential added cost to development proposals. A Conservation Strategy will identify priorities and projects.
P3 - Improving design of new development				
Delivering high standards of design	See above	See above	Short-Long term	Limited risk in relation to individual schemes. The main risk relates to the scale of high quality development and the need to have an overall positive impact. A design initiative is established to promote good design through projects and guidance.

Policy / Project	How	Who	When	Risk / Contingency
9. Promoting a greener environment				
G1 - Tackling and adapting to climate change				
Addressing climate change and ensure growth does not increase CO_2 emissions	Mechanisms Supplementary Planning Documents, Allocations DPD, Development Control Decisions, Planning Obligations, Council developments Funding Sub Regional Fund, Developer contributions, Private sector	Rochdale MBC, Developers, Other GM authorities, LSP	Short-Long term	Main risk and challenge relates to costs and viability, particularly in the short term. It is expected that as time goes on including climate change measures into new development (e.g. Code for Sustainable Homes) will be viewed as a cost saving.
G2 - Energy and new development				
Development will be expected to achieve the zero carbon targets (2016 for residential development and 2019 for non-residential development)	See above	See above	Short-Long term	Risk in not delivering targets within the timescales. This is linked to sub-regional and national targets and therefore any changes to guidance at these levels could impact on this
G3 - Renewable and low carbon energy developments				
Promoting renewable, low and zero carbon energy generating developments, including wind power, Biomass Combined Heat and Power (CHP), hydro and heat pumps	See above	See above	Short-Long term	Main issue is to balance the benefits of such energy developments against the impact on landscape. Main risk is developments which harm the landscape to such an extent that it is not offset by delivering more sustainable energy
G4 - Protecting green belt land				
Protecting areas of Green Belt from development (see also E4)	Mechanisms Allocations DPD, Implementation of related Core Strategy policies, Determination of planning applications.	Rochdale MBC, developers, landowners	Short-Long term	Risk of not delivering the policy is an increase in unsustainable development in the Green Belt. Also important that any development within existing developed sites makes effective use of land without a negative impact on the Green Belt. Releasing land that would undermine the strategic role of the Green Belt will threaten the purposes of Green Belt and their benefits for the borough.
G5 - Managing protected open land				

Policy / Project	How	Who	When	Risk / Contingency
Protect from development open land outside the urban area and not in the green belt (land at Broad Lane / Oldham Road to be safeguarded for residential development)	See above	See above	Short-Long term	Risk of not delivering the policy is an increase in unsustainable development in areas of protected open land. Also important that any development within existing developed sites makes effective use of land without a negative impact on the role of protected open land
G6 - Enhancing green infrastructure				
Sustain and enhance a green infrastructure (GI) network to support growth and regeneration in the borough and provide a high quality environment that meets the needs of our community and visitors to the borough.	Mechanisms Allocations DPD, Green Infrastructure Strategies and Action Plans, Biodiversity and Development SPD, Development control decisions, Environmental regeneration programmes, GM Biodiversity Action Plan, Rochdale District Biodiversity Action Plan, Catchment and Local area flood management plans, Local regeneration programmes Partners Natural England, Pennine Prospects, Environment Agency, Forestry Commission, HCA, United Utilities, AGMA, Voluntary sector organisations eg: Groundwork, BTCV Funding Public sector, External grants, Developer contributions	Natural England, Pennine Prospects, Environment Agency, Forestry Commission, HCA, United Utilities, AGMA, Voluntary sector organisations eg: Groundwork, BTCV	Short-Long term	Limited risk since policy seeks to promote improvements to GI and ensure that development contributes to but does not detract from a high quality network. Overall risk on not delivering the policy is GI that does not meet the needs of residents or support the growth and regeneration of the borough
G7 - Increasing the value of biodiversity and geodiversity				
Ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection	Mechanisms Allocations DPD, Biodiversity and Development SPD, Development control decisions, Environmental regeneration programmes, GM Biodiversity Action Plan, Rochdale District Biodversity Action Plan, Green Infrastructure Strategies and Action Plans Funding Public sector, External grants, Developer contributions	Pennine Prospects, Environment Agency, Forestry Commission, United Utilities, AGMA Funding	Short-Long term	Failure to adequately protect such features would have detrimental impact on the environment and image of the borough. Limited risk in terms of delivery.

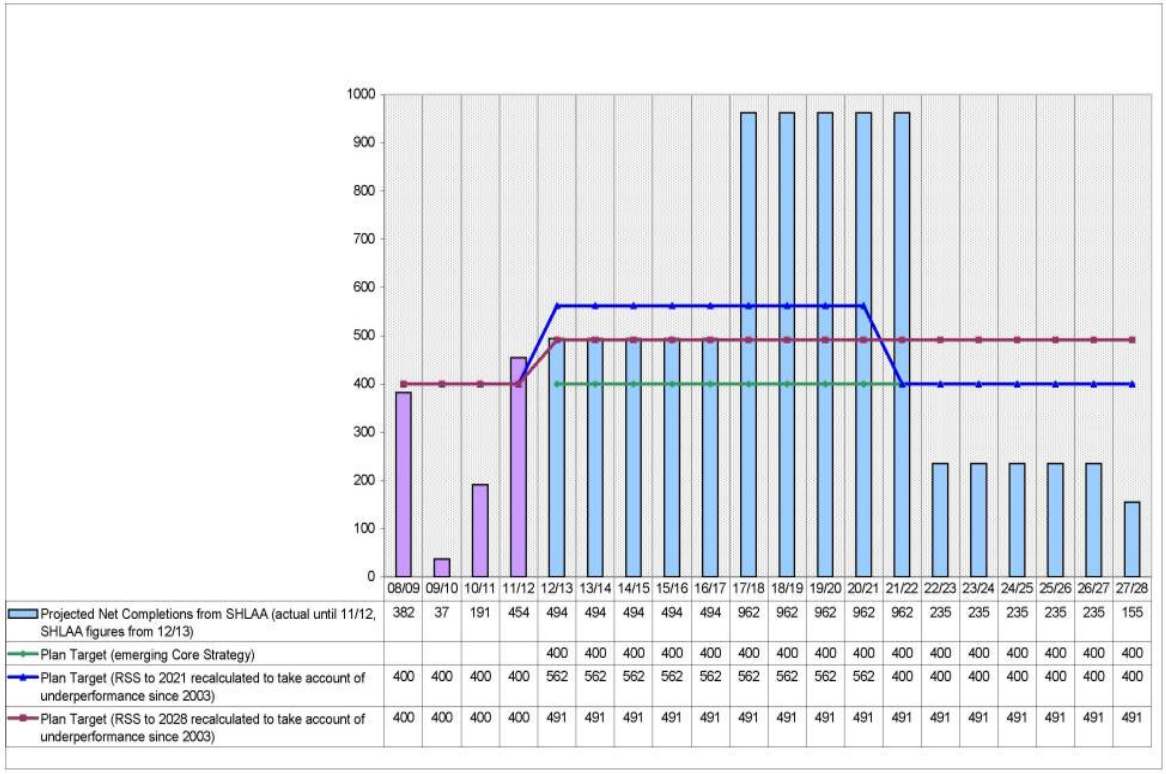
Policy / Project	How	Who	When	Risk / Contingency
G8 - Managing water resources and flood risk				
Effective management of water in the interests of public safety and the conservation of the natural environment.	Mechanisms Allocations DPD, Development Control decisions, Flood Risk Management Plans and Strategies, Green Infrastructure Strategies and Programmes Partners Funding Environment Agency, Developer contributions, External grants	Environment Agency, AGMA, United Utilities, RDA, Local regeneration partnerships and programmes	Short-Long term	Main risk relates to significant financial, environmental and public safety costs of not implementing the policy. Main risk relates to resources to undertake necessary work. Also a risk in achieving the right balance between regeneration benefits and flood risk.
G9 - Reducing the impact of pollution				
Aim to reduce all forms of pollution in the borough	Mechanisms Development Control decisions, sustainable transport policies, Air Quality Management Areas Funding Public, sector, private sector	Developers, local businesses	Short-Long term	Limited risk since implementing the policy mainly relies on well established tools to minimise pollution from new and existing development
G10 - Managing mineral resources				
Ensuring the sustainable management of mineral resources and make an appropriate contribution towards helping Greater Manchester meet its contribution target	Mechanisms Determination of planning applications, GM Joint Minerals Plan DPD. Funding Private sector	Minerals operators and industry, Landowners, Greater Manchester Geological Unit	Short-Long term	Details on delivery will be included in the GM Joint Minerals Plan. Failure to establish a sound minerals plan would risk having no clear policy.
G11- Managing waste				
Supporting sustainable waste management and ensure that Rochdale borough makes an appropriate contribution	Mechanisms Determination of planning applications, GM Joint Waste Plan DPD.	Private waste operators, Site owners and businesses, Greater Manchester Geological Unit	Short-Long term	Risk of not identifying appriate sites through the Joint Waste Plan DPD and Allocations DPD would mean that Rochdale was not dealing with its waste in a sustainable manner. This could

Policy / Project	How	Who	When	Risk / Contingency
towards Greater Manchester's waste management needs.				also involve financial penalties. Resources and finding appropriate sites is a risk to tackling the issue
10. Improving accessibility and sustainable transport				
T1 - Delivering sustainable transport				
Improving inter and sub-regional links to neighbouring centres including Manchester City Centre and strategic destinations	<u>Mechanisms</u> Greater Manchester Local Transport Plan 2 (GMLTP2) & beyond. Greater Manchester Transport Fund. Rochdale Borough Transport Strategy S106 agreements, Planning Obligations / Conditions. Rochdale Borough PROW Strategy GM Air Quality Strategy, Network Rail, NW, Y&H & Northern Rail Utilisation Strategies (RUS), Northern Way, Rochdale Borough Transport Group. <u>Funding</u> LTP, GM Transport Fund, RFA, Regeneration Funding: ERDF, HCA, Big Lottery Fund, High Level Output Specification (HLOS), S106 Agreements, Planning Obligations, Developer Funding,	Greater Manchester Integrated Transport Authority (GMITA), TFGM, Other GM Transport Units (JTU, UTC etc) Dept. for Transport, Network Rail, Northern Rail, Bus Operators, Sustrans, HCA, Rochdale Borough LSP, Rochdale Dev. Agency, Heywood, Middleton & Rochdale PCT, GM Police, East Lancs Railway Trust / Company, Transport Lobby & Voluntary Groups.	Short-Long term	A key element of the strategy relates to improving connectivity to the core of the city region. This is important in terms of access to jobs, services, higher education,shopping and culture. The variety of public transport modes, including the arrival of Metrolink means that risks are shared. A risk to delivering all the projects will be resources and competing priorities, particularly with expected cuts to public spending. Not delivering schemes or delivering schemes late will impact on our ability to meet all of our strategic objectives.

Policy / Project	How	Who	When	Risk / Contingency
	Community Infrastructure Levy (CIL).			
Improving access to the public transport network and interchange / hub facilities	See above	See above	Short-Long term	Public transport improvements and access to them are vital to deliver sustainable growth and regeneration. As above the range of modes available and the number of projects means that this element of the policy is not reliant on delivering a single scheme although access to town centres and key sources of jobs is a priority.
Providing access for all to development focus areas and town centres	See above	See above	Short-Long term	As above. Also it it important to address problems of congestion in the borough particularly in and around town centres and along key corridors. Failure to tackle congestion can deter development and investment. Risk to delivering improvements is resources and competing schemes elsewhere
Reducing the need to travel and making the best use of the existing transport infrastructure	See above	See above	Short-Long term	Making better use of existing transport infrastructure can create more sustainable travel pattern as well as maximising the benefits of future transport improvements. Risk to delivery is attitudes towards certain transport modes, public transport costs and the quality of existing facilities
T2 - Improving Accessibility				
Improve accessibility by locating development where good access to public transport is available or can be provided.	See above	See above	Short-Long term	Failure to deliver sustainable patterns of development increases the number of trips, has a negative impact on the environment and can deter growth and investment. There is limited risk in relation to this policy since it is a focus throughout the strategy and included in the key development policies (E1, E2, E3, C1, C2)

Appendix 2 Housing trajectory from the Strategic Housing Land Availability Assessment

Figure 10 Housing trajectory from the Strategic Housing Land Availability



	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	26/27	27/28
Projected Net Completions from SHLAA (actual until 11/12, SHLAA figures from 12/13)	382	37	191	454	494	494	494	494	494	962	962	962	962	962	235	235	235	235	235	155
Plan Target (emerging Core Strategy)					400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400
Plan Target (RSS to 2021 recalculated to take account of underperformance since 2003)	400	400	400	400	562	562	562	562	562	562	562	562	562	400	400	400	400	400	400	400
Plan Target (RSS to 2028 recalculated to take account of underperformance since 2003)	400	400	400	400	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491	491

Two housing trajectory from the strategic housing land availability assessment

Appendix 3 Replaced, saved and deleted UDP policies

The table below shows what happens to existing UDP policies following adoption of the Core Strategy and future preparation and adoption of the Allocations DPD.

Where UDP policies are saved and to be read in conjunction with Core Strategy polices, pending replacement through another DPD, where there is any uncertainty on policy interpretation the Core Strategy policy takes precedence.

Table 8 Replaced, saved and deleted UDP policies

Existing UDP Policy		Treatment of Policy / Proposal
Chapter 4 – The Plan Strategy (Including Spatial Strategy)		
G/SP/1	Urban Concentration and Regeneration	Deleted. Replaced by Core Strategy Policy SP2.
G/SP/2	Rural Protection and Regeneration	Deleted. Replaced by Core Strategy Policy SP2.
G/SP/3	Meeting the Needs of Local Communities	Deleted. Replaced by Core Strategy Policy SP3.
Chapter 7 – Defined Urban Area, Green Belt and Protected Open Land		
G/D/1	Defined Urban Area	Saved. To be replaced through Site Allocations DPD.
G/D/2	Green Belt	Saved. This policy should be read in conjunction with Core Strategy Policy G4 until replaced by Site Allocations or other DPD.
D/3	Boundary Change to the Green Belt and Defined Urban Area	Deleted.
D/4	Control of Development in Green Belt – General	Deleted. Replaced by Core Strategy Policy G4.
D/5	Infilling at Major Existing Developed Sites in the Green Belt	Saved. This policy should be read in conjunction with Core Strategy Policy G4 until replaced by Site Allocations or other DPD.
D/6	Redevelopment and Regeneration of Major, Existing Developed Sites in the Green Belt for Other Purposes	Saved. This policy should be read in conjunction with Core Strategy Policy G4 until replaced by Site Allocations or other DPD.
D/7	Extensions to Residential Properties	Deleted.
D/8	Replacement of Dwellings in the Green Belt	Deleted.
D/9	Re-Use and Adaptation of Buildings in Rural Areas	Deleted.
D/10	Protected Open Land	Saved. This policy should be read in conjunction with Core Strategy Policy G5 until replaced by Site Allocations or other DPD.
Chapter 8 – Employment and the Economy		
G/EC/1	EmploymentLand Supply	Deleted. Replaced by Core Strategy Policy EC2.
EC/2	Primary Employment Zones	Saved. This policy should be read in conjunction with Core Strategy Policies E2 and E3 until replaced by Site Allocations or other DPD.
EC/3	Mixed Employment Zones	Saved. This policy should be read in conjunction with Core Strategy Policies E2 and E3 until replaced by Site Allocations or other DPD.
EC/4	Change of Use of Employment Land Outside Designated Employment Areas	Deleted. Replaced by Core Strategy Policies E2 and E3.
EC/5	Employment Developments and Extensions Outside Allocated Areas	Deleted. Replaced by Core Strategy Policies E2 and E3.
EC/6	Office Development	Deleted. Replaced by Core Strategy Policy E2.

Existing UDP Policy		Treatment of Policy / Proposal
EC/7	Kingsway Business Park	Saved. This policy should be read in conjunction with Core Strategy Policies E2 and E3 until replaced by Site Allocations or other DPD.
EC/8	Development Sites in Employment Zones	Saved. This policy should be read in conjunction with Core Strategy Policies E2 and E3 until replaced by Site Allocations or other DPD.
EC/9	Sandbrook Park	Saved. To be replaced through Site Allocations DPD.
Chapter 9 - Housing		
G/H/1	Housing	Deleted. Replaced by Core Strategy Policies C1, C2, C3, C4 and C5.
H/2	Land Provided For New Housing	Saved. To be replaced through Site Allocations DPD.
H/3	Residential Developments Outside Allocated Areas	Deleted. Replaced by Core Strategy Policies C1, C3 and DM1.
H/4	Backland Sites	Deleted. Replaced by Core Strategy Policies P3 and DM1.
H/5	Residential Density	Deleted. Replaced by Core Strategy Policy C3.
H/6	Provision of Recreational Open Space in New Housing Development	Deleted. Replaced by Core Strategy Policy G6.
H/7	Affordable Housing	Deleted. Replaced by Core Strategy Policy C4.
H/8	Areas of Older Private Housing	Deleted. Replaced by Core Strategy Policy C2.
H/9	Areas of Public Sector Housing	Deleted. Replaced by Core Strategy Policy C2.
H/10	Residential Homes, Group Homes and Sheltered Housing	Deleted. Replaced by Core Strategy Policy DM1.
H/11	Residential Extensions	Deleted. Replaced by Core Strategy Policy DM1.
H/12	Flats And Houses in Multiple Occupation (HMOS)	Deleted. Replaced by Core Strategy Policy DM1.
H/13	Residential Uses Above Retail and Commercial Premises	Deleted. Replaced by Core Strategy Policy DM1.
Chapter 10 – Shopping and the Role of Centres		
G/S/1	Hierarchy and Role of Centres	Saved. This policy should be read in conjunction with Core Strategy Policy E1 until replaced by Site Allocations or other DPD.
G/S/2	Regeneration of Centres	Deleted. Replaced by Core Strategy Policy E1.
S/3	Primary Shopping Areas	Saved. This policy should be read in conjunction with Core Strategy Policy E1 until replaced by Site Allocations or other DPD.
S/4	Secondary and Central Shopping Areas	Saved. This policy should be read in conjunction with Core Strategy Policy E1 until replaced by Site Allocations or other DPD.
S/5	Development Elsewhere in Town Centres	Deleted. Replaced by Core Strategy Policy E1.
S/6	District Centre, Local Centres and Linear Commercial Areas	Saved. This policy should be read in conjunction with Core Strategy Policy E1 until replaced by Site Allocations or other DPD.
S/7	Local Shops and Services	Deleted. Replaced by Core Strategy Policies E1 and C8.
S/8	Retail Development outside Town, District and Local Centres	Deleted.
S/9	Shops in Industrial Premises	Deleted.
S/10	Food and Drink Outlets	Deleted.

Existing UDP Policy		Treatment of Policy / Proposal
S/11	Taxi and Private Hire Vehicle Booking Offices	Deleted.
S/12	Retail Expansion, Fountain Street/Oldham Road, Middleton	Deleted.
Chapter 11 – Leisure and Tourism		
G/LT/1	Sport, Leisure and Tourism	Deleted. Replaced by Core Strategy Policies E5 and C8.
LT/2	Protection of Tourism Attractions	Deleted.
LT/3	Development for Tourism and Leisure	Deleted. Replaced by Core Strategy Policies E5 and C8.
LT/4	Major Built Leisure and Tourism Developments	Deleted. Replaced by Core Strategy Policies E1, E5 and C8.
LT/5	Overnight Accommodation for Tourists and Visitors	Deleted. Replaced by Core Strategy Policy E5.
LT/6	Camping Sites, Touring and Static Caravan Sites	Deleted.
LT/7	Rochdale Canal	Saved. This policy should be read in conjunction with Core Strategy Policies G6 and E5 until replaced by Site Allocations or other DPD.
LT/8	Water Based Recreation	Deleted. Replaced by Core Strategy Policy G6.
LT/9	Protection of Existing Built Sports and Recreational Facilities	Deleted.
Chapter 12 - Regeneration		
G/R/1	Physical Regeneration	Deleted. Replaced by Core Strategy Policies E3 and C2.
R/2	Langley Physical Regeneration Area, Middleton	Deleted. Replaced by Core Strategy Policy C2.
R/3	Drake Street Physical Regeneration Area, Rochdale	Saved. This policy should be read in conjunction with Core Strategy Policy E3 until replaced by Site Allocations or other DPD.
R/4	Areas of Opportunity	Saved. To be replaced through Site Allocations DPD.
R/4(a)	Ealees Area of Opportunity, Littleborough	Saved. This policy should be read in conjunction with Core Strategy Policies SP3 and E5 until replaced by Site Allocations or other DPD.
R/4(b)	Durn Area of Opportunity, Littleborough	Saved. This policy should be read in conjunction with Core Strategy Policies SP3 and E5 until replaced by Site Allocations or other DPD.
R/4(c)	Two Bridges Road Area of Opportunity, Newhey	Saved. To be replaced through Site Allocations DPD.
R/4(d)	Birch Hill Hospital Area of Opportunity, Rochdale	Deleted.
R/4(e)	Riverside Area of Opportunity, Rochdale	Saved. This policy should be read in conjunction with Core Strategy Policies E1 and E3 until replaced by Site Allocations or other DPD.
R/4(f)	Canal Basin Area of Opportunity, Rochdale	Saved. This policy should be read in conjunction with Core Strategy Policies SP3, C2, E3 and E5 until replaced by Site Allocations or other DPD.
R/4(g)	Assheton Way/ Townley Street Area of Opportunity, Middleton	Saved. This policy should be read in conjunction with Core Strategy Policies C2 and E3 until replaced by Site Allocations or other DPD.
R/4(h)	Sefton Street/ Green Lane/ Railway Street Area of Opportunity, Heywood	Saved. This policy should be read in conjunction with Core Strategy Policies SP3, E3 and E5 until replaced by Site Allocations or other DPD.
R/4(i)	Trub Farm Area of Opportunity, Castleton	Saved. This policy should be read in conjunction with Core Strategy Policies SP3, C2, E3 and E5 until replaced by Site Allocations or other DPD.

Existing UDP Policy		Treatment of Policy / Proposal
R/4 (j)	Rooley Moor Road Area of Opportunity, Rochdale	Saved. To be replaced through Site Allocations DPD.
Chapter 13 – Community Facilities and Public Services		
G/CF/1	Community Facilities and Public Services	Deleted. Replaced by Core Strategy Policy C8.
CF/2	General Criteria for the Development of Local Community and Health Facilities	Deleted. Replaced by Core Strategy Policies C6 and C7.
CF/3	RochdaleGeneralHospital	Deleted.
CF/4	Hopwood Hall College	Saved. This policy should be read in conjunction with Core Strategy Policy G4 until replaced by Site Allocations or other DPD.
CF/5	Cemetery Provision	Saved. To be replaced through Site Allocations DPD.
CF/6	Telecommunications	Deleted.
CF/7	Water and Waste Water Infrastructure	Deleted. Replaced by Core Strategy Policy G8.
Chapter 14 – Greenspace		
G/G/1	Greenspace	Deleted. Replaced by Core Strategy Policies G6 and G7.
G/2	Standards for Recreational Open Space	Deleted. Replaced by Core Strategy Policy G6.
G/3	Protection of Existing Recreational Open Space	Saved. This policy should be read in conjunction with Core Strategy Policies C8 and G6 until replaced by Site Allocations or other DPD.
G/4	New Provision of Local Open Space	Deleted. Replaced by Core Strategy Policy G6.
G/5	New Provision of Outdoor Sports Facilities	Deleted. Replaced by Core Strategy Policies C8 and G6.
G/6	Intensive Use of Recreational Open Space	Deleted. Replaced by Core Strategy Policy G6.
G/7	Protection of Allotments	Saved. This policy should be read in conjunction with Core Strategy Policy G6 until replaced by Site Allocations or other DPD.
G/8	Greenspace Corridors	Saved. This policy should be read in conjunction with Core Strategy Policy G6 until replaced by Site Allocations or other DPD.
G/9	Stanney Brook Corridor and Park	Saved. This policy should be read in conjunction with Core Strategy Policy G6 until replaced by Site Allocations or other DPD.
G/10	Protection of Urban Amenity Open Space	Deleted. Replaced by Core Strategy Policy G6.
Chapter 15 – Countryside and the Rural Economy		
G/RE/1	Countryside and the Rural Economy	Deleted. Replaced by Core Strategy Policies SP3, E5 and E6.
RE/2	Countryside Around Towns	Deleted. Replaced by Core Strategy Policies E6, G6 and G7.
RE/3	Development Involving Agricultural Land	Deleted.
RE/4	Diversification of the Rural Economy	Deleted. Replaced by Core Strategy Policy E6.
RE/5	Access to the Countryside	Deleted. Replaced by Core Strategy Policies G6 and G7.
RE/6	Recreational Rights of Way	Saved. To be replaced through Site Allocations DPD.
RE/7	Recreational Management Areas	Saved. This policy should be read in conjunction with Core Strategy Policy G6 until replaced by Site Allocations or other DPD.

Existing UDP Policy		Treatment of Policy / Proposal
RE/8	Countryside Visitor Facilities	Deleted.
Chapter 16 - Minerals		
G/M/1	Protection and Prudent Use of Resources	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/2	Location of Mineral Working	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/3	Assessment of Proposals	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/4	Operating Conditions	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/5	Restoration and Aftercare	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/6	Transport of Minerals	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/7	Alternatives to Newly-Won Minerals	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
M/8	Long-standing Planning Permissions	Saved. To be read in conjunction with Core Strategy Policy G/10 and later replaced by the Greater Manchester Joint Minerals DPD.
Chapter 17 - Waste		
G/W/1	Waste Management	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/2	Existing Waste Facilities	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/3	Criteria for Location of Waste Disposal Facilities	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/4	Operation and Restoration of Waste Disposal Sites	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/5	Energy from Waste	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/6	Civic Amenity Sites	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/7	Arrangements for Spoil Disposal	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
W/8	Transport of Waste	Deleted. Replace by Core Strategy Policy G/11 and the Greater Manchester Joint Waste DPD.
Chapter 18 - Accessibility		
G/A/1	Accessibility	Deleted. Replaced by Core Strategy Policies T1 and T2.
A/2	Accessibility Hierarchy	Deleted. Replaced by Core Strategy Policy T2.
A/3	New development - Access for Pedestrians and Disabled People	Deleted. Replaced by Core Strategy Policy T2.

Existing UDP Policy		Treatment of Policy / Proposal
A/4	New development - Access for Cyclists	Deleted. Replaced by Core Strategy Policy T2.
A/5	New development - Access for Bus Services	Deleted. Replaced by Core Strategy Policy T2.
A/6	New development - Access by Taxi	Deleted. Replaced by Core Strategy Policy T2.
A/7	New development - Access for Service Vehicles	Deleted. Replaced by Core Strategy Policy T2.
A/8	New development - Capacity of the Highway Network	Deleted. Replaced by Core Strategy Policy T2.
A/9	New development - Access for General Traffic	Deleted. Replaced by Core Strategy Policy T2.
A/10	New development - Provision of Parking	Deleted. Replaced by Core Strategy Policy T2.
A/11	New Development - Transport Assessments	Deleted. Replaced by Core Strategy Policy T2.
A/12	New development - Travel Plans and School Travel Plans	Deleted. Replaced by Core Strategy Policy T2.
A/13	Local Walking Route Network	Deleted. Replaced by Core Strategy Policy T1.
A/14	A Strategic Cycling Route Network	Deleted. Replaced by Core Strategy Policy T1.
A/15	Facilities for Buses	Deleted. Replaced by Core Strategy Policy T1.
A/16	Rochdale Bus Station	Deleted. Replaced by Core Strategy Policy T1.
A/17	Bus Interchange and Bus/Rail Interchange	Saved. This policy should be read in conjunction with Core Strategy Policy T1 until replaced by Site Allocations or other DPD.
A/18	Metrolink	Saved. This policy should be read in conjunction with Core Strategy Policy T1 until replaced by Site Allocations or other DPD.
A/19	New Railway Stations	Saved. To be replaced through Site Allocations DPD.
A/20	East Lancashire Railway	Saved. This policy should be read in conjunction with Core Strategy Policy T1 until replaced by Site Allocations or other DPD.
A/21	Accessibility for Freight to Rail	Saved. This policy should be read in conjunction with Core Strategy Policy T1 until replaced by Site Allocations or other DPD.
A/22	Car Parks in Town, District and Local Centres	Deleted. Replaced by Core Strategy Policy T2.
A/23	Car Parking at Rochdale Station	Deleted.
A/24	Strategic Highway Network	Saved. To be replaced through Site Allocations DPD.
Chapter 19 – Design and the Built Environment		
G/BE/1	Design Quality	Deleted. Replaced by Core Strategy Policy P3.
BE/2	Design Criteria for New Development	Deleted. Replaced by Core Strategy Policy P3.
BE/3	Advertisements	Deleted.
BE/4	Advertising Signs on Buildings or Business Premises	Deleted.
BE/5	Shop Fronts	Deleted.
BE/6	Art in the Environment	Deleted. Replaced by Core Strategy Policy P1.
BE/7	Street Furniture and the Public Realm	Deleted. Replaced by Core Strategy Policy P3.
BE/8	Landscaping in New Development	Deleted. Replaced by Core Strategy Policy P3.
G/BE/9	Conservation of the Built Heritage	Deleted. Replaced by Core Strategy Policy P2.
BE/10	Development Affecting Archaeological Sites and AncientMonuments	Deleted. Replaced by Core Strategy Policy P2.

Existing UDP Policy		Treatment of Policy / Proposal
BE/11	Protection of Locally Important Buildings and Features of Architectural and Historic Interest	Deleted. Replaced by Core Strategy Policy P2.
BE/12	Demolition of Listed Buildings	Deleted. Replaced by Core Strategy Policy P2.
BE/13	Changes of Use to Listed Buildings	Deleted. Replaced by Core Strategy Policy P2.
BE/14	Alterations and Extensions to Listed Buildings	Deleted. Replaced by Core Strategy Policy P2.
BE/15	New Development Affecting the Setting of a Listed Building	Deleted. Replaced by Core Strategy Policy P2.
BE/16	Demolition of Buildings in Conservation Areas	Saved. This policy should be read in conjunction with Core Strategy Policy P2 until replaced by Site Allocations or other DPD.
BE/17	New Development Affecting Conservation Areas	Saved. This policy should be read in conjunction with Core Strategy Policy P2 until replaced by Site Allocations or other DPD.
BE/18	Changes of Use to Buildings in Conservation Areas	Saved. This policy should be read in conjunction with Core Strategy Policy P2 until replaced by Site Allocations or other DPD.
BE/19	Protection of Parks and Gardens of Special Historic Interest	Deleted.
Chapter 20 – Environmental Management		
G/EM/1	Environmental Protection and Pollution Control	Deleted. Replaced by Core Strategy Policy G9.
EM/2	Pollution	Deleted. Replaced by Core Strategy Policy G9.
EM/3	Noise and New Development	Deleted. Replaced by Core Strategy Policy G9.
EM/4	Contaminated Land	Deleted. Replaced by Core Strategy Policy G9.
EM/5	Development in Proximity to Landfill Sites	Deleted.
EM/6	Hazardous Notifiable Installations	Deleted.
EM/7	Development and Flood Risk	Saved. This policy should be read in conjunction with Core Strategy Policy G8 until replaced by Site Allocations or other DPD.
EM/8	Protection of Surface and Ground Water	Saved. This policy should be read in conjunction with Core Strategy Policy G8 until replaced by Site Allocations or other DPD.
EM/9	Development Involving Unstable Ground	Deleted.
EM/10	DerelictLand and Building	Deleted.
EM/11	Other Degraded Land and Buildings	Deleted.
G/EM/12	Renewable Energy and Energy Conservation	Deleted. Replaced by Core Strategy Policies G1, G2 and G3.
EM/13	Energy Efficiency and New Development	Deleted. Replaced by Core Strategy Policy G2.
EM/14	Wind Power Developments	Deleted. Replaced by Core Strategy Policy G3.
EM/15	Safeguarding Operational Wind Power Developments	Deleted. Replaced by Core Strategy Policy G3.
EM/16	Sustainable Energy Sources	Deleted. Replaced by Core Strategy Policies G1, G2 and G3.
Chapter 21 – The Natural Environment		
G/NE/1	Nature Conservation	Deleted. Replaced by Core Strategy Policy G7.
NE/2	Designated Sites of Ecological and Geological / Geomorphological Importance	Saved. This policy should be read in conjunction with Core Strategy Policy G7 until replaced by Site Allocations or other

Existing UDP Policy		Treatment of Policy / Proposal
		DPD.
NE/3	Biodiversity and Development	Deleted. Replaced by Core Strategy Policies G6 and G7.
NE/4	Protected Species	Deleted. Replaced by Core Strategy Policies G6 and G7.
G/NE/5	Landscape and Woodlands	Deleted. Replaced by Core Strategy Policies G6 and G7.
NE/6	Landscape Protection and Enhancement	Deleted. Replaced by Core Strategy Policies G6 and G7.
NE/7	Tree Preservation Orders	Deleted.
NE/8	Development Affecting Trees, Woodlands & Hedgerows	Deleted. Replaced by Core Strategy Policies G6 and G7.
NE/9	Protection of Woodlands	Deleted. Replaced by Core Strategy Policies G6 and G7.
NE/10	New Woodland Planting	Deleted. Replaced by Core Strategy Policies G6 and G7.

Appendix 4 Accessibility standards / targets (see policy T2)

Table 9 Accessibility standards / targets

FROM / TO	Residential	Employment Uses	Offices	Key Leisure Facility	Children's Play / Local Open Space	Formal Outdoor Sports Facilities	Public Transport Interchange / Bus Stations	Bus Stop
Residential	-	30 mins by PT including walk to / from stop	-	20 minutes by PT including walk to / from stop	LAP < 100m walk (1 min) LEAP < 400m walk (5 mins) NEAP < 1km (15 mins)	20 mins by PT including walk to / from stop	-	< 400m
Employment Uses	30 mins by PT including walk to / from stop.	-	-	-	-	-	-	< 400m
Offices	To be decided	-	-	-	-	-	< 400m	< 400m
Key Leisure Facility	20 minutes by PT including walk to / from stop	-	-	-	-	-	-	< 400m
Children's Play / Local Open Space	LAP < 100m walk (1 min) LEAP < 400m walk (5 mins) NEAP < 1km (15 mins)	-	-	-	-	-	-	-
Formal Outdoor Sports Facilities	20 minutes by PT including walk to / from stop	-	-	-	-	-	-	<400m
Public Transport Interchanges / Bus Stations	-	-	-	Within 10 mins walking time.	-	-	-	Integral to the facility.
Bus Stops	< 400m	< 400m	< 400m	< 400m	-	< 400m	Integral to the facility.	-
Railway Stations	< 800m, if not < 400m from bus stop or PT interchange.	< 800m, if not < 400m from bus stop or PT interchange -	< 800m, if not < 400m from bus stop or PT interchange	Within 20 mins walk time	-	-	Linked by sustainable means of travel.	< 50m
Town Centres	-	-	< 300m of Town Centre boundary	< 300m of Town Centre boundary.	Within the Town Centre	-	Within the Town Centre	Within the Town Centre
Local Centres	< 400m	-	Within the local or town centre boundary (depending on size)	-	-	-	-	< 50m
Local Shops	< 400m	-	< 400m	-	-	-	-	< 50m

FROM / TO	Residential	Employment Uses	Offices	Key Leisure Facility	Children's Play / Local Open Space	Formal Outdoor Sports Facilities	Public Transport Interchange / Bus Stations	Bus Stop
Health Centres	< 400m	-	-	-	-	-	-	< 50m
Hospitals	30 minutes by PT (including walk to / from stop)	-	-	-	-	-	-	< 50m from main entrance
Primary Schools	< 400m	-	-	-	-	-	-	< 400m
Secondary Schools & Post 16 Colleges	30 minutes by PT (including walk to / from stop.	-	-	-	-	-	-	< 400m

Table 10 Accessibility standards / targets (continued)

FROM / TO	Local Centres	Local Shops	Health Centres	Hospitals	Primary Schools	Secondary Schools & Post 16 Colleges
Residential	< 400m	< 400m	< 400m	-	< 400m	30 minutes by PT (including walk to / from stop
Children's Play / Local Open Space	-	-	-	-	< 400m	< 400m
Formal outdoor sports facilities	-	-	-	-	< 400m	< 400m
Bus stops	<50m	<50m	<50m	< 50m from main entrance	<50m	<50m
Local Centre	-	-	Individual consideration	-	-	-
Railway Station	-	-	-	-	-	Individual Consideration.
Town Centres	-	-	Individual consideration	-	-	-

The above table shows our standards / targets on how accessible (or close) various major land uses should be each other. Some of these standards are those set in best practice or national guidance, others have been set where it is reasonable for the two land uses to be accessible to each other. Where an entry is left blank, we don't think there needs to be (or it makes any sense to have) a standard / target. It is expected that these thresholds are a guide and that developments should strive to meet as many of them as is reasonable. These will vary according to the nature and location of new development.

Appendix 5 Schedule of parking standards

Schedule of parking standards for the provision of car, cycle, motorcycle and disabled spaces in new developments and change of use proposals. These are generally based on Greater Manchester standards developed with other GM authorities. A number of categories have been added, with the standards set for these based on the draft standards proposed for inclusion in the North West Regional Spatial Strategy before its abolition.

Table 11 Schedule of parking standards

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
A1: RETAIL			
Food Retail (<900m^2)	1 space per 25m^2 Gross Floor Area (GFA)	1 space per 100m^2 (min 2 spaces)	Considered Individually
Food Retail (>900m^2)	1 space per 16m^2 GFA	1 space per 200m^2 (min 2 spaces)	1 space per 600m^2 (min 2 spaces)
Non Food Retail (<900m^2)	1 space per 25m^2 GFA	1 space per 100m^2 (min 2 spaces)	Considered Individually
Non-Food Retail (>900m^2)	1 space per 22m^2 GFA	1 space per 200m^2 (min 2 spaces)	1 space per 900m^2 (min 2 spaces)
Retail Warehouses	1 space per 45m^2 GFA	1 space per 200m^2 (min 2 spaces)	1 space per 900m^2 (min 2 spaces)
A2:FINANCIAL & PROFESSIONAL SERVICES			
Banks, Building Societies, Betting Offices, Estate & Employment Agencies	1 space per 35m^2 GFA	1 space per 400m^2 (min 2 spaces)	Considered Individually
A3: FOOD & DRINK			
Restaurants	1 space per 7m^2 Public Floor Area (PFA)	1 space per 140m^2 PFA (min 2 spaces)	1 space per 280m2 PFA (min 2 spaces)
Fast Food Drive Through	1 space per 8.5m^2 GFA	1 space per 140m^2 PFA (min 2 spaces)	1 space per 280m2 PFA (min 2 spaces)
Cafes / Snack Bars	1 space per 6m^2 PFA	1 space per 140m^2 PFA (min 2 spaces)	1 space per 280m2 PFA (min 2 spaces)
Transport Café	1 Lorry Space per 2m^2 Dining Area 1 staff space per 80m^2	1 space per 140m^2 PFA (min 2 spaces)	1 space per 280m2 PFA (min 2 spaces)
Drinking Establishments (e.g. Public Houses, Wine Bars etc)	1 space per 6m^2 PFA	1 space per 140m^2 PFA (min 2 spaces).	1 space per 280m2 PFA (min 2 spaces)
B1: BUSINESS			
Stand Alone Offices	1 space per 35m^2	1 space per 400m^2 (min 2 spaces)	1 space per 1,400m^2 (min 2 spaces)
Business Parks	1 space per 40m^2	1 space per 400m^2 (min 2 spaces)	1 space per 1,400m^2 (min 2 spaces)
Research & Development	1 space per 32m^2	1 space per 400m^2 (min 2 spaces)	1 space per 1,400m^2 (min 2 spaces)
Call Centres	1 space per 32m^2	1 space per 400m^2 (min 2 spaces)	1 space per 1,400m^2 (min 2 spaces)

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
B2: GENERAL INDUSTRY			
General Industry	1 space per 60m^2	1 space per 700m^2 (min 2 spaces)	1 space per 2,800m^2 (min 2 spaces)
B8: STORAGE / DISTRIBUTION			
Storage / Distribution Warehousing	1 space per 100m^2	1 space per 850m^2 (min 2 spaces)	1 space per 4,000m^2 (min 2 spaces).
C1: HOTELS			
Hotels (Additional Leisure / Conference facilities considered separately)	1 space per Bedroom (including staff)	1 space per 10 bedrooms (min 2 spaces)	1 space per 40 bedrooms (min 2 spaces)
C2: RESIDENTIAL INSTITUTES			
Hospitals	Determined through Transport Assessment	Determined through Transport Assessment	Determined through Transport Assessment
Care / Nursing Homes	1 space per 4 beds	1 space per 40 beds (min 2 spaces)	1 space per 160 beds (min 2 spaces)
Sheltered Accommodation	1 space per 3 beds	1 space per 40 beds (min 2 spaces)	1 space per 160 beds (min 2 spaces)
C3: RESIDENTIAL DWELLINGS			
Single Bedroom Houses & Dwellings in Town Centres	1.25 spaces per dwelling	No Standard	No Standard
2+ Bedroomed Houses outside Town Centres	2 spaces per dwelling, (not including a garage)	No Standard	No Standard
Single Bedroom Apartments / Town Centre Flats & Apartments	1.25 spaces per dwelling	1 secure locker per 5 dwellings (min 2 spaces)	Considered Individually
2+ Bedroom Apartments / Flats outside Town Centres	2 spaces per dwelling	1 secure locker per 5 dwellings (min 2 spaces)	Considered Individually
Sheltered Housing	1 space per 3 dwellings + 1 space per 2 FT Equivalent Staff	No Standard	No Standard
D1 NON-RESIDENTIAL INSTITUTIONS			
Medical or Health Facility	1 space per 2 FT Staff Equivalent + 3 spaces per Consulting Room	1 space per 10 FT Staff Equivalent (min 2 spaces)	1 space per 40 FT Staff Equivalent (min 2 spaces)
Creche, Day Care, Day Nursery.	1 space per FT Staff Equivalent.	1 space per 10 FT Staff Equivalent (min 2 spaces for pupils).	No Standard
Adult Training Centre	1 space per FT Staff Equivalent.	1 space per 10 FT Staff Equivalent (min 2 spaces for students)	1 space per 40 FT Equivalent staff (min 2 spaces)
Schools (Primary & Secondary)	1.5 spaces per Classroom	1 space per 10FT Equivalent Staff + 1 space per 10 pupils	1 space per 40 FT Equivalent staff (min 2 spaces)
Higher or Further Education	1 space per 2FT Equivalent Staff + 1 space per 15 students	1 space per 10FT Equivalent Staff + 1 space per 10 students	1 space per 80 FT Equivalent staff + 1 per 600 students
Art Gallery, Museum, Exhibition Hall or Library	1 space per 30m^2 PFA	1 space per 300m^2 PFA (min 2 spaces)	1 space per 1,200m^2 PFA (min 2 spaces)
Public Hall or Place of Worship	1 space per 5m^2 PFA	1 space per 50m^2 PFA (min 2 spaces)	1 space per 200m^2 PFA (min 2 spaces)

Development Type	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision	Minimum Standard for Powered Two Wheeled Vehicle Parking Provision
D2: ASSEMBLY & LEISURE			
Cinema, Bingo Hall, Casino or Music/ Concert Hall	1 space per 8 seats	1 space per 80 seats (min 2 spaces)	1 space per 320 seats (min 2 spaces)
Conference Centres or Theatres	1 space per 6 seats	1 space per 60 seats (min 2 spaces)	1 space per 300 seats (min 2 spaces)
Indoor Sports or Recreation	1 space per 25m^2	1 space per 250m^2 (min 4 spaces)	1 space per 1,000m^2 (min 2 spaces)
Outdoor Sport or Recreation	Considered Individually	Considered Individually	Considered Individually
Dance Halls (not Night Clubs), Swimming Baths, Skating Rinks & Gymnasiums	1 space per 22m^2 PFA	1 space per 220m^2 (min 4 spaces).	1 space per 880m^2 (min 2 spaces)
Stadia / Spectator Seating	1 space per 18 seats + 1 coach parking space per 1,000 seats (Min standard)	1 space per 150 seats (min 2 spaces)	1 space per 600 seats (min 2 spaces
MISCELLANEOUS / SUI GENERIS			
Railway Station, Bus Station & Tram Stops	Considered Individually	Minimum of 10 lockers per station. Tram stops considered individually	Considered Individually
Car Showrooms	1 space per 50m^2 (internal showroom)	Considered Individually	Considered Individually
Open Car Display Areas	1 space per 100m^2	Considered Individually	Considered Individually
Car Workshops	1 space per 20m^2	Considered Individually	Considered Individually
Petrol Filling Stations	1 space per Pump	No standard	No standard.
Car Wash	2 spaces for first 70m^2 then, 1 space per 30m^2. 4 standing spaces per wash	No standard	No standard

Disabled Parking Standards

Table 12 Disabled parking standards

Total Number of General Parking Spaces Provided	Minimum Standard of Disabled Car Parking Provision to be Provided. (in addition to the general car parking provision).
Below 12 spaces	10% of total capacity
12 to 200 spaces	3 bays or 6% of total capacity (whichever is the greater)
Over 200 spaces	4 bays plus 4% of total capacity

Car parking

The car parking standards comply with the maximum levels set out in PPG13 “Transport” although for some use classes, the standards are slightly more restrictive to reflect local circumstances.

Disabled car parking

These are based on recommendations in a Department of Transport Advisory Note on Parking for Disabled People.

Cycle parking

The cycle parking standards are slightly higher than the level of parking provision suggested in the National Cycling Strategy to reflect the high priority of cycle provision in the Council's Accessibility Hierarchy.

Powered two-wheeled vehicles parking

These standards generally allow for 2.5% of maximum car parking provision.

Appendix 6 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.

National Planning Policy Framework - The NPPF was published in March 2012. The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It replaces most of the Planning Policy Statements and Planning Guidance notes within a single and more succinct document.

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) - This was an overarching strategy produced by 4NW covering the Northwest region, with broad land use, transport and other policies to inform the Local Development Framework. It was previously part of the Local Development Framework before being revoked by government in 2010. Much of the evidence on which RSS was based is still valid however.

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.

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.

Six glossary

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Anyone who requires the translation of this document to Bengali or Urdu should request this.
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