

ROCHDALE PUBLICATION CORE STRATEGY

ROCHDALE INFRASTRUCTURE DELIVERY PLAN

Local Development Framework

January 2013



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1. INTRODUCTION

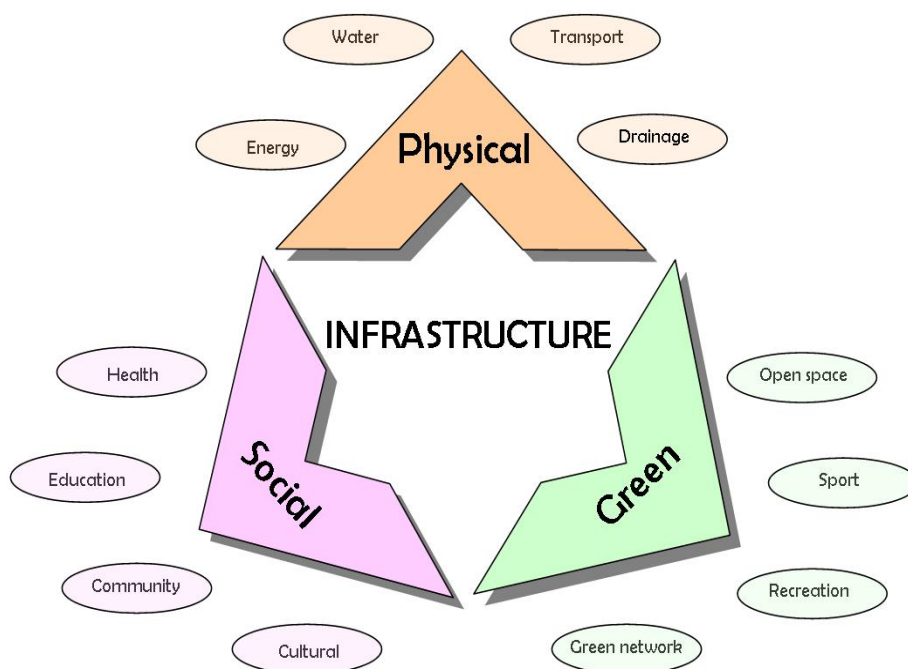
- 1.1 This document sets out how the Council, its partners and other services will plan the provision of physical, social and green infrastructure to support new growth and regeneration over the short, medium and longer term (15 years). This section sets out the context and methodology for the delivery plan and how it will evolve in the future to inform ongoing infrastructure provision in the borough.

What is Infrastructure and who provides it?

- 1.2 Infrastructure is the basic physical and organisational structure needed for the operation of a society or enterprise, or the services and facilities necessary for an economy to function. The term typically refers to the technical structures that support a society, such as roads, water supply, sewers, power grids, telecommunications etc. For the purposes of this document, infrastructure is considered under three broad categories. These are:

- Physical infrastructure – includes transport, water and drainage and energy;
- Social infrastructure – includes health, education, community, leisure and cultural facilities; and
- Green infrastructure – includes green infrastructure network, open space, sport and recreation.

Figure 1: Infrastructure categories



- 1.3 For new development and growth to be sustainable it needs to be supported by an appropriate level of infrastructure. Having appropriate levels of infrastructure is also important to realise the benefits of new development and growth and generally improve quality of life.
- 1.4 As well as there being a wide range of infrastructure there is also a wide range of infrastructure providers. This includes, amongst others, the Council, Environment Agency, transport agencies and operators, United Utilities, energy providers, health agencies, telecommunications providers and the private sector (e.g. providing shops, leisure and cultural facilities etc).

Background to the Infrastructure Delivery Plan

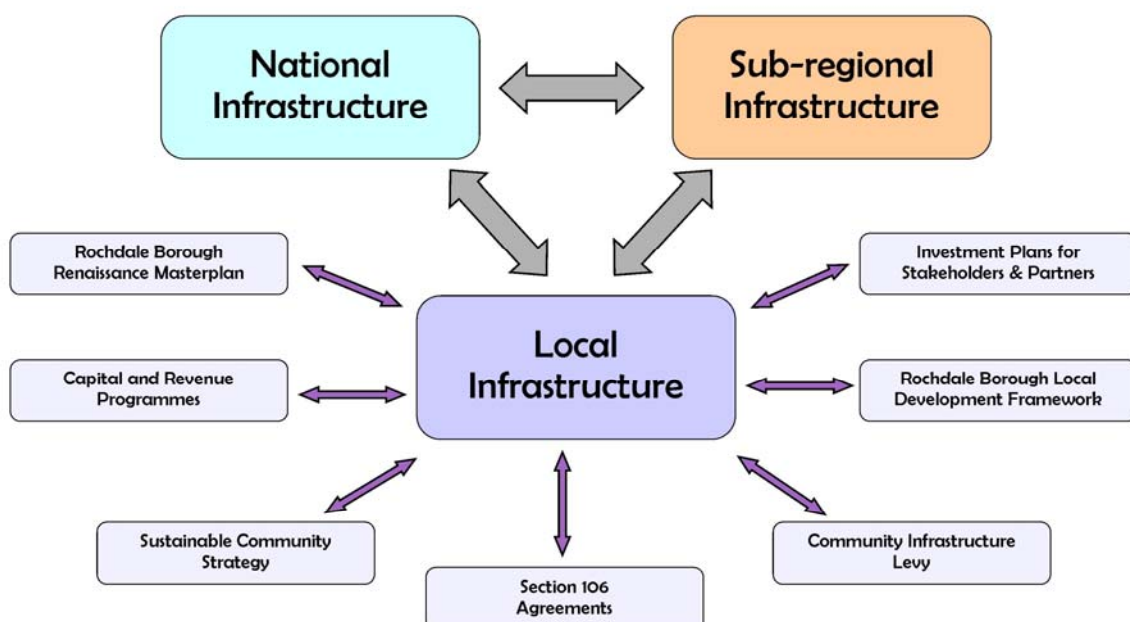
- 1.5 This Infrastructure Delivery Plan (IDP) has been developed to support Rochdale Council's Core Strategy and the future physical and economic growth of the borough. In order to support the Core Strategy, the IDP specifically covers the period up to 2028. The IDP is a 'living document' and will therefore be reviewed and monitored on a regular basis taking account of new information, the findings of the Annual Monitoring Report and progress on other Local Development Framework documents.
- 1.6 The National Planning Framework (NPPF) states that local authorities should work with authorities and other providers to:
- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal management, and its ability to meet forecast demands; and
 - Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 1.7 This written report includes details of the infrastructure requirements and explains the approach as to how and why we have identified this need. In some cases the need is a specific physical infrastructure project and in others the need is to achieve more integrated working and programme alignment with key stakeholders.
- 1.8 The IDP includes the key infrastructure components which are required to support the growth objectives set out in the Core Strategy. The IDP recognises there are other plans and strategies that exist which provide more detail in regard to what, how and when key elements of infrastructure will be delivered, and strongly draws upon these in order to populate and inform this IDP.
- 1.9 Rochdale is also part of the Manchester City Region (MCR), which received statutory status in 2009. The ten Greater Manchester local authorities have been working collaboratively on many matters of mutual interest since 1986 under the umbrella of the Association of Greater Manchester Authorities (AGMA), which acts as the voice of the ten authorities. Rochdale Council is committed to working with AGMA to provide the infrastructure necessary to support the regeneration of MCR, provide the 'quality of place' and secure a sustainable future for our residents.
- 1.10 Many forms of infrastructure (e.g. water, energy and transport) operate across administrative boundaries. Transport and waste infrastructure matters are already addressed at a Greater Manchester level and the 10 districts are progressing flood risk, water management, energy planning and green infrastructure within a coherent Greater Manchester context and governed by the MCR commissions.

Purpose of the Infrastructure Delivery Plan

- 1.11 The IDP has three main functions:
- To deliver a spatial planning strategy;
 - To provide a basis for the development of a wider Rochdale Council infrastructure strategy; and
 - To compliment an AGMA approach to the delivery of sustainable growth and the provision of key strategic infrastructure.
- 1.12 The IDP must satisfy the requirements of NPPF and complement and inform the Core Strategy. It does this through identifying the key pieces of infrastructure needed to achieve the objectives and policies in the Core Strategy, and sets the action plan for recognising any infrastructure requirements and need.

- 1.13 However, it also has a corporate role for the Local Strategic Partnership, by which it will be a key document to support and inform other strategies and decisions relating to capital investment, and how funding should be distributed from sources such as planning obligations and the Council's Capital Programme.
- 1.14 The IDP will also inform Rochdale Council's engagement with the AGMA commissions ensuring that progression of city regional priorities are informed by top down and bottom up engagement and evidence.
- 1.15 The IDP is a living and iterative process. This is the first version of the IDP and subsequent versions will include updates to the proposals and information contained within this plan. This allows the infrastructure planning process to take account of any further evidence and reviews of the various plans and strategies on which this IDP is based. It is intended that the IDP action plan will be monitored and updated annually alongside the Annual Monitoring Report. Significant changes will trigger the review of the IDP.
- 1.16 The IDP contains information regarding the context in relation to infrastructure planning, a background to key issues and an illustration of infrastructure types, timings and the potential costs of infrastructure needed to support the growth proposed by the Core Strategy. The IDP and its subsequent updates will enable the Council to plan effectively for this growth and to maximise the opportunities to achieve wider sustainability objectives.
- 1.17 The infrastructure identified in this document will need to be considered by all delivery processes that the Council manages or influences. The IDP therefore is a key consideration for delivery documents including master plans and development plan documents, as well as through mainstream service plans, budgets and strategies which will in turn inform the review of the IDP. Ultimately the goal is to achieve:
- Delivery;
 - Joined up working;
 - Participation;
 - Better intelligence;
 - Better understanding of interdependencies; and
 - Added value.

Figure 2: The relationships of Local infrastructure



- 1.18 The diagram above shows the relationship between the levels of infrastructure and related strategies and programmes.

Governance and Delivery

- 1.19 The IDP for the borough of Rochdale needs high-level support from partners to help the Council deliver and ensure that projects are supported and completed. A Project Board has been established which will lead on the Governance and Delivery aspects of the IDP. The IDP and its subsequent updates will be reported through the Borough Renaissance Masterplan Board and on to the Council's Regeneration Committee. This process will ensure that the IDP remains realistic and deliverable. It is considered that thinking about major investments and projects along with infrastructure means links can be made and key issues identified and addressed.
- 1.20 AGMA works in partnership with a wide range of private, public and voluntary organisations within the city region and beyond. AGMA Chief Executives and Council Leaders meet regularly to work together on a range of key strategic and policy issues which impact on Greater Manchester. AGMA are working to a common objective of ensuring that by 2020 we will be able to confidently call ourselves a world class city region at the heart of a thriving North of England. In many areas of work this includes arrangements for a 'single conversation' with infrastructure and service providers.
- 1.21 AGMA have adopted a new constitution to reflect the city region's ambitions and provide a legal framework to manage strategic development and financial resources delegated from national and regional levels. To co-ordinate strategic city region programmes, AGMA has established seven commissions:
- Planning and Housing;
 - New Economy;
 - Improvement and Efficiency;
 - Health;
 - Environment;
 - Public Protection; and
 - Transport.
- 1.22 At the Rochdale Council level, officer resource has been identified to monitor and manage the progress of the IDP. This will ensure that capacity and resource are directed towards delivery and engagement with infrastructure providers through AGMA commissions.

How is infrastructure delivered?

- 1.23 Infrastructure is provided at the national, regional and local levels. At the national level it generally involves large or significant projects such as major transport infrastructure. At the sub-regional level it can include things such as flood risk mitigation or waste treatment facilities. At the local level it could include community facilities and open space. These various levels also operate in terms of funding, with both national and local funding able to be applied to the provision of infrastructure which mainly benefits one particular district or sub-region, contributing towards regional infrastructure.
- 1.24 At present most new infrastructure and improvements to the existing infrastructure is funded and delivered through the Councils Capital and Revenue programmes, through the investment programmes of key stakeholders (e.g. utility providers, health provision etc) or through the private sector in support of new development. Some of the key infrastructure projects being funded either wholly or in part from the Capital Programme include:
- Rochdale Town Centre East redevelopment;
 - New Municipal Offices;

- New Rochdale Leisure Centre;
- Refurbishment of Hopwood College;
- Rochdale Town Hall Square;
- Rochdale Town Centre bus interchange;
- Rochdale Town Centre Metrolink 3b; and
- Input into the Local Transport Plan.

1.25 The Council has established a Priority Investment Fund (PIF) to secure physical improvements to the borough over the short term. Projects are based on opportunities but are also aligned to the planning and regeneration priorities set out in the Core Strategy and Borough Renaissance Masterplan. Around £8.15m has been allocated and key projects include:

- Various Rochdale town centre schemes;
- Improvements to the Roch Valley;
- Littleborough Arches (project to use railway arches for commercial/tourism uses);
- Middleton Gardens (as part of wider Townscape Heritage Initiative);
- Heywood town centre;
- Station Parking; and
- East Lancashire Railway.

1.26 The current cuts in relation to public sector spending will continue to have an impact on both the revenue and capital programme. This will mean it is even more important to prioritise spending and maximise the potential of alternatives to provide continued investment in key infrastructure. The restrictions applying to Council spending are also relevant to apply to other public sector providers e.g. health.

1.27 Given the above, the role of the private and voluntary sectors will be important to ensure that adequate infrastructure is provided to support the growth of the borough. The private sector is already a key provider of infrastructure and the introduction of the Community Infrastructure Levy (CIL) will enable this to be done more fairly (i.e. unlike section 106 agreements where generally only larger developments contribute to infrastructure). Although CIL does offer opportunities to invest in infrastructure to support development it is important that this takes account of delivery and viability. A key benefit of CIL will be to pool contributions from development to invest in a wider range of infrastructure.

1.28 The amount of CIL to be raised and the projects to which funds will be directed will be determined by the Council in a follow up document to this IDP. In developing this IDP a number of services, though not all, have suggested how they might utilise CIL raised in the delivery of their infrastructure development requirements over coming years. This may give an impression that how CIL is to be allocated has been agreed. It has not. This IDP sets out the range of infrastructure needed to support the Core Strategy and how any CIL is raised and spent will be consulted upon separately and be subject to a regular review. The first stage of this approach will be to undertake a viability assessment which will indicate whether development indicated within the Core Strategy can be judged to remain economically viable when a CIL rate is introduced. This will not be a site by site determination, but an overall approach used to determine viability.

Methodology and structure

1.29 This Infrastructure Delivery Plan (IDP) focuses on the deliverability of the Core Strategy. It is set out to reflect the three key areas of infrastructure i.e. physical, social and green. Each section sets out the current provision of infrastructure across the borough. This includes recent, current and planned investment and key issues which need to be addressed. These issues may just involve ongoing monitoring and liaison with stakeholders or it may identify specific infrastructure gaps or projects.

- 1.30 At the end of each sub-section there is a brief conclusion relating to the impact on the delivery of the Core Strategy. This includes, where relevant, a table setting out the key infrastructure issues, the status of the infrastructure provision required (i.e. priority, required or desirable), the timescale of provision and the cost. In some cases this may include the need for further work or the need to introduce more comprehensive working arrangements with regard to infrastructure delivery.
- 1.31 In terms of whether the status of the infrastructure needed is 'priority, required or desirable' is based on the general need for that element of infrastructure. In some cases this may reflect the importance attached to it by the local authority as opposed to how necessary it is to support the Core Strategy. It should also be noted that the use of the word 'priority' does not necessarily mean that it has to be delivered now but that it is a key infrastructure element.
- 1.32 This IDP is a 'living document' and will be updated and rolled out to provide a key evidence base for the Council's investment programmes and as a basis for discussions regarding section 106 requirements and subsequently the CIL.
- 1.33 This approach seeks to address the following:
- **Why new infrastructure is required and is it needed?** In this instance 'need' is determined by utilising the development projections and locations as identified in the Core Strategy and the supporting evidence;
 - **What type and amount of infrastructure is needed according to the evidence identified in the above and what are the costs (where available)?** This will inform on-going dialogue with infrastructure providers to identify whether the assumptions on why, what and how are correct;
 - **How will the infrastructure be delivered, including the lead or key delivery partners, the delivery mechanism and any identified funding sources?** The IDP only states costs where it is appropriate to do so – this is based on current knowledge and in some cases will only be a best estimate. Where 'n/a' is used in the tables this means that either the cost is unknown or it has not yet been calculated. Where there is a '–' this means that no cost is involved e.g. need for more collaborative working.
 - **Where is the IDP identifying the proposed locations for new infrastructure?** The geographical level at which this location is provided takes into account the type of infrastructure and its catchment. Various geographies are used in the IDP, including site specific, borough-wide or sub-regional. Site specific and borough-wide are the preferred level of geographical analysis, as infrastructure needs to be aligned with growth areas. This also allows some flexibility and pragmatism so appropriate locations for infrastructure can be made through the subsequent Site Allocations Development Plan Document and individual service plans and strategies; and
 - **When will infrastructure need to be delivered?** These timescales reflect impacts on capacity and tie in with those in the delivery table in the Core Strategy, i.e. short term (0-5 years), medium term (6-10 years) and long term (11-15+ years). The delivery of certain infrastructure may be an on-going process or spread over time periods and this is indicated where relevant e.g. monitoring the need for new school places in an area of housing growth.

Monitoring and review

- 1.34 The delivery of infrastructure to support the Core Strategy will be monitored through the Annual Monitoring Report. Since the Annual Monitoring Report assesses the implementation and effectiveness of policies this is the most appropriate document to monitor progress on infrastructure and identify any necessary measures and mitigation.

Planning obligations, Community Infrastructure Levy (CIL) or tariffs

- 1.35 The Council currently secures monies through section 106 agreements and these are used for various purposes including paying for the provision of infrastructure deficits that arise as a result of new development. In some cases developer contributions such as section 106 agreements may not be appropriate and a CIL approach may be fairer and more practical.
- 1.36 The CIL came into force in April 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals, other health and social care facilities, park improvements, green spaces and leisure centres. The defined use of CIL for infrastructure is wide.
- 1.37 The Government has decided that this tariff-based approach provides the best framework to fund new infrastructure to unlock land for growth. The CIL is fairer, faster and more certain and transparent than the system of planning obligations which causes delay as a result of lengthy negotiations. CIL rates will be set in consultation with local communities and developers and will provide developers with much more certainty 'up front' about how much money they will be expected to contribute. CIL provides the basis for a charge in a manner that the planning obligations system alone could not easily achieve; enabling, for example, the mitigation of cumulative impacts from development. Section 106 agreements are likely to remain in operation alongside CIL but will be more defined and expected to reduce over time.
- 1.38 The transitional arrangements for introducing CIL and the impact this has on the ability to 'pool' section 106 monies means that local authorities are likely to be introducing CIL by April 2014. All Greater Manchester authorities will collaborate to ensure consistency in the application of CIL and to agree an approach on charging schedules. It is likely that the provision of infrastructure that is important to support the Greater Manchester Spatial Framework will be identified and funding for joint projects and key MCR infrastructure priorities collected as part of CIL.
- 1.39 Future updates of the IDP will support the implementation of CIL in terms of setting priorities for the spending of monies raised through CIL. The IDP will also need to take account of the infrastructure requirements of the Allocations Development Plan Document, and the outcomes of government targets, guidance and legislation.

2. GROWTH AND DEVELOPMENT IN ROCHDALE

Introduction

- 2.1 This section includes brief contextual information relating to the borough and in particular demographic and physical changes which are likely to have an impact on existing and new infrastructure.
- 2.2 More detailed information about the borough can be found in the Spatial Portrait within the Core Strategy and its accompanying Background Paper.

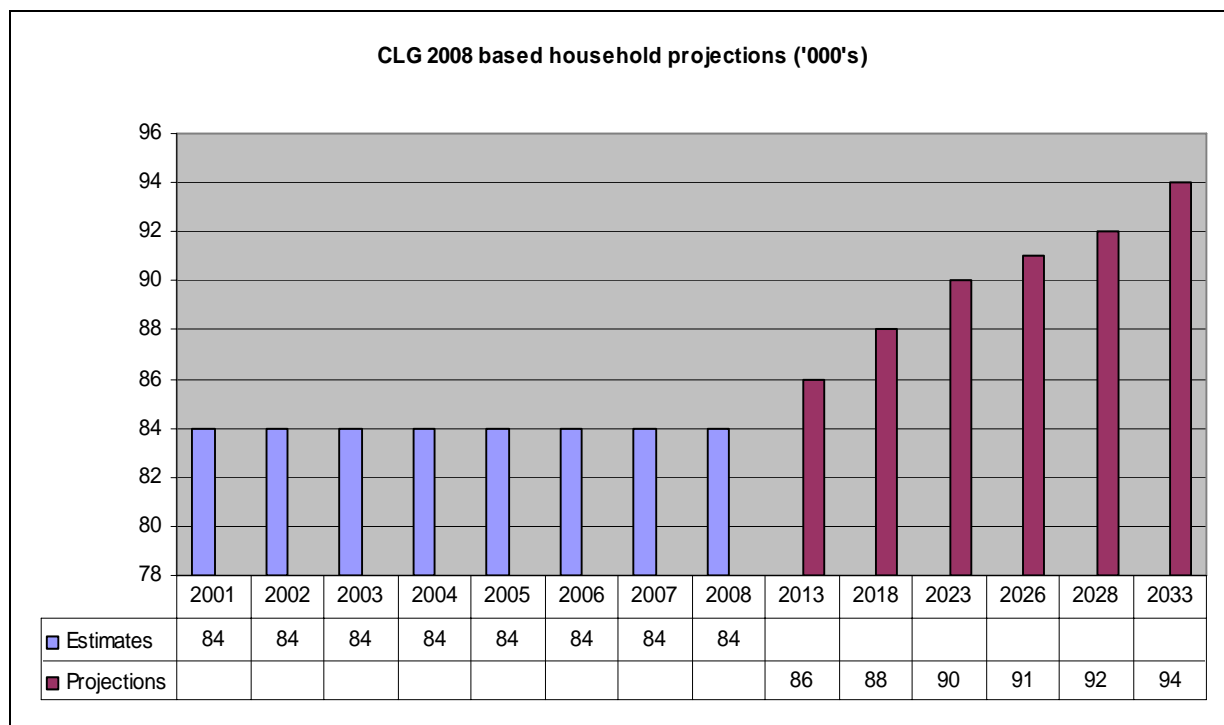
Population and households

- 2.3 Headline information from the 2011 Census has recently been released. This shows Rochdale as having a population of 211,700 which is an increase of around 3.1% from the 2001 figure. There were 87,600 households in Rochdale Borough on Census Day 2011 compared to 83,451 in 2001.

Household projections

- 2.4 In November 2010, Communities and Local Government (CLG) published 2008-based Household Projections. These replaced the 2006-based Household Projections that were published in March 2009. These projections show for Rochdale that the number of household will increase from 84,000 in 2008 to 91,000 in 2026 and 94,000 in 2033. This equates to an annual increase of 389 in the period 2008 to 2026 and 400 if you look at the whole period 2008-2033. This is shown in the graph below.

Figure 3: CLG 2008 based household projections



The Greater Manchester Forecasting Model

- 2.5 In addition to the national projections, other local and sub regional work has been carried out to forecast future growth. Of particular relevance is the Greater Manchester Forecasting Model (GMFM). The GMFM is an integrated economic population and household forecasting model focussed on the Manchester City Region. It considers the inter-relationship between

jobs, population and households applying intelligence and policy, resulting in expected growth scenarios. The population data supplied by the Office of National Statistics is a projection, which finds trends without the application of policies or predictions. It is important to note that the Greater Manchester transport modelling work used the GMFM.

Housing

- 2.6 The Core Strategy sets a target of at least 400 additional homes per year in the borough between 2012 and 2028. This is lower than the recalculated target set in the soon to be revoked Regional Spatial Strategy. This reduction reflects the current delivery of homes in the borough. In particular it takes account of recent completions, household projections, the impact of the recession and a reduction in resources to deliver new homes in regeneration areas. The figure of 400 is considered to be a challenging target and reflects a balance between need and regeneration objectives. It should be noted that this target is not a ceiling and therefore can be exceeded provided that these additional homes are developed on appropriate and sustainable sites in accordance with the spatial priorities contained within the Core Strategy and NPPF. More detail on this is included in the Core Strategy and its Background Paper.
- 2.7 Table 1 summarises the current supply identified in the 2012 Strategic Housing Land Availability Assessment.

Table 1: Supply identified in the Strategic Housing Land Availability Assessment as at 1st April 2012

Source	Years				Total
	1-5	6-10	11-15	15+	
Sites currently under construction	1649	375	61	0	2085
Sites with planning permission	950	780	100	0	1830
Other sites identified for housing	121	3907	1263	205	5496
Total	2720	5062	1424	205	9411
Gross p.a.	544	1012	285	205	588
Net p.a.	494	962	235	155	538

- 2.8 This shows that there is an adequate supply of housing land to deliver this level of new homes over the plan period. The focus for this housing is within the south of the borough in accordance with the Spatial Strategy. The scale of this proposed housing is unlikely to result in any significant general infrastructure requirements.

Employment

- 2.9 The Core Strategy seeks to provide about 210 hectares of employment land between 2012 and 2028. The focus for employment development and the current available supply is set out in table 2 below. It is anticipated that the additional land will come forward via windfalls with any other shortfall made up from sites identified within the subsequent Allocations DPD.

Table 2: Current employment land supply as at 1st April 2012 and focus of supply.

Location	Total area of Employment Zones (ha)	Area of Employment Zones (as % of borough total)	Land supply on key sites for employment development (ha)	% of borough's total employment land supply on key sites
1. Rochdale town centre / Kingsway corridor	61.7	10.5%	85	53.3%
2. Sandbrook Park / Castleton corridor	74.0	12.6%	20.56	12.9%
3. Middleton town centre / Oldham Road corridor	47.9	8.2%	8.11	5.1%
4. South Heywood	119.0	20.3%	23.33	14.6%
5. Stakehill Business Park	88.7	15.1%	5.22	3.2%
Total in Economic Growth corridors / area	391.3	66.8%	142.22	89.2%
Elsewhere in the south of borough	136.7	23.3%	7.34	4.6%
Total South of the borough	528.0	90.1%	151.32	94.9%
Total North of the borough	57.7	9.9%	8.18	5.1%
Total Rochdale Borough	585.7	100%	159.50	100%

Retail and leisure

- 2.10 The Core Strategy sets out policies that are intended to support the attractiveness and viability of its town, district and local centres. It is anticipated that new retail development will be focused on these areas with 'out of centre' developments restricted to those sites where there is strong evidence of demand or where it may support wider regeneration. The main proposal within the Core Strategy in terms of new retail and leisure development is the redevelopment of Rochdale Town Centre East.
- 2.11 In December 2010 Nathaniel Lichfield and Partners finalised a retail and leisure study for the borough. This study forms part of the evidence base that supports the retail and leisure policies in the emerging Core Strategy. As well as providing a health check for all the centres in the borough, the study gives a detailed appraisal of need for further development for retail and leisure facilities within the borough up to 2026. The hierarchy of centres in the borough is set out in table 3 along with information from the retail and leisure study.

Table 3: The hierarchy of retail centres in the borough

Name of centre	Type and location	Catchment population (approx)	Competition (and distance in miles)	Capacity for additional convenience retail development up to 2026 (sq m net)	Capacity for additional comparison retail development up to 2026 (sq m net)
Rochdale	Main town centre and sub regional centre in the south of the borough	109,217 (immediate catchment) 327,544 (borough and wider catchment)	Manchester (11.5), Bury (7), Oldham (6), Locations below (left)	3676	48009
Middleton (5.5 miles from Rochdale)	Town centre in the south of the borough	47,002	Manchester (6), Rochdale (5.5)	944	7046
Heywood (3.5 miles from Rochdale)	Town centre in the south of the borough	35,595	Rochdale (3.4), Bury (4)	471	2940
Littleborough (3.5 miles from Rochdale)	Town centre in the north of the borough	31,422	Rochdale (3.5), Oldham (9)	587	680
Milnrow (2.5 miles from Rochdale)	District centre in the south of the borough	10,110	Rochdale (2.5), Oldham (5.5)	0	430
Castleton (2.4 miles from Rochdale)	In the south of the borough. Proposed to be designated as a district centre	N/A	Rochdale (2.4), Heywood (2.8), Middleton (3.3)	0	389
Local Centres	Range of sites and provision located throughout the borough	N/A	Nearest town centre and out of centre store	N/A	N/A
Out of centre stores	These are not recognised as centres	N/A	Above centres and other out of centre stores	N/A	N/A

2.12 The Rochdale Retail and Town Centres Study also assesses leisure provision within the borough and provides recommendations on how to support the overall vitality and viability of the centres. Leisure facilities including cinemas, ten-pin bowling centres, ice rinks and family entertainment centres, generally require a large catchment population and often benefit from locating together or on large out-of-centre leisure parks. The study considered the following leisure uses:

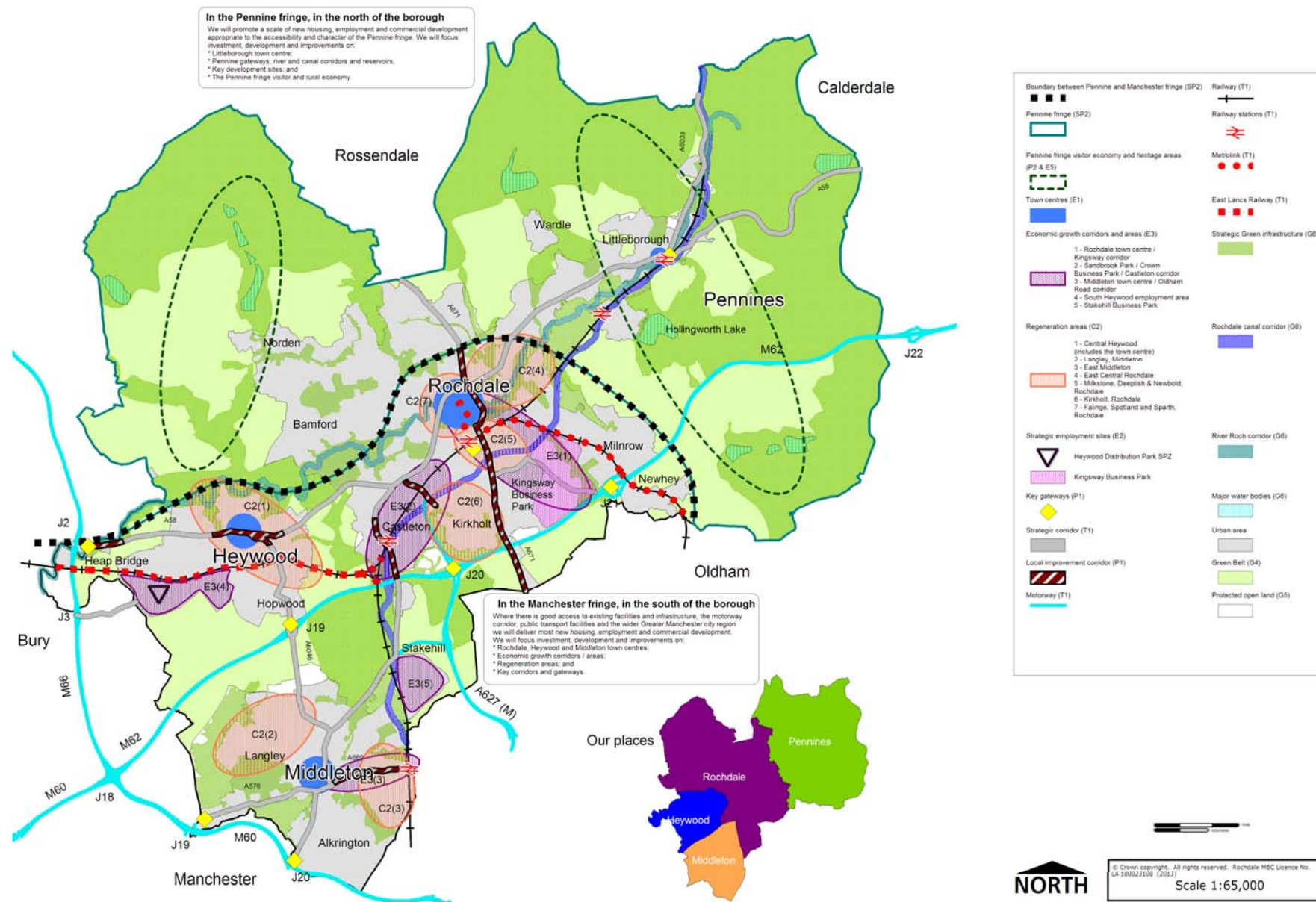
- Cinemas;
- Private health and fitness clubs;
- Ten-pin bowling;
- Bingo;
- Nightclubs;
- Casinos;
- Bars and restaurants; and
- Theatres.

2.13 The main conclusions regarding these can be found in the study and are summarised in the Core Strategy Background Paper.

The Spatial Strategy

- 2.14 The Core Strategy Key Diagram sets out the Spatial Strategy for the Core Strategy showing how to meet the development needs and growth of the borough. This Spatial Strategy is based on maximising the existing infrastructure by focusing growth on those parts of the borough that are better connected and are well served by employment, shops and a range of other services and facilities. This not only takes account of jobs and services in the borough but also those in the wider city region and in particular the core of Greater Manchester. The approach to development is also based on the character of the borough and the ability of different areas to absorb varying scales of new development.

Figure 4: Core Strategy Key Diagram



3. MAJOR DEVELOPMENT SITES

- 3.1 Two major development sites below have been identified specifically because of the scale of new development proposed in these areas along with existing, planned or proposed infrastructure.

Rochdale Town Centre

- 3.2 Rochdale Town Centre is a main focus for regeneration in the borough with a large number of schemes either recently completed, under construction or proposed. These are set out in table 4.

Table 4: Recent, current and future developments in Rochdale Town Centre

Scheme / Proposal	Cost	Timescale
New Rochdale Sixth Form College	£21m	Completed Sept 2010
Aldi store, Entwisle Road	n/a	Completed Nov 2010
Hydro power scheme – an Archimedes Screw which utilises the power of the River Roch to generate power for the new bus station	£350k	Completed May 2011
Rochdale Police Station, St Mary's Gate – major refurbishment and public access improvements	£20m	Completed Jan 2012
New Rochdale Leisure Centre, Entwisle Road – replacing the existing out-dated facility on an adjacent site	£10m	Completed July 2012
New offices for the Council – Number One Riverside – this rationalises a large number of existing Council buildings into one facility incorporating new Customer Service Centre, Library and Council offices	£50m	Building completed late 2012 with staff to move in early 2013
Co-operative Museum – extension to the existing Toad Lane Museum	£2.1m	Completed late 2012
Metrolink 3b – this will bring trams from Rochdale railway station into the town centre via Drake Street, with terminus on Smith Street	£32.5m	Under construction – operational Spring 2014
Town Centre East – new shopping and leisure scheme on the eastern part of the town centre including department store, cinema and hotel	£100m	2013-2014
Rochdale Town Hall and Square – re-use of the Grade 1 listed town hall and redevelopment of the square to enhance Rochdale's important heritage. A complementary Townscape Heritage Initiative (THI) bid for the wider area is due be submitted later this year	n/a (£0.61m) allocated through PIF)	2011-2016
Transport Interchange – new bus station, taxi rank and cycle storage	£11.5m	2012-2013
Hopwood Hall College, St Mary's Gate – new street level development and re-cladding of existing Rochdale Campus	£20m	2011-2013

- 3.3 These schemes add up to over £250m of investment in and around Rochdale town centre. As well as being schemes key to the attractiveness of the town and the borough as a whole, they also provide important transport, leisure and social infrastructure.
- 3.4 The RTC East and Number One Riverside are the two town centre developments which would appear to have the greatest requirements in terms of supporting infrastructure. However, it should be noted that this development uses existing brownfield sites within the town centre and therefore with good quality design and layout they should be more sustainable in the longer term. For the RTC East development the Council and Rochdale Development Agency is working closely with Gener8, the chosen developer, to deliver a sustainable and high quality development.
- 3.5 In order to minimise the energy use of the RTC proposals, the Council commissioned strategic design advice in respect of RTC, looking at opportunities both within and outside the town

centre boundary. Details of this and the recommendations from it are covered in the section of this document which deals with renewable and low carbon energy infrastructure.

- 3.6 Water supply and drainage, in terms of the detailed scheme and issues regarding flood risk, have been considered through the Strategic Flood Risk Assessment and discussions with the Environment Agency.
- 3.7 Where appropriate, the schemes will include adequate car parking and the Town Centre East scheme includes a 1000 space car park. Car parking for the new Municipal Offices will be limited to encourage more sustainable modes of travel and to reflect the situation with existing council offices within the town centre (i.e. no dedicated car parking).
- 3.8 In terms of traffic management in and around the town centre all of the proposals will be subject to a detailed transport assessment. Two major highways improvements have been identified. These are:
- Townhead junction; and
 - Improvement to the town centre ring road.
- 3.9 The Rochdale ring road currently forms an incomplete loop around RTC separated by the Central Retail Park. In order to complete the Rochdale ring road it is necessary to construct a link between Wood Street and Drake Street. The addition of the proposed link will provide more concise and convenient routes to people travelling into, out of and through Rochdale. As a result of this development, RTC will become friendlier to pedestrians as vehicular traffic opts to use the ring road as opposed to 'Rat Runs' through the Town Centre, which is currently the case.

Kingsway Business Park

- 3.10 Kingsway Business Park (KBP) is a regional investment site covering 170 hectares (420 acres) adjacent to the M62. KBP has direct access onto the M62 via junction 21 which was remodelled to accommodate traffic into the business park via a spine road. Take up of sites within KBP is rapidly increasing with large new employment, residential and hotel developments as well as a new local centre currently in the pipeline.
- 3.11 In terms of infrastructure, the road element of a remodelled junction 21 and a spine road connecting this junction to KBP (A664) was completed before any development commenced within the business park. Further service roads within the business park will be developed as further phases of the scheme are built out.
- 3.12 Sustainable transport to and within the business park is an important element of the scheme. KBP has a designated travel planning officer and the sustainable transport measures currently in place or identified are as follows:
- Currently a 'demand responsive' bus service operates on variable routes between the town centre and the business park;
 - Potential for a more comprehensive bus service to be 'rolled out' as the business park develops;
 - A dedicated Metrolink stop serving the business park is currently under construction; and
 - Improved cycle and pedestrian links to and within the business park providing easy access from adjacent residential areas / communities.
- 3.13 In terms of green infrastructure, KBP includes Stanney Brook Park which will provide a large open space corridor through the business park. This green corridor also contains balancing ponds that contribute to sustainable urban drainage within the business park.
- 3.14 The development of a dedicated 'local centre' within the business park will help to serve new residents and employees and reduce the need to travel.

- 3.15 No other major infrastructural issues have been identified and plot specific issues will be dealt with as and when applications are submitted.

Major development sites - conclusion and key actions

- 3.16 These proposals do have some demands in terms of infrastructure, but work to identify and deliver this infrastructure is well advanced. It is not considered that any of these major development proposals will be constrained by the ability to deliver the necessary infrastructure. The key infrastructure requirements are set out below.

Table 5: Major Development Sites – Key infrastructure requirements

Action	Status	Timeframe	Cost
Rochdale Town Centre			
Improvements to Townhead junction	Required	2011-12	£1m
Improvements to town centre ring road (Wood St – Drake St link)	Required	2012 – 2014	n/a
Completion of Metrolink 3b from Rochdale station to the town centre via Drake Street	Priority	By 2014	£32.5m
Main partners involved: Rochdale MBC Impact GMPTE RDA Businesses and landowners			
Kingsway Business Park			
Completion of Metrolink stop serving Kingsway Business Park	Priority	By 2012	£2.5m
Delivery of 'local centre' to serve businesses and residents within Kingsway Business Park	Desirable	2011-2016	n/a
Main partners involved: Rochdale MBC Impact GMPTE Wilson Bowden RDA Businesses and landowners			

4. PHYSICAL INFRASTRUCTURE

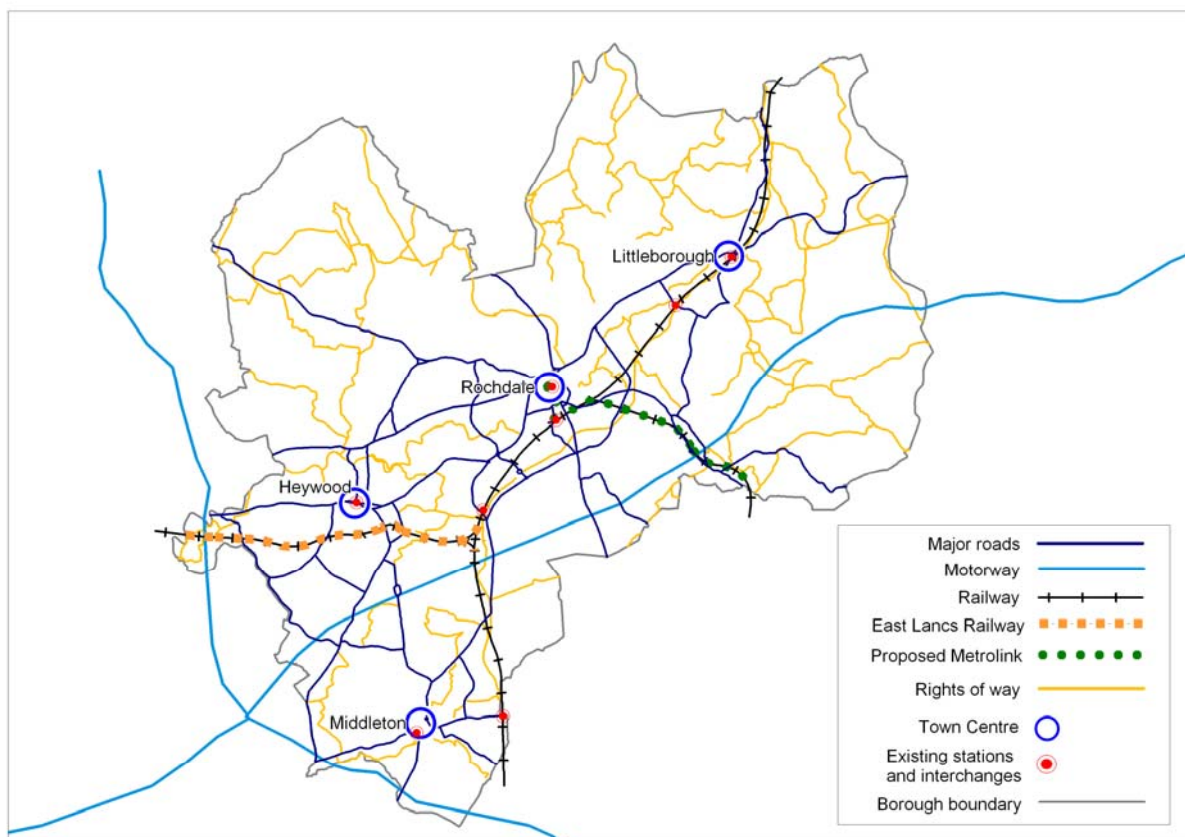
4.1 Sustainable transport

Introduction

4.1.1 Rochdale borough is well situated on the edge of the Manchester City Region and adjacent to the Leeds City Region, ideal to exploit opportunities to bring new investment in development, regeneration and transport infrastructure. On the edge of the Pennines, in the north east of Greater Manchester (GM), the borough's main centres are Rochdale, the sub-regional centre, and the smaller towns of Heywood, Middleton, Milnrow and Littleborough. All have good access to the M62 running east-west through the borough, the M66 south-north from the M62 along the western edge of Heywood and the M60 ring road around Manchester to the south of Middleton. These routes experience heavy traffic flows and congestion can occur throughout the day not only at peak commuting times. The network is therefore sensitive to incidents that inhibit traffic movement and the Council works with the Highways Agency to address these.

4.1.2 The plan below shows the main transport routes in the borough.

Figure 5: Rochdale borough's main transport routes



4.1.3 The borough's traditional employment base is self-contained within the borough, but the local economy is vulnerable to economic change and extensive efforts are being made to modernise it. Whilst close to Manchester City Centre, the borough does not exploit its proximity adequately. The most significant links to Manchester are from Middleton. There are substantial journey flows between Rochdale and Oldham (9% of commuter journeys) demonstrating interlinking and inward flows from the south into the borough.

4.1.4 A key element in improving access to employment and economic opportunities is to address the high levels of short car commuter trips (66.5% of all trips) in the borough (65% in GM as a

whole) by strengthening and promoting sustainable transport alternatives. These will help to relieve bottlenecks and promote modal shift.

- 4.1.5 The Calder Valley railway line (Manchester Victoria to Leeds) has stations in the borough at Mills Hill, Castleton, Rochdale, Smithy Bridge and Littleborough. All are served by 2 services an hour in each direction except Rochdale which has 4 services and hour in each direction. Both stopping and direct services operate along the route. Non-stop services take under 15 minutes to travel between Rochdale and Manchester Victoria, however compared with Trans-Pennine Express services between Manchester and Leeds via Huddersfield, Calder Valley services are not as attractive to business passengers travelling Manchester and Leeds.
- 4.1.6 In July 2012 central government announced that it would fully fund the Northern Hub proposals. These proposals include the provision of capacity at Rochdale enabling more trains to serve commuters from Rochdale into and across Manchester, and facilitate further journey time improvements to services on routes between Manchester and Bradford, and in future between Manchester and Burnley. Part of the works will be to re-open the station underpass, enhancing access to/ from the south however it the Council's station gateway proposals to provide access to/from new station car park (Lincoln Street / Hare Street) planned for 2013 may require this to open sooner.
- 4.1.7 Manchester Victoria station improvements in rail network capacity and modernisation of the station are part of the Northern Hub proposals and will benefit the Borough's rail users. It is also anticipated that electrification of the North West triangle and the Trans-Pennine Line Manchester to Leeds and beyond via Huddersfield may result in more modern rolling stock will be cascaded to operate on the Calder Valley Line.
- 4.1.8 The privately operated East Lancashire Railway line from Rawtenstall to Heywood via Bury successfully attracts primarily heritage and leisure journeys. The feasibility of an extension linking it with the Calder Valley line at Castleton is being explored and a longer term aspiration is to enable services to operate between Rawtenstall and Manchester Victoria directly via Heywood.
- 4.1.9 A Metrolink line from Manchester to Rochdale via Oldham is currently under construction. The section from Manchester to Rochdale railway station (to the south of the town centre) is expected to be operating early in 2013 with the extension to Rochdale town centre due to be completed in spring 2014.
- 4.1.10 The main centres of the borough are well served by bus services: to Manchester via Middleton, Bury / Bolton via Heywood, Oldham / Ashton under Lyne and to Rossendale. All have at least a 10-minute frequency on weekdays and Saturdays. This network is backed by services to local / district centres and residential areas in the borough.
- 4.1.11 Consultants appointed by AGMA investigated the potential impact Local Development Frameworks (LDF) have on the Strategic Transport Network and in each GM district. "Assessing the transport impacts of the Greater Manchester Local Development Framework Core Strategies" used land use and transport forecasting models to assess a maximum growth scenario and highlighted where transport investment on the network was required to address the stresses caused by traffic generated from the proposed development allocations.
- 4.1.12 Forecast changes in overall trip making in the borough in the plan period are low, but it is predicted that there will be a shift of trips away from public transport, walking and cycling to car travel. This will continue to affect network efficiency on:
- the approaches and at interchanges along the M62 at peak times,
 - inter-urban routes between Bury and Rochdale; and
 - key radial routes into Manchester City Centre.
- 4.1.13 There is a shift away from bus travel to train and tram journeys with the opening of Metrolink and increased congestion affecting the reliability of bus journey times without interventions.

Nitrogen Dioxide (NOx) emissions are forecast to reduce due to improvements in vehicle technology; however particulates (PM10) and Carbon Dioxide (CO2) are forecast to increase.

4.1.14 The Highways Agency (HA) has programmed a managed motorway scheme to release some capacity between Junctions 18 and 20 of the M62, programmed for delivery by 2015. The HA are concerned that this capacity is taken up by strategic rather than local development traffic. Other issues to be addressed include:

- Increasing public transport patronage and addressing capacity constraints;
- Air quality and adoption of Low Emissions Strategies, with particular regard to CO2; and
- Maximising sustainable travel opportunities through demand management, efficient use of funding and “smarter choices” measures.

4.1.15 A protocol has been drawn up between AGMA and the HA which sets out agreed arrangements for joint working and liaison in preparing the LDF and supporting evidence. The key issues identified by HA will be championed through this protocol ensuring arrangements are in place to deliver development in the early years of the Core Strategy period and an approach is established to allow the medium and long-term transport impacts. Infrastructure delivery issues must be properly addressed, with individual and cumulative impacts of LDF proposals clearly identified. Due to funding availability, the protocol will initially focus on the impact of committed schemes along with those arising from AGMA scheme priority assessment processes.

4.1.16 Greater Manchester Local Transport Plan 3 (LTP3) (from April 2011) submitted to the Department for Transport at the end of March 2011 sets out a GM transport vision. A GM Local Sustainable Transport Fund Bid (LSTF) was submitted to DfT and in July 2011 secured initially £4.94 million for Greater Manchester for a key component scheme to develop a series of cycle parking hubs in sub-region centres and supporting measures to promote commuter cycling. A cycle hub is proposed to be located in the grounds of Nye Bevin House to serve the Health Centre, the adjacent Metrolink stop and Rochdale Railway Station. (A further cycle parking hub is also proposed as part of the new public transport interchange in Rochdale Town Centre).

4.1.17 At the end of June 2012 TfGM was awarded a further £32.4 million in response to its major scheme bid. As part of this bid, Rochdale MBC put forward a package of measures to improve access and safety to the Borough’s Metrolink stops and railway stations. The decision on the budget allocation to deliver this package is awaited.

4.1.18 Key LDF issues identified by modelling work to be addressed, include measures to:

- Manage congestion;
- Limit traffic generation from new development;
- Improve bus reliability and its attractiveness to non-users; and
- Encourage active travel (hence reduce CO2).

4.1.19 Each of the 10 GM districts has produced a 3-year implementation plan that delivers against the LTP3 targets and objectives as well as Community Strategy and LDF requirements.

Sources of information
MVA Consulting (2009) – Assessing the Transport Impacts of the LDF – Rochdale Transport Impacts of LDF.
HA Protocol with GM Authorities on LDF (will update reference)

Rail

4.1.20 Rochdale is reasonably located on the heavy rail network, with direct services to Leeds and Manchester and Bolton / Wigan. There are five railway stations (Littleborough, Smithybridge, Rochdale, Castleton and Mills Hill) in the borough on the Calder Valley line. Services are currently operated by Northern Rail who also manages the stations. The current franchise ends in March 2014. A new one follows on in April 2014. Rail passenger journeys in the

morning peak (07-30 to 09-30) have varied throughout the last decade, but between 2002 and 2010 on the Oldham / Rochdale corridors patronage increased by 2% (1133 compared with 1153). Morning peak time journey numbers reached a peak of 1572 in 2004 (an increase of 39% on 2002). Between 2002 and 2010 morning peak time rail journeys across Greater Manchester increased by 32%.

- 4.1.21 Off peak rail journeys on the borough rail network have increased by 26% (727 in 2002 compared with 949 in 2010) compared with a 79% increase across Greater Manchester. In October 2008, the Oldham Loop Line closure for conversion to Metrolink resulted in a 6% fall in peak time journeys in both 2009 and 2010 compared with 2008. Patronage at the borough's rail stations was unaffected by the closure off peak fell by 1% in 2009 rising to 7% in 2010 since the Loop Line closure in 2008.
- 4.1.22 Services are heavily used, with passenger carrying capacity to and from Manchester regularly reached or exceeded at peak times and on less frequent hourly Sunday services. At Mills Hill (one of the highest used un-staffed stations in Greater Manchester) until earlier this year, passengers were frequently unable to board their intended service on Sundays because carriages on hourly Sunday services were already full. The introduction of additional day time Sunday services have eased this crowding.
- 4.1.23 The Northern Hub proposals will ease crowding generally and accommodate new passengers attracted by rising costs of car travel, the ability of Calder Valley line rail users to travel directly to a wider range of destinations (including Manchester Airport) with the completion of the Ordsall Chord and Todmorden Curve and capacity and rolling stock improvements which will result in additional services operating through the borough and speeding up inter-urban rail journey times.
- 4.1.24 Rail improvements need to be backed by better access to and facilities at stations and is a key element to in the delivery the LDF Core Strategy by 2028. Substantial enhancements are required to park and ride facilities and better bus, walking and cycle links to rail stations, especially as the motorway network continues to operate at or near capacity for much of the day and fuel costs for motorists continue to rise. The motorway network will be unable to accommodate significant levels of new development traffic, even with the Managed Motorway proposal for M62 between Junctions 18 and 20, which is programmed for delivery by the Highways Agency by 2015.
- 4.1.25 Increasingly limited parking around Rochdale railway station and the future Metrolink stop is being addressed by TfGM with design work ongoing on a 200+ space park and ride facility for rail and Metrolink travellers. Funding from the Greater Manchester Transport Fund has been earmarked to deliver this. Supporting measures enhancing interchange, though the construction of an access road, improved public realm between the parking facility and the station underpass and the re-opening of that underpass it will strengthen the area as a gateway to the town and act as a catalyst for the regeneration of the area, an LDF development growth area.
- 4.1.26 There is also competition for parking space at the borough's other railway stations. Current issues include:
 - Littleborough - lack of park and ride facilities and rail heading;
 - Smithy Bridge - limited and poorly defined park and ride facilities, and diverted trips from passengers that used the Oldham-Rochdale Loop Line before its closure for conversion to Metrolink;
 - Castleton - mainly on-street parking and is attracting passengers avoiding parking at Rochdale but being located in a potential LDF growth area with significant regeneration proposals starting to come forward and a link with East Lancashire Railway, is anticipated to attract tourism and increase patronage;
 - Mills Hill - well used station with insufficient park and ride facilities to meet existing demand.

- All of these interchanges are served by bus services that require better marketing and promotion.

- 4.1.27 Signing and interpretation from Rochdale railway station is poor in promoting and directing people to the town centre and other key destinations of interest. Metrolink is contributing improvements to the environment around the station which together with other public realm improvements will increase the sense of safety and security for vulnerable road users. It is anticipated that funding to address these issues will be forthcoming from TfGM's successful Local Sustainable Transport Fund bid. Funding from the key component element of this has already been secured to provide a cycle hub in the grounds of the Nye Bevin House Health Centre adjacent to the station and Metrolink stop. It is anticipated that the Council's bid to improve access and safety to the Borough's Metrolink stops and railway stations will also be successful to address some of the issues at stations other than Rochdale.
- 4.1.28 The Council will in principle support measures which encourage modal shift of freight journeys away from road to rail (or waterways), particularly in the Heywood area where freight journeys are already made on occasions using the East Lancashire Railway. As a partner of the East Lancashire Railway Trust, the Council aspires to develop not only the core function of the line as a leisure and heritage railway, which remains the focus, but also for wider uses. As well as linking to the Calder Valley line at Castleton, the provision of a new station at Broadfield off Pilsworth Road is an ambition. Its feasibility will depend on the line being able to operate public passenger rail services and would serve commercial areas south of Heywood. The extension of the East Lancashire Railway to join the Calder Valley line will deliver transport and tourism related benefits to Castleton and Heywood and support regeneration projects in and around Castleton district centre and around the ELR station in Heywood.

Metrolink

- 4.1.29 Metrolink Phase 3A to convert the Oldham / Rochdale Loop line from heavy rail to Metrolink from Manchester to Rochdale railway station is under construction and is projected to open in late 2012 with stops at Newhey, Milnrow, Kingsway Business Park, Newbold (Kingsway) and Rochdale Railway Station.
- 4.1.30 Phase 3B of Metrolink extends the line from Rochdale Railway Station to the town centre and is scheduled to open in Spring 2014. Works are being financed from the predominantly from the Greater Manchester Transport Fund with Rochdale MBC making a contribution. This scheme will enable travellers in the borough to travel to access direct to a wider range of destinations than at present, providing an alternative to rail to both Manchester city Centre and Manchester Airport.
- 4.1.31 The Council has longer-term aspirations to extend the Metrolink to Middleton from Bowker Vale and beyond Rochdale to Littleborough and Whitworth to increase sustainable travel choices in those communities and enhance connectivity to the rest of the borough and Greater Manchester. It is envisaged, that preliminary feasibility studies assessing the viability of these proposals will be carried out within the period covered by the Core Strategy.

Bus

- 4.1.32 The borough has a comprehensive bus network with around 99% of borough's households within 400 metres of a bus stop. About 46% of households are within 400 metres of a high frequency bus service with all the township centres served by 10 minute or better service frequency in the daytime. There are 14 bus services in the borough operating with a 20-minute or better frequency. Most of these run to / from neighbouring sub-regional centres as well as Manchester City Centre. Evening services are less frequent and not as reliable. Around 56% of households have access to a Sunday bus service.
- 4.1.33 A major bus service review is on-going, carried out by Transport for Greater Manchester (TfGM), in conjunction with operators, local authorities and other stakeholders. A key local issue is the poor bus service integration with other transport modes, particularly rail and to key

development areas. The Local Sustainable Transport Fund Bid for proposals will assist in addressing this.

- 4.1.34 The combination of successful partnership working and the construction of a new bus station at Middleton in 2009, substantially improved the safety and security of the bus network in and through improved staffing at bus stations. Anti-social behaviour and criminal incidents on the borough's bus network has improved dramatically over the last decade.
- 4.1.35 It is expected that the new Rochdale public transport interchange on which construction start in August 2012, through its design, will be sensitive in meeting passenger and operator needs. The design will generate further bus network security improvements. With a cost estimate of £11.5 million the Rochdale PT interchange is expected to be operation in Autumn 2013 and will include a shopmobility centre and cycle hub as well as the usual bus station facilities. It will also interchange with the Rochdale Town Centre Metrolink terminus in Smith Street.
- 4.1.36 The borough's bus network will be affected by town centre development / regeneration proposals in Rochdale, Castleton / Heywood, Middleton and smaller scale proposals in Littleborough. The biggest impact will be in Rochdale with the new interchange linking the bus and Metrolink network being an integral part of the wider town centre development proposals. A key element of these is to prioritise penetration of sustainable forms of travel (pedestrians, cyclists and public transport, including taxis) in to Rochdale's Central Core, with defined delivery times for commercial vehicles to town centre business. In Rochdale town centre it is intended that car access be via a series of cul-de sacs and loop roads with vehicles signed to parking areas on the edge of the town centre and restricting through traffic.
- 4.1.37 First, Rossendale Transport, JPT and Bluebird operate most of the bus services in the borough but there are also 6 demand responsive Local Link services currently operating. These areas are no longer served during part or all of the day by conventional, commercial or subsidised services and are:
- Middleton
 - Milkstone - Deeplish – Sandbrook Park – Kirkholt Estate
 - Newbold – Belfield – Smallbridge
 - Rochdale Evening Services (7pm-11pm)
 - Firwood Park
 - Heywood – Pilsworth – Fairfield General Hospital – Hopwood Hall – Sandbrook Park
- 4.1.38 The Council focuses on partnership working with TfGM and bus operators in developing bus service connectivity and reliability, as well as providing a safer, more comfortable, accessible and appealing passenger experience. Developing enhanced cross-town and cross borough services that access key trip generators (employment, leisure, health, shopping and education facilities) particularly from deprived areas will be a priority. Rochdale is relatively well served, but the other township centres do not have direct bus services to many key trip generators.
- 4.1.39 Four Quality Bus Corridors have been developed in the borough in recent years with a range of bus priority measures, junction and infrastructure improvements to enhance access and appeal of this core network. Further Quality Bus Corridors are planned in GM with Cross City Bus Corridor proposals including a route between Chorlton-on-Medlock and Middleton across Manchester City Centre. This has secured DfT funding approval and a start date is awaited.
- 4.1.40 There is a lack of focus for passengers in where to catch the bus in Heywood Town centre. The provision of a bus interchange will assist in addressing this. A number of options are being developed to address this.

Cycling and walking

- 4.1.41 The Council is making significant progress in developing a coherent strategic cycle network. Delivery of the Connect 2 proposals in partnership with Sustrans, British Waterways (now canal and River Trust) and other stakeholders is required to be completed by the end of 2012.

It provide a coherent off / quiet road cycle network linking the borough's four township centres and key centres in neighbouring authority's (Oldham, Manchester, Rossendale and Calderdale). The spine route through the borough follows Rochdale canal from Calderdale to Manchester this is a continuous route. The next stage is to establish links through Heywood and continue east to link with the cycle network in Bury to access Bury Town Centre. The route between Rochdale Canal and Middleton Town Centre is the final section of the Connect 2 and will be constructed by the end of 2012.

- 4.1.42 The completed route will become part of National Cycle Network (NCN) Strategic Route 66. NCN Regional routes 92 (Rochdale canal towpath at Firgrove north through Healey to Rossendale) and 80 (Spotland Bridge to Littleborough) also serve the borough. A route between Rochdale and Oldham via Kingsway Business Park is also being established and as funding is secured, adjacent community facilities and local centres, employment, health facilities; schools and colleges will be linked into this network.
- 4.1.43 Over the first 2 years of the Local Development Framework there will be little Local Transport Plan funding for minor capital schemes, therefore the Council will be seeking alternative grant sources or developer / private sector contributions to continue the development of this network.
- 4.1.44 Only 0.5% of journeys in Rochdale Borough are made by cycle, well below the level for Greater Manchester as a whole while around 11.4% travel to work journeys are made on foot. Weather and borough topography are significant factors in determining the appeal of cycling to all but the most enthusiastic. Prioritising the needs of pedestrians (including people with impaired mobility) and cyclists can only assist. The Council has therefore developed its accessibility hierarchy as a policy commitment to enable new developments / community facilities and infrastructure projects to prioritise provision to promote these modes along with public transport access. With around 67% of working people in the borough travelling by car and over 70% of travel to work trips made within the borough, there is potential for the majority of short trips of less than 3km to be by cycle or on foot through network improvements and support for people willing but lacking confidence or fitness to cycle. Success in this approach will also contribute to reducing emissions from transport and offer benefits to public health.
- 4.1.45 The policy framework for developing the cycle network and its use in the borough is provided by the Greater Manchester Cycling Strategy and is being influenced increasingly by a strategy and action plan consistent with the emerging green infrastructure plans and the Council's Rights of Way Improvement Plan, which runs to 2017.

Minimising and managing travel demand

- 4.1.46 Initiatives to encourage changes in travel behaviour will be developed such as:
- reviewing working practices,
 - promoting more home working,
 - encouraging home deliveries of shopping,
 - enhanced IT networks to allow better transfer of information
 - intelligent transport management control systems that encourage sustainable travel and maximise use of the existing transport network
 - provision of charging points for electric vehicles and those powered by alternative fuels in the future.
- 4.1.47 It is the responsibility of individuals and businesses to consider how they can contribute by reviewing their travel habits and whether for health, social or environmental reasons. Some journeys currently do not need to be made or can be made by alternatives to the car. Benefits of behaviour changes will:
- contribute to reducing peak time journeys,
 - tackle congestion and improving journey time reliability
 - tackle climate change by reducing emissions from traffic
 - contribute to improving community and workforce health.

Rochdale Town Centre Car Parking Strategy

- 4.1.48 At present, the borough has a parking strategy for Rochdale town centre to be implemented as part of the wider redevelopment. A wider parking strategy for the whole borough is required to address short and long stay parking demands (on-street, off-street and park and ride) and find alternative uses for parking areas that are surplus or unused at present. The Rochdale town centre parking strategy, as well as assessing future parking demand and provision, seeks to remove much of the existing on-street parking to edge of the town locations. This will prioritise access to the town centre core for pedestrians, people with impaired mobility, cyclists, buses, Metrolink and taxis, and delivery vehicles (at controlled delivery times) while maintaining access for emergency vehicles.
- 4.1.49 These measures will allow traffic to circulate around the centre with access to parking areas via a series of cul-de-sacs or loop roads restricting car journeys through the central core. This will enhance the town centre environment to shop, visit and do business and strengthen its competitiveness with neighbouring sub-regional centres. Parking facilities will also need to incorporate infrastructure to recharge electric vehicles in the future.

Strategic Highway Network

- 4.1.50 The borough's Strategic highway network comprises sections of M62, M60 and M66. Following the Comprehensive Spending Review in October 2010 the M62 junction 18 to 20 Managed Motorway scheme (a 5 mile section between the M60 Simister Island and A627 (M) near Rochdale) was one of 14 schemes that was, subject to completion of statutory processes, expected to start before 2015.
- 4.1.51 The proposal will relieve a bottleneck and increase the capacity of the M62 at and between the interchanges by making the hard-shoulder suitable for use as an additional lane during periods of heavy traffic, controlled by "Managed Motorway" technology. Hard-shoulder running will operate at these times with a reduced speed limit. On some sections, existing lanes will be slightly narrower, avoiding expensive structural works or any land take. As part of a major inter-regional motorway linking the Greater Manchester and Leeds City Regions, this section was identified in the Highways Agency's "Advanced Motorway Signalling and Traffic Management Feasibility Study" (March 2008) as a priority for the provision of additional capacity. "Hard shoulder running" was decided to be a more appropriate and deliverable alternative to widening.
- 4.1.52 Congestion mapping based on the LDF Issues and Options development report (assumed 220 hectares of land to be allocated for new development). This indicated that forecasted trip making in Rochdale Borough was low, with a shift away from public transport, walking and cycling towards the car. This is explained by an anticipated increase in westbound trips between M62 Junctions 20 and 18 in the morning peak and eastbound in the evening peak.
- 4.1.53 The Council will continue to work with the Highways Agency and other partners to address traffic impacts of the LDF Core Strategy on the motorway network.

Local highway network

- 4.1.54 Transport impact work on the LDF at Issues and Options stage suggested that without investment, congestion on key radial routes into Manchester City Centre and routes linking Rochdale and Bury would increase. Public transport, cycling and walking trips in the borough are forecast to shift towards car use, but overall trip numbers are predicted to change little.
- 4.1.55 Despite Metrolink construction in the borough, there continues to be a need for further public transport investment to increase its appeal and counter the move towards more car use. Perceived increase in congestion affecting bus journey time reliability, and knock-on effects for other traffic of the Metrolink extension are contributory factors. Rail and tram patronage is projected to increase but this analysis takes no account of the impact of the package of transport measures detailed in Policy T1 of the LDF Core Strategy.

- 4.1.56 The assessment assumed that fuel efficiency of vehicles and engine emission standards would improve. Nitrogen Dioxide (NOx) emissions were forecast to fall by 24% between 2011 and 2026 even with increasing traffic levels. Particulate Matter (PM10) and Carbon Dioxide (CO2) emissions were forecasted to increase over the same period by 2.3% and 13.8% respectively. These issues are targeted through the Policy T1 proposals.
- 4.1.57 Of the overall package of 25 proposals / initiatives, only 6 will benefit road traffic by addressing bottlenecks. All of these schemes are expected to adhere to the Council's accessibility hierarchy, being complemented by packages of sustainable transport proposals and measures to enhance safety, address local community concerns / impacts and deliver a network that enhances travel choice. This approach is essential to maintain / enhance transport network reliability. Greater Manchester Local Transport Plan 3 integrated transport block-funding for minor transport improvements is to be severely limited as committed major Greater Manchester Transport Fund schemes take up a greater proportion of sub-region's financial settlement. For the early years of the Core Strategy period other sources of funding will be required to deliver minor capital schemes.
- 4.1.58 The Rochdale Town Centre Relief Road is key element to successfully deliver the re-development of Rochdale Town centre and remove through traffic from the central core. It is also a pre-requisite to implement the parking strategy and sustainable transport improvements maximise the access opportunities Metrolink offers.
- 4.1.59 Many schemes in Policy T1 are in preliminary development and feasibility and detailed costs will be established when detailed design has been approved.

Tackling Freight Issues

- 4.1.60 Within Rochdale Borough, 3.5% of trips on A roads, 1.4% on B roads and 1.3% on minor roads are made by HGVs. Despite these low levels there are areas of the borough where HGV movements cause disproportionate levels of intrusion and nuisance to local communities. These correlate to areas where HGV flows are higher, namely through town centres of Middleton and Heywood. Both centres are on a diversion routes when incidents block the motorway network. In Heywood, HGVs travel from M66 Junction 2 to the M62 and the distribution parks to the south of the town and through the town centre are perceived by the local community to have a major impact. In Middleton, HGVs travel through the town to access routes into Manchester rather than utilising the Motorway network. At present Rochdale MBC does not have a freight strategy but is party to the Greater Manchester Freight Strategy and is working with businesses and developers in the Heywood area to minimise the impact of HGVs on local communities.

Sustainable transport – conclusion and key actions

- 4.1.61 Rochdale Borough is generally well connected by public transport and has good access to the motorway network. The completion of Metrolink will greatly improve travel choice and connectivity to Manchester City Centre and other destinations in the north east of the conurbation. Opportunities to enhance the rail network, particularly through the Northern Hub proposals and linking East Lancashire Railway to the Calder Valley line will strengthen accessibility.
- 4.1.62 The Core Strategy identifies these opportunities as well as emphasising the need to improve the quality of services and access to them e.g. through improved park and ride facilities. The implementation of these schemes will help to support sustainable growth of the borough and make it more attractive to development and investment. In particular they will help to deliver the following Core Strategy objectives:
- Improved access to Manchester for jobs and other services;
 - Improve access to economic growth corridors;

- Extend the East Lancashire Railway which will improve connectivity and deliver regeneration;
- Improve the quality of, and access to, public transport; and
- Deliver sustainable economic growth in Rochdale town centre, Kingsway Business Park and generally around the south of the borough.

Table 6: Transport – Key infrastructure requirements

Action	Status	Timeframe	Cost
Improvements to the Calder Valley line including longer trains with more modern rolling stock (i.e. engines and carriages) and improved timetable operation	Required	On-going	n/a
Improved opportunities for 'park and ride' at all the boroughs' stations as part of specific proposals or through wider regeneration schemes	Required	On-going	n/a
Extend East Lancashire Railway to link to the Calder Valley line at Castleton to integrate public and leisure passenger rail services. This could include provision of a new station at Broadfield off Pilsworth Road, Heywood	Desirable	By 2026	n/a
Completion of Metrolink phases 3a (Manchester to Rochdale railway station) and 3b Rochdale railway station to Rochdale town centre	Priority	By 2014	£320m (3a) & £32.5m (3b)
New Rochdale public transport interchange	Priority	By Autumn 2013	£11.5m
Creation of more focused interchange for Heywood town centre	Desirable	On-going	n/a
Improvements to town centre ring road (Wood St – Drake St link)	Required	2012 – 2015	n/a
On-going delivery of the Connect 2 proposals	Required	By End of 2012	n/a
A wider parking strategy for the whole borough to address short and long stay parking demands (on street, off street and park and ride) and find alternative uses for parking areas that are surplus or unused at present.	Required	On-going	n/a
Highways Agency planned widening of M62	Required	Start 2015	n/a
Main partners involved: Rochdale MBC, Transport for Greater Manchester (TfGM), Highways Agency, Sustrans, canal and River Trust, Network Rail, Rail Operators, Businesses and landowners			

4.2 Water and drainage

Introduction

- 4.2.1 A co-operative process is taking place between Rochdale Council and United Utilities Water plc. (Uuw) to ensure that the appropriate provision of infrastructure will be identified to support development within the Core Strategy; it will be phased and prioritised accordingly (subject to future statutory and regulatory requirements).
- 4.2.2 The Council and Uuw have established a liaison group in order to identify the necessary infrastructure requirements to support the sustainable delivery of the Core Strategy and Local Development Framework, whilst ensuring that regulators' and customers' needs are met. These identified works will then be planned, funded and delivered to agreed timescales.
- 4.2.3 The Council and Uuw will work together in order to ensure that our strategies are aligned going forward in order to deliver the vision and objectives of the Core Strategy. The Council and Uuw agree to continue to work together to:
- Inform the production/development of the Site Allocations Development Plan Document;

- Update the Local Investment Plan to support the Site Allocations Development Plan Document;
- Identify any necessary improvement works to meet regulators' and customers' needs; and
- Secure infrastructure funding to support future development

4.2.4 Although this positive approach to joint working will assist in providing the necessary infrastructure there can be no guarantee that OfWAT (The Water Services Regulation Authority) will agree to fund all future infrastructure required.

Fresh water supply

4.2.5 United Utilities (UU) have identified the following issues with regard to water supply within the borough:

- No major capacity constraints or concerns for the next five years;
- Early notification of large developments with high water demand will assist in identifying areas where more significant network reinforcement will be required; and
- Recognition of the potential impacts of development in Rochdale to affect other areas of the UU regional aqueduct supply system, especially during dry years.

4.2.6 Although no major capacity constraints have been identified, network constraints have been identified in the Balderstone, Thornham Fold and Wardle areas of the borough. In response to these constraints UU have recommended that the Council:

- Consult with UU on planning applications (residential and industrial) for implications upon the water supply network in and around these areas;
- Collaborate and work with UU in allocating sites through the Site Allocations Development Plan Document at the earliest point to ensure sufficient water supplies will be available and to assist in the preparation of the next UU Asset Management Plan and identification of funding for works to support growth and development in these areas; and
- Where necessary/appropriate phase development to coincide with relevant infrastructure provision through the use of a planning condition seeking a co-ordinated approach to the delivery of development with the delivery of infrastructure.

4.2.7 UU will continue to invest in the water supply network, treatment and upland reservoirs to secure long term water quality and resource availability. The total value of this investment is around £15,000,000

Waste water

4.2.8 Given the strategic nature of the Core Strategy and the absence of detail on the specific sites for development, it is not possible to fully assess the impact on wastewater infrastructure. From the information currently available, UU have identified the following issues with regard to waste water within the borough: existing pressure upon the network around Wardle, Heywood, Newhey, Castleton, Norden and Buersil Head.

4.2.9 In relation to this latter point the following potential solutions have been identified:

- Consult with UU on all relevant planning applications especially in and around Wardle, Heywood, Newhey, Castleton, Norden and Buersil Head for implications upon the wastewater network;
- Collaborate and work with UU in allocating sites through the Site Allocations Development Plan Document at the earliest point and assist in the preparation of the next UU Asset Management Plan and identification of funding for works to support growth and development;
- Encourage developers to work with UU at an early stage as a means to agree suitable connection points to the network and secure these by planning condition; and
- Where necessary/appropriate secure the phasing of development by way of a planning condition to allow sufficient time for infrastructure improvements to take place.

Flood risk and drainage

- 4.2.10 Flooding is a natural process which is influenced by elements such as rainfall, geology, topography, rivers, streams and man made features such as flood defences, roads, railways, buildings, sewers and other physical infrastructure. Flooding can cause massive disruption to communities and economic activity can result in significant damage to property and loss of life. Government policy requires local authorities to show that due regard has been given to flood risk as part of the planning process and that risk is managed in an effective and sustainable way that does not increase flood risk elsewhere.
- 4.2.11 The cause and effect of flooding can extend beyond individual district boundaries and flood risk management is assessed on both a wider catchment and local scale. Flood risk can come from a variety of courses and dependent on its location can come from a variety of water bodies, groundwater, sewers and surface water - often in combination.
- 4.2.12 In GM area, flood risk is being assessed both locally and strategically recognising the significant hydrological relationships between each of its districts and the need to identify appropriate upstream flood management for areas of greatest risk from community and economic disruption. Effective flood risk management in Rochdale district will for example have wider flood risk management benefits for downstream districts in the River Roch and River Irwell catchment such as Bury, Manchester and Salford.
- 4.2.13 In 2008 a Strategic Flood Risk Assessment (SFRA) for GM was completed through AGMA and assessed flood risk from all sources to enable a catchment wide strategic overview and a positive planning approach to flood risk management. Subsequent to this, a SFRA for Rochdale with Bury and a section of Oldham district was published in 2009. This assessment is presented in two parts i.e. a Level 1 and Level 2 assessment.
- 4.2.14 The Level 1 assessment provides a broad assessment of flood risk from all sources, both now and in the future, building on the GM SFRA from 2008. The Level 2 assessment focuses on parts of the borough where flood risk is more significant and where the potential impact of development requires greater consideration. It considers the detailed nature of flood hazards taking account of the presence of flood risk management measures such as flood defences and makes allowance for the potential impacts from climate change.
- 4.2.15 The main source of flood risk in Rochdale is from the River Roch and its various tributaries including the Rivers Beal and Spodden, Ash Brook, and Buckley Brook. The River Roch catchment in Rochdale is relatively steep and as a result, tends to support the incidence of surface water flooding which is a particular problem in Littleborough and Heywood, which have both been identified as Critical Drainage Areas. There are also residual flood risks from the Rochdale Canal and the borough's reservoirs.
- 4.2.16 The Level 2 assessment considers flood risk in more detail in the highest risk parts of the borough. Fluvial flood risk i.e. from the river systems is of particular concern in Littleborough and Rochdale.
- 4.2.17 The main source of fluvial flood risk in Littleborough is from the River Roch with smaller tributaries such as Ealees Brook, Featherstall Brook, Lydgate Brook and Town House Brook also posing some risk. The A6033 is an important flow route for floodwater entering Littleborough from further upstream and conveys the majority of water towards Church Street in the centre of Littleborough. The standard of flood protection and opportunities for more effective management of flood risk is the subject of a study by the Environment Agency which is currently underway. The study is examining the effectiveness of the current flood defences and options for how the standard of protection could be raised through identified flood storage in the upper reaches of the River Roch, Littleborough or a series of enhanced flood defences with accompanying flood risk management measures downstream. A report and preferred approach is expected to be published by the Environment Agency in 2012. The Rochdale

canal is also a potential source of flooding in Littleborough and for much of its length through the town; the canal runs close to the River Roch and some of its key tributaries. The steep hillsides surrounding Littleborough can encourage water to run off quickly into the settlement, which could also interact with other sources of flood risk for example arising from the river system in Littleborough. As such, Littleborough has been identified as a Critical Drainage Area where more detailed surface water management plans would be appropriate. Future development in Littleborough will need to identify how it can manage flood risk where necessary through urban design, site layouts and other mitigation opportunities such as raised levels, improved defences and green infrastructure.

- 4.2.18 In Rochdale flood risk is present from surface water and the Rochdale canal but the main source of flooding is fluvial flooding from the River Roch. Whilst standards of flood defences are generally in good condition there are a number of locations in Rochdale and along Buckley Brook where defences are of a lower standard of protection. Development within and around central Rochdale and the River Roch/Buckley Brook corridor will need to consider how flood defences and mitigation measures can be included in design and layout so as to manage risk effectively and not increase downstream risk. Further opportunities for mitigation including flood storage may be identified in the current Environment Agency study of the River Roch and any further local area studies and assessments supporting a future Local Flood Risk Strategy.
- 4.2.19 Heywood has been identified as a Critical Drainage Area due to the risk of surface water flooding. There are known capacity problems in the sewer network, which can cause sewers to surcharge more frequently and increase the incidence of surface water and sewer flooding. In Heywood, surface water flooding is associated most significantly with the valley around Millers Brook and in the Pilsworth Road area. UU anticipate possible future issues with surface water flooding in parts of the borough including Wardle, Firgrove, Heywood, Summit, Middleton, Rochdale town centre, Littleborough, Smallbridge, Newbold, Shawclough and the Kirkholt estate. The Greater Manchester Surface Water Management Plan (SWMP) to be published in 2013 will provide further guidance about where surface water flood risk is located.
- 4.2.20 The GM SWMP will provide greater refinement and detail about the cause and extent of surface water flood risk within and between GM districts. The SWMP through use of existing modelled data, national datasets, historical records and new modelling will provide the most accurate and comprehensive assessment of surface water flood risk to date and will be the basis for further detailed local work to identify, manage and reduce surface water flood risk through the development process, improved environmental management and with strategic partners such as the Environment Agency and United Utilities. The Environment Agency will also be publishing an updated national map for surface water flood risk in 2013 which will provide additional data about such flood risk in the borough.
- 4.2.21 Rochdale Council as a Lead Local Flood Authority (LLFA) has started to prepare for and deliver as required its new requirements and duties under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010. This includes the production of a Preliminary Flood Risk Assessment in June 2011 with associated hazard mapping and an action plan to follow in due course, compiling an Asset Register of features and structures relevant to local flood risk management and working with AGMA partners to establish new collaborative working arrangements to support local and strategic flood risk management services. The Council as a LLFA will also produce a Local Flood Risk Strategy in 2013. This will set out its priorities for flood risk management and how it proposes to deliver them through its own actions, development and regeneration, partnership activity with UU and the Environment Agency and through promoting individual business and property level resilience. This will be produced in line with national guidance and requirements of the 2010 Act.
- 4.2.22 Consultation with UU regarding the IDP identified some concerns about current flooding issues in Wardle, Heywood, Newhey, Castleton and Norden. UU also had concerns based on anticipated development growth in Wardle, Firgrove, Heywood, Summit, Middleton, Rochdale town centre, Shawclough, Norden, Balderstone, Littleborough, Smallbridge, Newbold and the Kirkholt estate. UU also stressed the importance of recognising the potential impacts of development in Rochdale to affect other areas of the Irwell catchment area outside

the borough. In terms of investment to tackle flooding, in the investment period 2010-2015 UU will undertake the following investments:

- 7 flooding projects in the Rochdale and Castleton areas. An investment of £8 million in Rochdale will form part of a UU commitment to remove properties from the internal flooding register;
- 9 Combined Sewer Overflow (CSO) projects which are all located in the Rochdale area. The completion of these projects will contribute towards the improvement of the local watercourse principally the River Roch. The total project value is £45 million and will be completed by March 2015;
- Sewer improvements within Rochdale at a cost of £1m; and
- Diversionary and protection works on wastewater and water assets associated with Metrolink.

As future investment submissions are determined by OFWAT, additional infrastructure improvements will be delivered in the borough through future investment periods.

Water and drainage – conclusion and key actions

- 4.2.23 In terms of both fresh water supply and wastewater treatment some existing and future potential network constraints have been identified. Continued close working with UU should mean that these can be tackled and any future issues identified at an early stage, addressed through phased delivery of development where required to ensure a co-ordinated approach with current and future delivery of infrastructure.
- 4.2.24 In terms of flood risk, Rochdale borough is playing a leading role in both the development of the Greater Manchester SWMP and working with the AGMA partners to deliver strategic and local flood risk management services. This demonstrates the boroughs commitment to ensuring that new development takes full account of, and where possible mitigates against, flood risk.

Table 7: Water and drainage – key infrastructure requirements

Action	Status	Timeframe	Cost
On-going investment by UU in the water supply network, treatment and upland reservoirs to secure long term water quality and resource availability.	Required	On-going	£15m
Continue to develop collaborative working arrangements with UU, particularly in relation to long term growth / development plans, to address adequate fresh water and waste water infrastructure	Required	On-going	n/a
Completion of the 10 UID projects identified across the borough,	Required	2011-2015	£46m
Complete Greater Manchester Surface Water Management Plan	Required	2012	£0.5m
Rochdale borough Flood Risk Management Strategy and associated local capital projects	Required	On-going	n/a
Environment Agency River Roch Corridor Flood Risk management Study and associated capital projects	Required	On-going	n/a

4.3 Energy

Gas

- 4.3.1 National Grid owns and operates the high-pressure gas transmission system in England and has a responsibility to develop and maintain the transmission system. New gas transmission infrastructure developments and reinforcements are periodically required to meet increases in overall demand. There are no major gas transmission assets located within the administrative area of Rochdale, the closest being Feeder 21, which runs from Blackpool to Warrington.

- 4.3.2 National Grid has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas suppliers in certain circumstances.

Electricity

- 4.3.3 National Grid owns and maintains the electricity distribution network in England and Wales, providing electricity supplies from generating stations to local distribution companies. Rochdale contains overhead transmission lines / underground cables which form part of the electricity network. Information from National Grid shows that, in addition to normal maintenance work, the following improvements are planned:

- New Super Grid Transformer for the Rochdale substation but expected approximately summer 2012; and
- Potential for some minor steelwork replacement works on overhead line towers on 1 route from the Rochdale substation

- 4.3.4 Electricity North West Ltd (ENWL) manages the local electricity network. Informal discussions with ENWL indicate that there are currently no major constraints within the borough in terms of electricity supply. It is important that the Council and developers continue to liaise with ENWL with regard to major proposals.

Energy – conclusion and key actions

- 4.3.5 Initial discussions with energy infrastructure providers have identified no major issues with regard to the scale of growth set out in the Core Strategy. Further work is required to establish closer working with energy providers and this will particularly be the case for the Allocations Development Plan Document and major development proposals. Subsequent versions of the IDP will seek to include more detail on energy infrastructure investment within the borough. This will be done with the context of energy provision at the sub-regional level.

Table 8: Energy – key infrastructure requirements

Action	Status	Timeframe	Cost
Continue to develop collaborative working arrangements with energy providers, particularly in relation to long term growth / development plans, to address adequate energy infrastructure	Required	On-going	n/a

4.4 Renewable and low carbon energy

Introduction

- 4.4.1 The AGMA commissioned a Decentralised and Zero Carbon Energy Planning Study (June 2010), which provides a robust framework for delivering decentralised energy infrastructure across the ten districts. This identifies opportunities for linking new development and supporting infrastructure with existing communities and sets out the spatial planning actions required to deliver this critical new infrastructure. Rochdale is fully signed up to this approach and this is reflected in policy G2 of the Core Strategy.
- 4.4.2 It is critical that low and zero carbon technologies are at the core of the provision of decentralised energy infrastructure, in order to ensure the delivery of economic growth and prosperity as well as the reduction of carbon emissions. Potential benefits include greater resource efficiency, local control, and diversity and security of energy supply. Spatial planning will be a key tool in delivering this infrastructure and will need to be supported by complimentary enabling mechanisms. The AGMA study developed a policy approach to planning and delivery, using policies, targets and contributions to encourage, require and enable things to happen. A 'sliding scale' for carbon reduction targets, based on the cost per

tonne of Carbon Dioxide (CO₂) for infrastructure opportunities, was drawn up, so that the cheaper the opportunity the higher the target.

- 4.4.3 It is recognised that there are issues which need addressing on a GM scale, in particular cross boundary working and the setting up of infrastructure contribution funds. However, the AGMA study and forthcoming energy spatial plan provide the framework and strategic aims, at the same time the Council will identify opportunity areas in the borough. Types of opportunities will include micro-regeneration areas, town centre networks, local centre networks, regeneration retrofit areas, biofuel supply chains and standalone generation. Considerations include the mix of uses, nature of housing, identification of 'anchor loads', strategic growth areas and wind speeds. The AGMA study identified Rochdale Borough as being particularly strong in terms of potential micro regeneration areas, regeneration retrofit areas and high wind speeds suitable for standalone wind turbines.
- 4.4.4 The target framework contained within policy G2 of the Core Strategy follows on from the AGMA study and outlines the options in respect of different character areas. Requirements will be location specific depending on the cost and availability of solutions. Whilst this will form the basis of how new development will be able to secure low carbon infrastructure, the Council will at the same time explore and identify network development opportunities. These will include Rochdale town centre, regeneration areas and Castleton Economic Growth Corridor. New developments will be expected to connect into these networks and possibly provide land, buildings and equipment in respect of the development of the networks.
- 4.4.5 It is important to bear in mind that reducing energy demand as much as possible in the first instance, through measures such as the use of passive systems, is a key component of reducing carbon emissions and this is reflected in policy G2. It is also important to note that planning on its own is not enough to affect the changes needed in the borough's energy infrastructure.

Rochdale town centre

- 4.46 One of the key network opportunities is Rochdale town centre. There are major development proposals for this area, including new Council offices, a new leisure centre, a new transport interchange and significant retail development in the form of the 'Town Centre East' development. In addition to these proposed developments, there are a number of existing buildings which are major energy users, several of which could benefit from replacement of ageing energy systems. The Council has therefore commissioned strategic design advice in respect of the town centre, looking at opportunities both within and outside the town centre boundary.
- 4.4.7 The recommendation for Rochdale town centre includes two networks, each with a common energy centre and town centre – wide energy infrastructure. It is clear that there is considerable cost and carbon saving potential from the use of Combined Heat and Power linked to a shared central plant energy network. These energy reduction measures are facilitated by the inclusion of an effective site-wide energy infrastructure. Each of the networks has been considered in terms of a 'spine' from which a connection can be made to adjacent buildings. Network connections can be made as part of the various redevelopment schemes proposed for the town centre. Networks will be linked to take advantage of the potential for energy sharing and increase the scope for further buildings to join the network.
- 4.4.8 A low-cost, secure energy supply network will help attract more public and private sector organisations. Once in place, such a network could be served from a range of energy sources over time. Expansion of the town centre network to include adjacent low-income housing will lead to a solution in combating fuel poverty in the area and potentially lead to huge savings in carbon emissions. A carefully planned, adequately sized energy network will provide the flexibility to deliver recovered and shared energy or renewable energy from a variety of sources, which will evolve over time.

Other opportunities

- 4.4.9 The town centre study provides a blueprint for the identification of similar options and opportunities in other areas. In particular, key components of the spatial strategy (as outlined in the Core Strategy) include Economic Growth Corridors and regeneration areas. For these areas, therefore, and other opportunity areas which come along, we will expect the submission of energy plans along similar lines to the Rochdale town centre study, identifying options and the most suitable types of networks.
- 4.4.10 Another area currently under development where there is scope for the development of decentralised networks is the Kingsway Business Park. This aims to be an exemplar sustainable development, and the Kingsway Partnership is fully committed to a low carbon future. One of its aims is to become increasingly self-sufficient in terms of energy and to develop the relevant infrastructure. The size of the site and the level of development mean that decentralised infrastructure can be installed with minimal disruption.
- 4.4.11 To this end a report was commissioned¹, which concluded that, given the intended layout and potential piecemeal development of the site, the use of individual solutions offers possibly the greatest potential. However it recognised that communal systems offered what may be the most cost effective solutions and could add marketing value, giving Kingsway market differentiation as a sustainable site with low carbon energy provision designed in. It was noted that any communal system installed needed to be a robust one which offers the flexibility of efficiently servicing a development which is completed over a long period of time and instils a high enough level of confidence to not act as a deterrent to potential investors.

Energy Service Companies

- 4.4.12 The establishment of an Energy Service Company (ESCo) or other energy provider to operate and maintain networks (including billing of users) will be necessary. ESCo could be incorporated as a joint operation by a Local Authority / developer / landlord and an energy specialist provider. It is likely to be beneficial to establish an ESCo with regards to a proposed Rochdale town centre heat network, for instance, rather than simply outsourcing to a single specialist supplier as its form and scope are as much a commercial as a technical decision. A specialist ESCo can be employed to provide a comprehensive service which may involve design, installation, operation of plant, maintenance of plant, energy management and a metering/billing service. This option is most commonly found on large-scale mixed-use developments, similar to the scope of commercial, retail and residential buildings being considered in Rochdale Town centre. Contracts can be based on a fixed fee, an agreed unit price for energy (energy supply) or a shared savings approach.
- 4.4.13 There may be the potential to export heat from new energy networks, during times of low demand. This would normally require another building, but should be viable for new build developments where the required infrastructure can be designed into the proposals at an early stage.

Wind energy

- 4.4.14 Parts of the borough are areas of high wind speed, and the potential to use this to generate energy has been realised at Scout Moor, where one of the country's largest wind farms generates 65 MW of electricity. Planning permission has been granted for another wind farm at Crook Hill, north of Littleborough. This generation feeds into the national grid, rather than a local network, however there is significant potential for wind turbines to form part of decentralised networks in the borough. The impact upon biodiversity, in particular European protected sites, on peatlands and on water catchment lands and reservoirs, must be taken into consideration in respect of the potential for upland wind turbine development.

Biomass

- 4.4.15 Biomass can potentially provide a source of low carbon energy but it is important that it is sourced and transported in a sustainable way. Land will be identified for the growing of biomass crops with a view to developing a local supply chain, and biomass boilers will potentially provide a low carbon option for generation of heat and electricity in new developments.

Renewable and low carbon energy– conclusion and key actions

- 4.4.16 The provision of decentralised renewable and low carbon energy infrastructure in the borough is currently low, but this is being gradually addressed by the implementation of the Energy and New Development Supplementary Planning Document and the implementation of the relevant Core Strategy policies will create a flexible approach designed to encourage decentralised networks in particular. Opportunities for such networks have already been identified and further opportunities are in the development stage. Key developments taking place are incorporating innovative renewable technologies.

Table 9: Renewable and low carbon energy – key infrastructure requirements

Action	Status	Timeframe	Cost
Identify opportunities for decentralised networks, including analysis of demand, options for types of network, costs, funding issues, anchor buildings etc.	Required	By 2013	n/a
Identify land for the growing of trees as carbon sink / biomass	Desirable	By 2013	n/a
Define 'allowable solutions' in order to promote renewables as part of offsetting of predicted emissions from developments	Required	By 2013	n/a
Set up fund and administer re: allowable solutions above	Required	On-going	n/a

4.5 Waste and minerals

Waste

- 4.5.1 The ten unitary authorities in GM have agreed to produce a Joint Waste Development Plan Document (known as the Waste Plan) for GM.
- 4.5.2 The Greater Manchester Geological Unit (GMGU) has prepared the Waste Plan, covering all 10 authorities to provide a co-ordinated sub-regional approach to waste planning. GMGU was responsible for all aspects of plan production and consultation, with assistance from the GM authorities as necessary. Production of the Waste Plan commenced in September 2006 and was submitted to the Secretary of State in February 2011. The Waste Plan was adopted in April 2012.
- 4.5.3 The Greater Manchester Waste Disposal Authority (GMWDA) is responsible for the treatment and disposal of Local Authority collected from nine of the ten GM authorities, including Rochdale Council. The Council is responsible for the collection of waste for treatment / disposal by GMWDA. This waste is mainly from households across the borough but also includes waste from council offices and grounds and also small businesses.
- 4.5.4 GMWDA existing facilities across the conurbation, together with the investment that is being undertaken, as part of the twenty-five year Private Finance Initiative (PFI) Recycling and Waste Management contract with Viridor Laing, means that there is sufficient capacity to manage Local Authority collected waste arising from planned growth, whilst adhering to waste minimisation ambitions. The remaining waste arising in GM, mainly from other streams including commercial and industrial & construction & demolition wastes, will be dealt with through the policies and site allocations within the Waste Plan.

- 4.5.5 The Waste Plan forms part of the LDF for each of the 10 GM districts and has replaced the existing waste policies in each individual Unitary Development Plan. The Waste Plan seeks to safeguard existing sites, such as those identified through the GMWDA PFI contract for the processing of Local Authority collected wastes and set out the strategy for dealing with all other waste arising in GM. The Waste Plan also makes provision for waste development across GM including the identification of sites and areas suitable for recycling, waste treatment, energy recovery and residual waste disposal. Three broad areas are identified for built waste management facilities in Rochdale to help ensure a suitable range of sites are available across GM and to help manage future need/demand in the local area. The areas are at Sparth (Rochdale), Heap Bridge (Heywood) and Rhodes Business Park (Middleton). The waste policies do not rule out waste treatment and recycling facilities within some employment zones in the borough.

Minerals

- 4.5.6 There is currently limited minerals extraction in the borough, with an active sandstone quarry at Middle Hill, Wardle, and a number of dormant quarries. There are, however, significant mineral resources in the borough, and any future development of these resources will be guided by the Greater Manchester Minerals Plan, which is outlined below.
- 4.5.7 GMGU is preparing a Joint Minerals Development Plan Document (known as the Minerals Plan) covering all 10 GM authorities to provide a co-ordinated sub regional approach to minerals planning. It gives clear guidance to minerals operators and the public about the locations where minerals extraction may take place, how mineral resources will be safeguarded for future extraction and all aspects of environmental protection including the sustainable transport of minerals. The period covered by the Plan is 2012 to 2027.
- 4.5.8 The document identifies 'Areas of Search', for sand, gravel and sandstone, where minerals development will be allowed subject to it not being in conflict with other planning policies and provided the location is not subject to special protection or constraints. The Minerals Plan also identifies 'Minerals Safeguarding Areas' (MSA), for a range of minerals, where planning applications for other forms of development will need to demonstrate that the development will not prejudice the possible future extraction of the mineral; there are significant MSAs proposed for Rochdale Borough, such as for coal extraction (much of the borough), sand and gravel, sandstone and brick clay. The document also outlines Development Management policies for all districts, relating to the agreed approach to minerals applications and also covering such issues as restoration of sites.
- 4.5.9 The Plan was published between 22nd July until the 2nd September 2011 then submitted to the Secretary of State on the 11th November 2011 for its Public Examination before an independent inspector. The purpose of this examination was to assess the soundness of the plan and whether its preparation has complied with legal processes. Hearing sessions commenced on Wednesday 22nd February 2012 and were adjourned following the close of the session on Thursday 23rd February. The adjournment was required to allow public consultation to take place on proposed Main Modifications to the Plan which were identified during the hearing sessions. Approval of these Main Modifications was given by the Full Council of each of the 10 districts and consultation on the modifications commences on 3rd August 2012 for six weeks. Following the close of this consultation, the Inspector will need to consider any representations received and this may require a further hearing session which has been planned for early October 2012. Provided the Minerals Plan is found sound, it will then need to be adopted by each of the ten Authorities. This process is likely to commence from December 2012 with a common adoption date of 1st April 2013.

Waste and minerals – conclusions and key actions

- 4.5.10 The sustainable treatment of waste and extraction of minerals are issues where cross boundary working is vital to ensure the best possible solutions. The development of the Greater Manchester wide Waste and Minerals Development Plan Document has demonstrated

how joint working and shared evidence can produce plans that will meet the needs of the wider city regions. This approach has also enabled cost savings compared with the production of 10 individual Development Plan Documents.

4.5.11 The provision of waste management facilities needs to be planned on a sub-regional basis, not just a local basis and therefore sites and areas for waste management have been identified across GM. The nature of demand, the take up of sites by waste operators for built waste facilities will be monitored to ensure that sites remain allocated or protected as required.

4.5.12 The protection and extraction of minerals will also be monitored on a sub-regional (GM) basis.

Table 10: Waste and minerals – key infrastructure requirements

Action	Status	Timeframe	Cost
Implement the policies set out in the adopted Waste and Minerals Development Plan Documents	Required	On-going	n/a

4.6 Digital infrastructure

4.6.1 The Digital Infrastructure for the borough of Rochdale is framed within the context of the Manchester Multi Area Agreement (MAO). This sets out the opportunities for investment in digital infrastructure starting in “the three key employment areas, the Oxford Road Corridor, East Manchester and Salford Mediacity Uk” and then expanding “out through a series of ‘connected corridors’ across the city region”. This would be on the basis of taking the opportunity to: “Develop a series of ‘test-bed’ deployments of next generation broadband, based on fibre to the premises and advanced wireless (linked to the fibre), which will create an open access network which is open to all providers” (MAA section 5.7.4).

4.6.2 This process is starting with a “Next Generation Digital Infrastructure pilot project” in the Oxford Road Corridor area for which NWDA funding has been approved. This is the result of extensive consultations, locally, regionally and nationally, over the past 18 months, and a detailed feasibility study. All of the work undertaken to date has been resourced through small scale preparatory projects funded by the NWDA, CLG and through EU projects. The work is coordinated by the Manchester Digital Development Agency (MDDA) for which Manchester City Council is the lead authority. It is proposed to scale up this work and to consider establishing an AGMA Steering Group to support the ‘City Region Digital Hub’ project and the ongoing coordination work of the MDDA.

4.6.3 It is felt that there is a real opportunity to put Greater Manchester ahead strategically as we look to bring forward public investment for digital infrastructure and other related projects to protect jobs and skills in the short term, while preparing the ground for the digital, greener and more inclusive economy that needs to emerge after the downturn. The opportunity is there for the city region to be a world-class exemplar, leading this new wave of the next “industrial revolution”, with next generation connectivity, as the largest project of its kind in the UK with the potential to have the largest impact, as well as adding value to existing initiatives. This has real potential to mitigate the impact of the economic downturn as well as ensuring that the city region takes full advantage of the ‘prime mover’ status that it could achieve. There are three main areas where such investment would have the maximum impact:

- sustaining economic growth, especially through the digital/creative sector, as well as supporting new micro-businesses, digital social enterprises and creating e-traders;
- promoting digital inclusion, ensuring that all residents can access the on-line services, technologies and applications they need and develop the skills and confidence to access job opportunities;
- providing a platform for new applications which need next generation broadband, e.g. where digital technologies are used more innovatively to support energy management, intelligent buildings, teleworking, improved mobility, telecare and a greater quality of life generally.

- 4.6.4 It is proposed that work should now focus on accelerating the pace of development for digital infrastructure both in the regional centre as already mentioned in the MAA i.e. in “the three key employment areas, the Oxford Road Corridor, East Manchester and Salford Mediacity Uk” and then expanding “out through a series of ‘connected corridors’ across the city region”. The rationale for this is that the initial deployment is most cost-effective in the areas closest to the Internet Exchange based on Manchester Science Park and TechnoPark. These areas are the Oxford Road Corridor, East Manchester, Central Salford and immediately adjacent areas. Once that is planned then the feasibility of further development can be assessed. This is based on the idea of creating natural ‘development corridors’ along routes, which are easier and consequently more cost-effective for deploying fibre (which means creating the routes for laying the ducting, the access points and the “dark”, i.e. unlit, fibre). This focuses on choosing routes which minimise disruption to the built environment, especially in terms of road digging, including:
- brownfield routes, including remediated land, parkland, other green corridors, rivers and other waterways; and
 - routes, which may be being constructed or improved anyway, especially for transport, e.g. Metrolink and improvements to existing bus and rail routes.
- 4.6.5 The starting point for planning these ‘development corridors’ are the natural routes along which a fibre core network could be created, initially up to 5km from the key ‘nodes’ on the core network, which will be:
- Manchester Science Park;
 - Sport City and the main Manchester College site in Openshaw;
 - The Sharp Factory and Central Park;
 - Media City.
- 4.6.6 The first discussions with potential partners about how best to do this are currently taking place with GMPTE about the use of existing Metrolink routes, in the short term, and extension routes in the longer term. This would offer the potential for the development of access routes along the existing Altrincham – Bury and Manchester – Eccles routes. The next stage is to assess how quickly this could then be extended into Tameside, initially to Droylsden, and into the southern part of Oldham with the potential for this being extended across into other parts of Oldham and into Rochdale, particularly to connect up Kingsway as a key employment site. Beyond that we will be looking at how to extend this across Greater Manchester as a whole. This work requires initial feasibility funding followed by more specific project development.

5. SOCIAL INFRASTRUCTURE

5.1 Health

Introduction

- 5.1.1 NHS Heywood, Middleton and Rochdale (HMR) currently commission services for the borough from over 154 locations that vary from an acute hospital site to small opticians and pharmacies. The services within each location vary but are designed to keep people well, promote health and well being, screen to prevent illness and to provide excellent treatment, health maintenance and rehabilitation.
- 5.1.2 Due to the restructure of the NHS under the Coalition Government, PCTs will be abolished in 2013. Clinical Commissioning Groups (CCGs) will be responsible for commissioning most of the health care services. Health and Well Being Boards will be established as a sub-committee of Rochdale Borough Council and will be responsible for the health and well-being of the population. Some services will be commissioned on a wider Greater Manchester footprint including primary care and offender health services.
- 5.1.3 NHS HMR has had direct responsibility for commissioning new buildings for health services. In future, this responsibility will not be the responsibility of CCGs or Health and Well-Being Boards. The policy is currently being developed but an organisation reporting to the Department of Health (Propco) has been established to manage the current estate in the future, Finance Trust (LIFT), along with five new GP practices. The four new LIFT centres are:
- Nye Bevan Health Centre, Maclure Road, Rochdale;
 - Croft Shifa Health Centre, Belfield Lane, Rochdale;
 - Alkrington Health Centre, Alkrington, Middleton; and
 - Phoenix Centre, Heywood.
- 5.1.4 These new facilities have allowed for extended services to be provided along with improvements for patients and staff.

Hospitals in Rochdale

- 5.1.5 There are two hospitals in Rochdale operated by Pennine Acute Trust Hospitals. Rochdale Royal Infirmary located north of the town centre is the main hospital. It offers a range of departments but is relatively small with just 160 beds. In 2011 the A&E facility at the hospital was replaced with an Urgent Care Centre, which can treat non life-threatening walk-in injuries, and ailments that do not require an A&E department. The nearest A&E departments are at Fairfield Hospital (Bury), The Royal Oldham Hospital and North Manchester General Hospital. In June this year inpatient maternity and children's services were transferred from Rochdale to an improved facility at the Royal Oldham Hospital. This is part of a general approach to concentrate hospital services into fewer, larger units in order to provide higher quality and safer services.
- 5.1.6 Birch Hill Hospital is located between Rochdale and Littleborough. Most of the hospital closed several years ago and this area is currently being redeveloped for housing. Some specific services (e.g. mental health, the Floyd Unit) have been retained in the northern part of the site.
- 5.1.7 There is also one private hospital in the borough, The Highfield Hospital in Rochdale, which has 47 beds.

Future direction and strategies

- 5.1.8 NHS HMR has a Board approved Commissioning Investment and Asset Management Strategy (CIAMS). The strategy provides an analysis of the existing estate and sets out an approach to

future estate development, reflecting the HMR strategic aims, values and objectives by identifying appropriate asset utilisation desired performance of the estate, required development and necessary cost of improvements, this is linked to the strategic commissioning plan and operating framework. The strategy will now need to tie in to the plans of HMR CCG and the Health and Well Being Board as they are established.

5.1.9 NHS HMR is allocated capital funds on an annual basis, used to refurbish or develop existing or new facilities. The future allocations and responsibilities are unknown, therefore, until this is known different timescales cannot be developed.

5.1.10 The current plans are in line with the CIAMS plan, the commissioning strategy to address the needs of the current demographics and the health of the population.

Committed projects

5.1.11 A number of projects are already committed across the borough. These include:

- Replacement of Wellfield Surgery on Oldham Road;
- Major refurbishment to Milnrow Health Centre to provide a long term sustainable clinic environment;
- Major refurbishment including expansion to existing health centres to improve the environment and meet current requirements for increased GP staff, and provide a long term sustainable clinic environment; and
- Improvement in existing clinic environments to improve access and reduce backlog maintenance.

Future plans (subject to funding)

5.1.12 Future plans are very much linked to direction from central government and may vary following reform. This could include:

- Development at the Middleton Local Improvement Finance Trust Centre to replace the existing health centre, and provide additional clinical capacity in health needs assessments for the Middleton area;
- Development of a new Langley Clinic to replace the existing clinic, with improved access and increased space; and
- Development of a new primary care centre within the Kirkholt area to provide modern facilities for existing services, and increase capacity for new services.

5.1.13 More information can be found in the “NHS Heywood, Middleton and Rochdale Commissioning Investment and Asset Management Strategy (2010)”.

Health – conclusion and key actions

5.1.14 The recent investment in health across the borough has resulted in several new facilities which provide a wider range of health and related community facilities. The continued investment in health is very much dependant of funding from Central Government but the Council is committed to working with health providers to ensure the best possible facilities for its residents.

5.1.15 The changes to services at Rochdale Royal Infirmary, as part of a programme to provide fewer but larger units throughout the Trust area, have caused some concerns for local residents. Although the rationale for this is understood and is happening nationally, it places a greater importance on the accessibility of new and existing facilities. As a consequence of those changes, HMR NHS has invested additional resources in intermediate and community health services which are helping to ensure people can be supported in their own homes and maintain their independence.

Table 11: Health – key infrastructure requirements

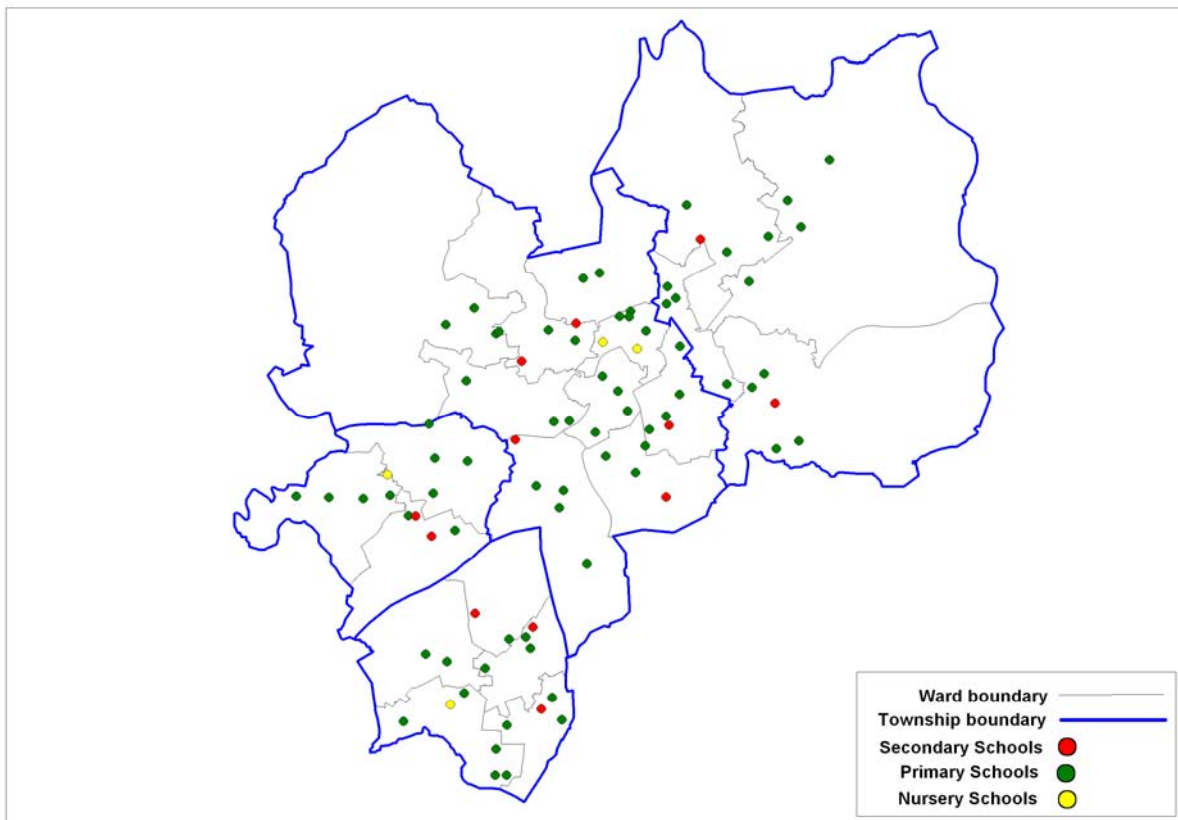
Action	Status	Timeframe	Cost
Replacement of Welfield surgery on Oldham Road	Required	2011-2015	n/a
Major refurbishment to existing health centres, notably Milnrow, and improvement of existing clinic environments	Required	2011-2015	n/a
Development of new health facilities at Middleton, Langley and Kirkholt	Desirable	Dependant on funding	n/a

5.2 Education

Early years and childcare provision

- 5.2.1 The 2011 Rochdale Childcare Sufficiency Assessment concludes that overall there is sufficient childcare places to meet local need and demand but there are “pockets” of the borough where specific service development, or amendment to existing practice, would improve that areas overall provision. In other areas there is over supply of places and these will be monitored closely to ensure that new provision is not, if possible, supported in those areas.
- 5.2.2 Overall, there are no areas of the borough where lack of early years and childcare provision is a real concern. However, on a borough-wide basis we do have concern regarding childcare availability for children with disabilities and this is something that is being carefully considered and planned for as the authority re-shapes its services to meet current financial demands.
- 5.2.3 Take up levels of the Free Early Years Entitlement for three and four year olds continue to rise (e.g. from 92% in 2008 to 96% in 2010) and we have active plans to increase this further. The quality of our early years and childcare provision continues to improve with the greater number of our providers judged good or outstanding at Ofsted inspection.

Figure 6: Location of nursery, primary and secondary schools in Rochdale Borough



- 5.2.4 We have 20 children's centres across the borough and these are seen to offer more than sufficient "reach" to enable access to their services to all parents who might require them. Formal day care in our children's centres is run by third party providers and all are viable and self sufficient with high occupancy levels.

Primary education

- 5.2.5 Currently, there are 69 primary schools and four nursery schools in the borough of Rochdale. There are 171 full time equivalent nursery school places available. Of the schools in the borough, 38 offer nursery classes.
- 5.2.6 Rochdale currently has 19,493 (2012 School Census) pupils in its primary schools. Through the Primary Capital Programme, Kentmere and Harwood Park Primary Schools have been refurbished and construction work has begun to provide the final new build of the programme, Deeplish Primary School. Plans for a full refurbishment at Little Heaton are being prepared for tender with completion due early in 2012. A further 2 schemes managed by the Diocese under this programme, St Mary's RC Langley and St Johns RC Rochdale (Phase 1), have also commenced.
- 5.2.7 The schools which have benefited from the programme have been significantly enhanced; the schools now boast state-of-the-art facilities that are fully fit for purpose to meet the demands of 21st century education.
- 5.2.8 The latest pupil projections suggest that the pupil intake in schools in the borough will have to significantly increase in the next four school years to cope with demand. The School Organisation Plan Update 2010-14 sets out the need for extra reception class places across the borough:

Secondary education

- 5.2.9 Rochdale currently has 11 secondary schools and one academy, St Anne's in Middleton.
- 5.2.10 Rochdale has started to see the benefit of Building Schools for the Future (BSF), a government initiative which was announced in 2003. Locally, the initiative has transformed the borough's secondary schools so they can deliver new ways of teaching. This is a once in a lifetime opportunity to upgrade, update and where necessary, replace schools to give Rochdale an educational infrastructure that is fit for purpose in the 21st century. Over the next 3 years, all secondary schools will see major investment in ICT with St Anne's Academy in Middleton being the first school from BSF investment in September 2010. Rochdale will deliver BSF through a Local Education Partnership, from January 2010 to September 2014. The BSF proposals included the removal of surplus places in the secondary sector. Three schools have closed, and one new school, Kingsway Park High School, has opened as a Trust school.
- 5.2.11 Construction began in January 2010 at the first two schemes: Hollingworth Business and Enterprise College and Siddal Moor Sports College. In July 2010, construction work began at Matthew Moss and Cardinal Langley RC in Middleton.
- 5.2.12 The latest secondary school pupil projections suggest that there are sufficient places overall until 2018/19, although the situation differs at township level, as the larger year groups move up through primary schools.

Figure 7: Projected need for reception class places

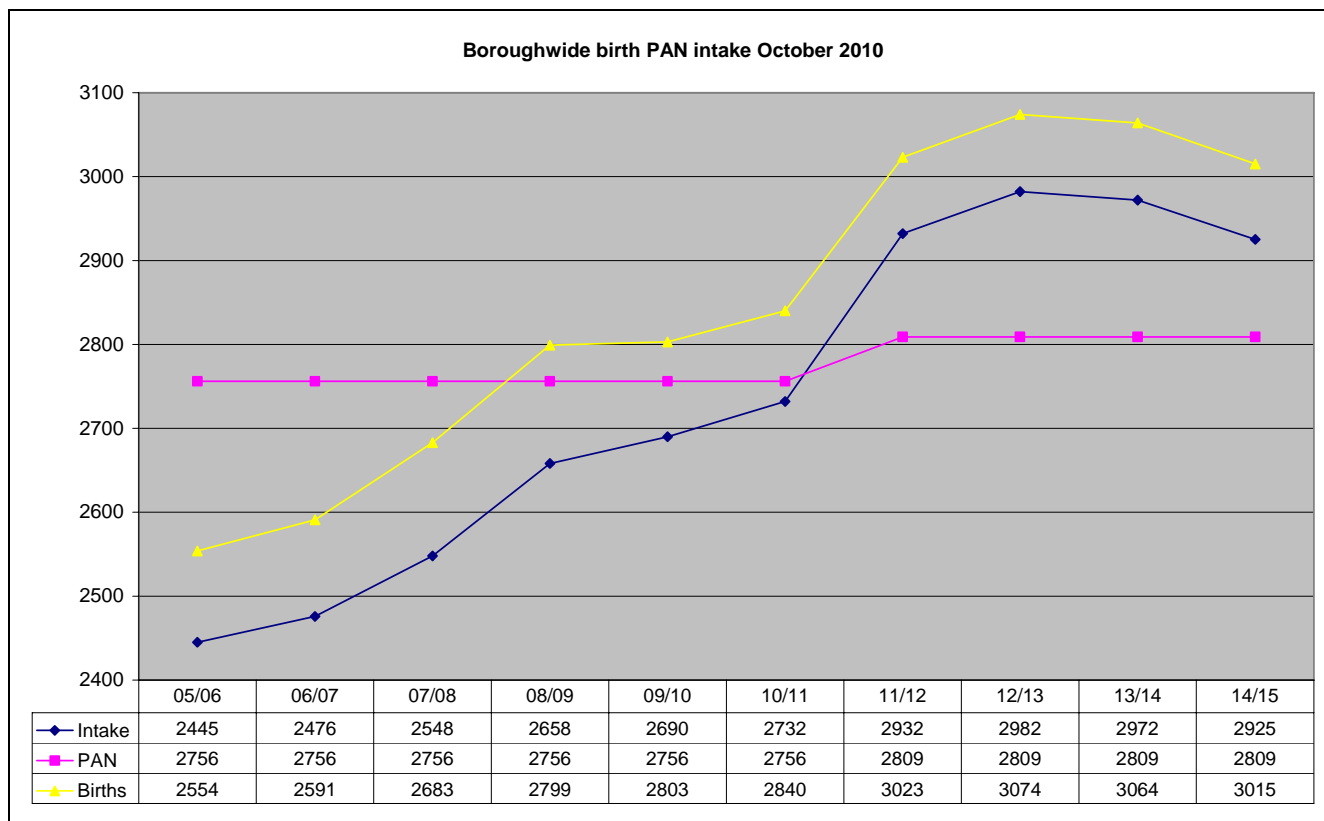
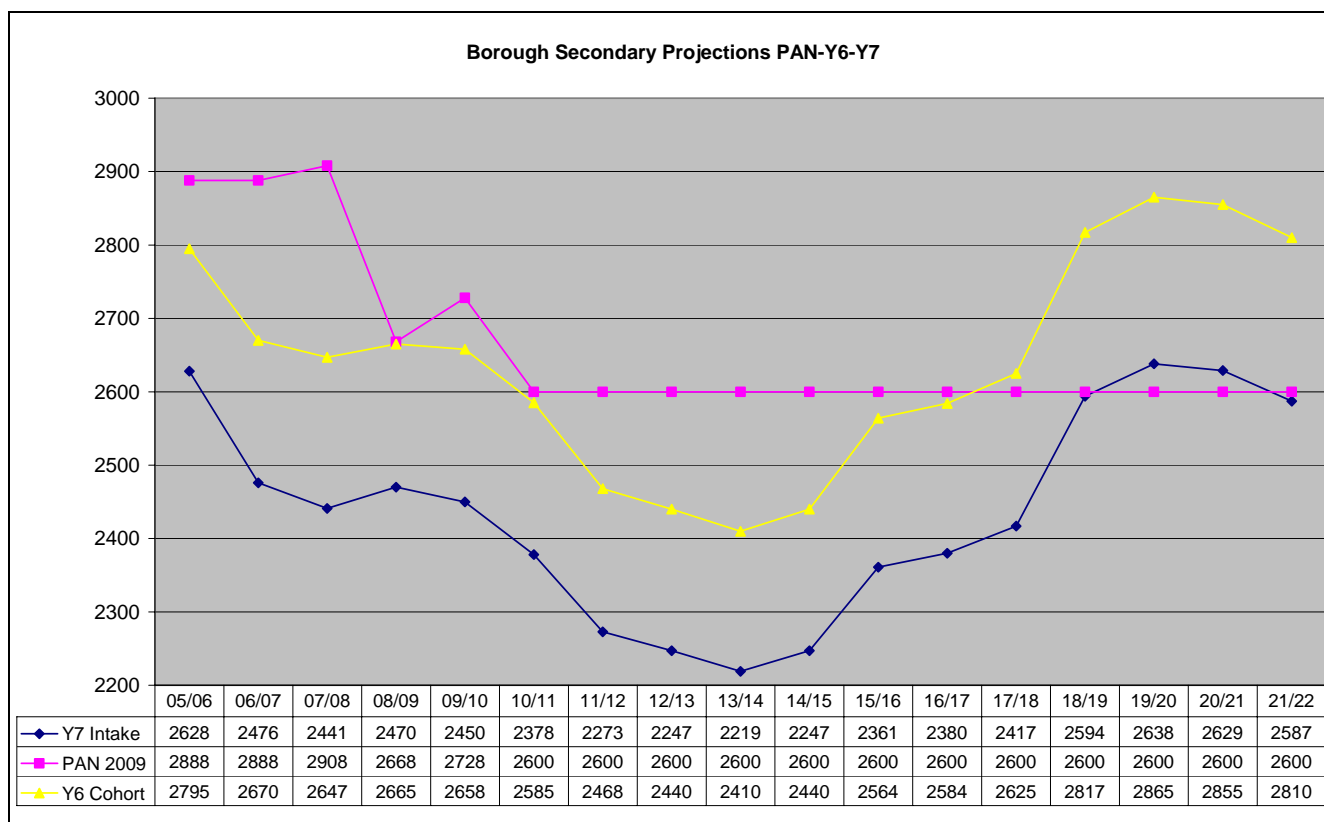


Figure 8: Projected need for secondary places



Figures 7 and 8

PAN - Planned Admission Number- the number of school places available in each year group

Intake - the number of children admitted, or expected to be admitted to each year group

Births - the number of children born in relation to the school admission year e.g. children born in 2006-2007 will seek admission in September 2011

Post 16 education

- 5.2.13 As at January 2011 post 16 education and training in the borough was provided by 6 schools with sixth forms, as well as Hopwood Hall College and the new Rochdale Sixth Form College. However, three of the school-based sixth forms are planned to close by 2012. In Middleton, St. Anne's Academy, Cardinal Langley and Middleton Technology School work in partnership to provide post-16 studies.
- 5.2.14 Hopwood Hall College has invested £1.2million to revamp its student facilities. The new developments include the state of the art Technology Centres; the redevelopment of students' social spaces; new purpose built areas in the Rochdale campus for the Media department which houses editing facilities, a radio station and a TV studio; and high-tech industry standard catering facilities.
- 5.2.15 Rochdale Sixth Form College opened in September 2010 in a state of the art building in the town centre. The college delivers education to those aged 14-19. The college hopes to raise aspirations and achievement for young people in the borough. The college engages in a programme for pre-16's in order to increase the percentage of Rochdale learners who successfully undertake Level 3* studies, and to reduce the percentage of learners who travel outside the borough for Level 3 studies.

Education – conclusion and key actions

- 5.2.16 It is important that there is sufficient provision of school places across the borough to support population growth and new development, as well as seeking to reduce the distances that pupils have to travel. The need to do this whilst guarding against surplus school places requires continual monitoring and, in terms of new residential development, close working between the planning and education services. Whilst the scale of new residential development set out in the Core Strategy can be supported, it is important to take account of location pressure in terms of school places. It is important to note that other factors are often more important than new development in creating local need e.g. particularly high or low birth rates in a specific location.
- 5.2.17 The Core Strategy includes the provision for Section 106 contributions to be used to for education.

Table 12: Education – key infrastructure requirements

Action	Status	Timeframe	Cost
Continued liaison with the Education service to ensure they are aware of proposals for new residential development that can be factored in to school place monitoring and provision. This is currently a particular issue with regard to Primary school places.	Priority	On-going	n/a
Completion of specific projects linked to the 'Building Schools for the Future' initiative	Required	On-going	n/a
Explore opportunities to expand the education offer within the borough, particularly in relation to further and higher education	Desirable	On-going	n/a

5.3 Emergency services

Police

- 5.3.1 There are four main police stations in the borough in the main towns of Rochdale, Middleton, Heywood and Littleborough. A new police station was built in Heywood in 2004 and Littleborough police station had a £1.3m refurbishment the same year. The police station on Rochdale has just completed a £16m refurbishment with the new look building expected to be

fully operational later this year. Middleton police station has recently been extended through conversion of the adjacent former Court House.

- 5.3.2 All the main police stations in the borough have or are currently benefiting from significant investment. There are currently no other future plans for further investment at present.

Fire

- 5.3.3 The Fire Service is currently in the process of relocating Rochdale Fire Station to a new site off Halifax Road. The new station will have three appliance bays and community space. The total cost of the project is around £1.7m and is due to open in 2013.
- 5.3.4 There are two other fire stations in the borough in Heywood and Littleborough. The station in Heywood has recently benefited from around £250k of improvements. There are currently no other future plans regarding the stations within the borough.

Ambulance

- 5.3.5 There are four Accident and Emergency Ambulance stations in the borough which have the following facilities:

Table 13: Ambulance facilities in the borough

Location	No. bays	No. A&E Ambulances	Other patient transport vehicles	Future plans
Whitehall Street, Rochdale	20	5	Yes	None
Highfield Street, Middleton	8	2	Yes	None
Hind Hill Street, Heywood	3	1 / 2	Yes	None
Birch Hill, Wardle	3	1	Yes	Future of facility is being considered

Emergency services – conclusion and key actions

- 5.3.6 The police and fire stations in the borough have benefited from recent investment. These facilities are therefore sufficient to meet the borough's needs in the coming years. The borough is also well served by ambulance stations and these considered appropriate to meet current and future needs as present. There are therefore no particular infrastructure actions relating to the Core Strategy

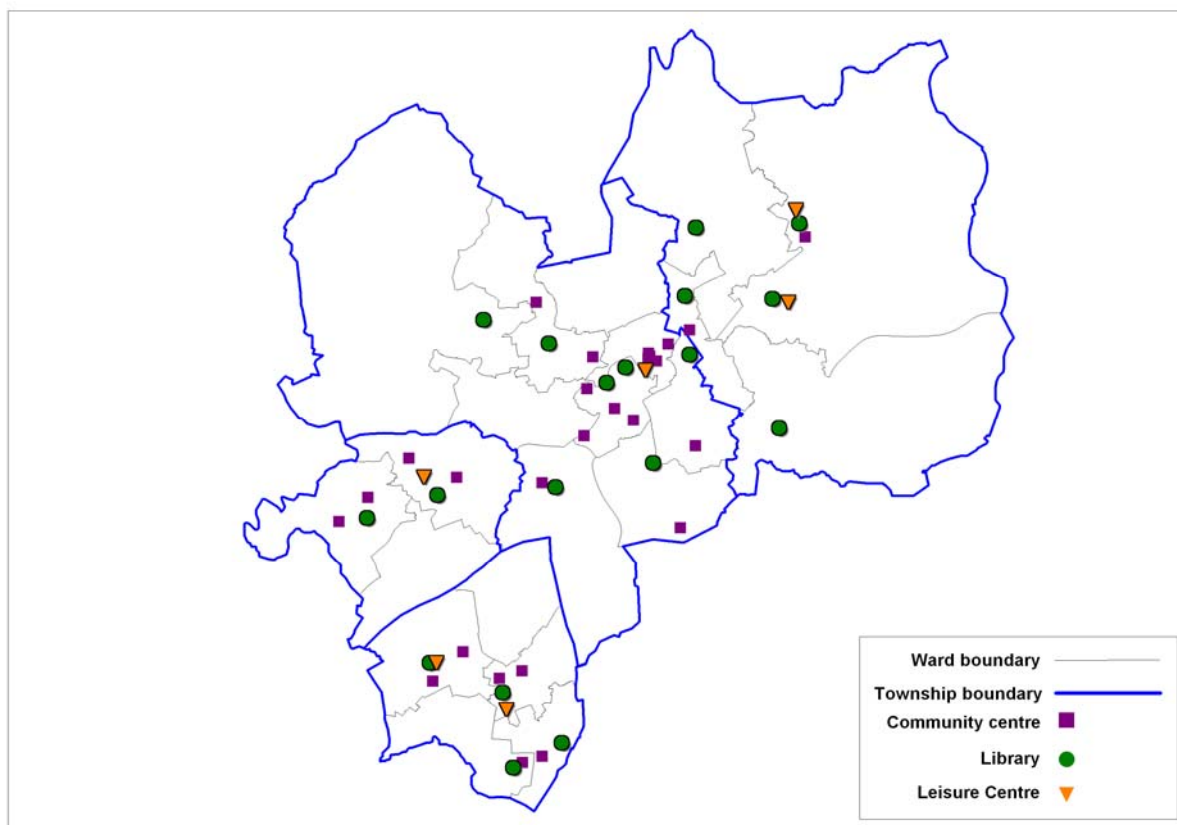
5.4 Community, leisure and culture

Leisure centres

- 5.4.1 Link4Life is the trading name for the Rochdale Boroughwide Cultural Trust. It was set up on 1 April 2007 to provide Cultural Services on behalf of Rochdale Borough Council under a 15 year Partnership Agreement. These services cover four main areas:
- Arts and heritage;
 - Entertainment;
 - Fitness and health; and
 - Sport and leisure.
- 5.4.2 The purpose of the Trust is to plan and manage the delivery of high quality, enjoyable, affordable, accessible cultural provision in Rochdale borough that gives residents and visitors the opportunity to lead the healthy, creative, active lifestyle of their choice.

- 5.4.3 During 2008 / 2009 the Trust worked closely with Rochdale Borough Council and other key stakeholders to develop the replacement, modernisation and enhancement of sport and leisure facilities boroughwide.
- 5.4.4 Between 2008 and 2011, a total of £33.2 million of capital investment has been committed by the borough council to lead this investment. This is supported by external and partnership funding and from efficiency savings generated by Link4Life over the fifteen years of the trust's partnership agreement.
- 5.4.5 The Middleton Arena opened in January 2009 as part of the major regeneration of the town centre funded by Tesco plc. The £14 million flagship sports, leisure and entertainment centre includes a 90 station fitness centre, 4 court sports hall, swimming pool, dance studio, squash courts, youth gym, 550 seat auditorium and licensed bar. In its first three months of operation the Arena has had over 200,000 visitors, doubled participation and increased its membership by 500%.
- 5.4.6 Heywood Sports Village has been developed on the existing site of Heywood Sports Complex and opened in September 2010. The new £11 million complex includes a four court sports hall, 25 metre swimming pool, two exercise and dance studios, a 90 station fitness suite, community and training rooms and floodlit and artificial pitches. Grants were received from the Football Foundation and Sport England of over £1.5 million combined the largest grants of their kind in the North West. The sports village offers the community both sport, fitness and activity capabilities as well as access to health, skills and learning.

Figure 9: Location of community facilities in Rochdale Borough



- 5.4.7 Littleborough Sports Centre has had key improvements made to it through the redecorated and remodelled adult fitness suite and new SHOKK youth gym in 2007. Completed in November 2010, further building work included an extension of the gym, improved disabled access, improved reception area, a new outdoor multi use games area, indoor climbing wall and improved reception facilities. The project of improvements cost £600,000 to date and discussions relating to further future improvements and the securing of a grant for a full-size outdoor artificial turf pitch are underway.

- 5.4.8 The new Rochdale Leisure Centre was completed in July 2012 on a site adjacent to the outdated Central leisure Centre which it replaces. It is a modern fit for purpose facility based on the successful Heywood Sports Village and cost around £11 million.
- 5.4.9 Bowlee Park Sports Centre had £80,000 worth of improvements in 2009 to the fitness suite. This has replaced and updated gym equipment, doubled the size of the gym and refurbished the whole centre.
- 5.4.10 Hollingworth Lake Activity Centre was extended in 2009 by means of £270,000 worth of investment. This project improved the changing and equipment facilities at the centre and launched a new mountain bike centre which will position Hollingworth Lake at the forefront of outdoor and adventure activities in the North West.

Libraries

5.4.11 There are currently 17 libraries in the borough. These are:

- Alkrington Library;
- Balderstone Library;
- Belfield Library;
- Castleton Library;
- Central Library;
- Darnhill Library;
- Heywood Library;
- Junction Community Library;
- Littleborough Library;
- Middleton Library;
- Milnrow Library;
- Norden Library;
- Smallbridge Library;
- Smithybridge Library;
- Spotland Library;
- Touchstones Local Studies Library; and
- Wardle Library.

5.4.12 As part of the Rochdale Town Centre East redevelopment proposals a new library will form part of the new Number One, Riverside building. This library will replace the Central Library that is currently located in the Wheatsheaf shopping centre.

5.4.13 All other libraries in the borough are being looked at as part of a 'Make or Buy Review' and wider 'Vision for 2014' work. There are no definite mergers or closures of any facilities planned at this stage but nothing of this nature is being ruled out. The Council is currently looking at better coordinating community provision and libraries are likely to be affected in some way by this programme.

5.4.14 The existing Customer Service Centres at Kirkholt and Langley are likely to stop operating from their current building, with their services re-located to alternative existing premises for example Sadler Street (Middleton Customer Service Centre), Langley Library, Balderstone Library etc.

Community centres

5.4.15 The borough is generally well served by community centres, facilities and groups. These include:

- Back o'th' Moss Community Centre;
- Bangladesh Association Community Project;
- Brookside Community Centre;
- Brotherhood Community Centre;

- Burnside Community Centre;
- Castlemere Community Centre;
- Castleton Community Centre;
- Cleworth Road Community Centre;
- Crimble Croft Community Centre;
- Deeplish Community Centre;
- Demesne Community Centre;
- Heady Hill Community Centre;
- Heywood Pensioners Association;
- Kashmir Youth Project;
- Littleborough Old People's Welfare;
- Littleborough Pensioners Association;
- Meadowfield Community Centre;
- Middleton Pensioners Association;
- Rochdale Pensioners Association;
- Rochdale Women's Welfare;
- Sparth Community Centre;
- Spotland Community Centre;
- Sudden and Brimrod Community Centre;
- Turf Hill Initiative Centre;
- Wardleworth Community Centre; and
- Wardleworth Women's Centre.

5.4.16 In some cases the quality of community buildings is poor or they may not have the range of facilities necessary. Local authority funding to improve facilities is limited. However, the Council will continue to support where possible improvements to facilities through its own bids or bids submitted by voluntary and community groups.

Culture, tourism and entertainment

5.4.17 The borough benefits from a range of cultural, tourism and entertainment facilities.

5.4.18 Middleton Arena and Heywood Civic Centre are multi-purpose large venues that meet a wide range of needs. They are venues for both amateur and professional entertainment including live music, concerts, dances and musical theatre. The centres host local meetings and exhibitions as well as markets, fairs and regional and national competitions.

5.4.19 Touchstones Rochdale, located close to Rochdale town centre, is an award winning arts and heritage centre. Features include a family orientated "hands on" museum, four art galleries, local studies centre, café and shop. It is also the home to Rochdale Tourist Information Centre.

5.4.20 Rochdale Pioneers Museum preserves the original store of the Rochdale Pioneers aiming to generate an understanding of the ideals and principles of the co-operative movement. This is currently being extended to provide an improved cultural facility which celebrates a vital part of Rochdale's heritage.

5.4.21 The Rochdale canal runs for 33 miles between Manchester and Sowerby Bridge in West Yorkshire. In Sowerby Bridge it connects with the Calder and Hebble Navigation. In Manchester it connects with the Ashton and Bridgewater Canals. The canal was re-opened to navigation along its entire length in July 2002 following work funded through the Millennium Commission and English Partnerships and forms part of the South Pennine Ring. As well as the tourism benefits, the canal and its corridor is a key focus for regeneration with in the Core Strategy, particularly in relation to Castleton, the emerging Littleborough Waterside project and Canal Basin (Oldham Road).

5.4.22 The East Lancashire Railway (ELR) is the longest heritage railway in the North West, running from Rawtenstall to Heywood via Bury. Trains run every weekend and some weekdays in the

summer. As stated in the transport section, there is potential to extend the ELR to Castleton to join the Calder Valley line. As well as offering further tourism related benefits this also offers the opportunity for passenger services as it will be linked to main rail network.

5.4.23 There are a number of other visitor attractions in the borough including:

- Ellenroad Engine House – which has the worlds only fully working cotton mill engine with it's original steam-raising plant;
- Greater Manchester Fire Museum – housed in Rochdale's 1933 fire station it includes a collection of exhibits, some in recreations of Victorian and WW2 scenes;
- Littleborough Coach House and Heritage Centre;
- The Old Grammar School, Middleton; and
- A variety of natural visitor attractions including Hollingworth Lake Country Park, Alkrington Woods Nature Reserve, Ashworth and Naden Valleys, Blackstone Edge and Roman Road, Healey Dell Nature Reserve, Hopwood Woods Nature Reserve, Piethorne Valley, Roch Valley and Watergrove Reservoir.

5.4.24 The borough contains three theatres. Gracie Fields Theatre is attached to Oulder Hill School and stages a wide range of events throughout the year. The Curtain Theatre on Milkstone Road and the M6 theatre Company on Halifax Road are community based theatres and provide an important cultural offer in the borough.

5.4.25 The borough has one Multiplex Cinema situated at Sandbrook Business Park. There is also a ten pin bowling alley located next to the cinema. The proposals for the redevelopment of Rochdale Town Centre East show the potential for a new cinema along with other potential entertainment facilities.

Community, leisure and culture – conclusion and key actions

5.4.26 Having a range of community, leisure and cultural facilities adds to the quality of life of residents as well as providing opportunities for better health. Whilst the borough also has good access to facilities outside the borough (notably entertainment and cultural facilities in Manchester City Centre) it is important to provide facilities locally to reduce the need to travel and bring people and investment into the borough. The Core Strategy policies support the provision of additional attractions and facilities.

5.4.27 The improvement to the main leisure facilities in the borough supports a key objective of the Core Strategy which is to promote healthier lifestyles. The fact that these are public facilities also means there are accessible to everyone in the borough.

Table 14: Community, leisure and culture – key infrastructure requirements

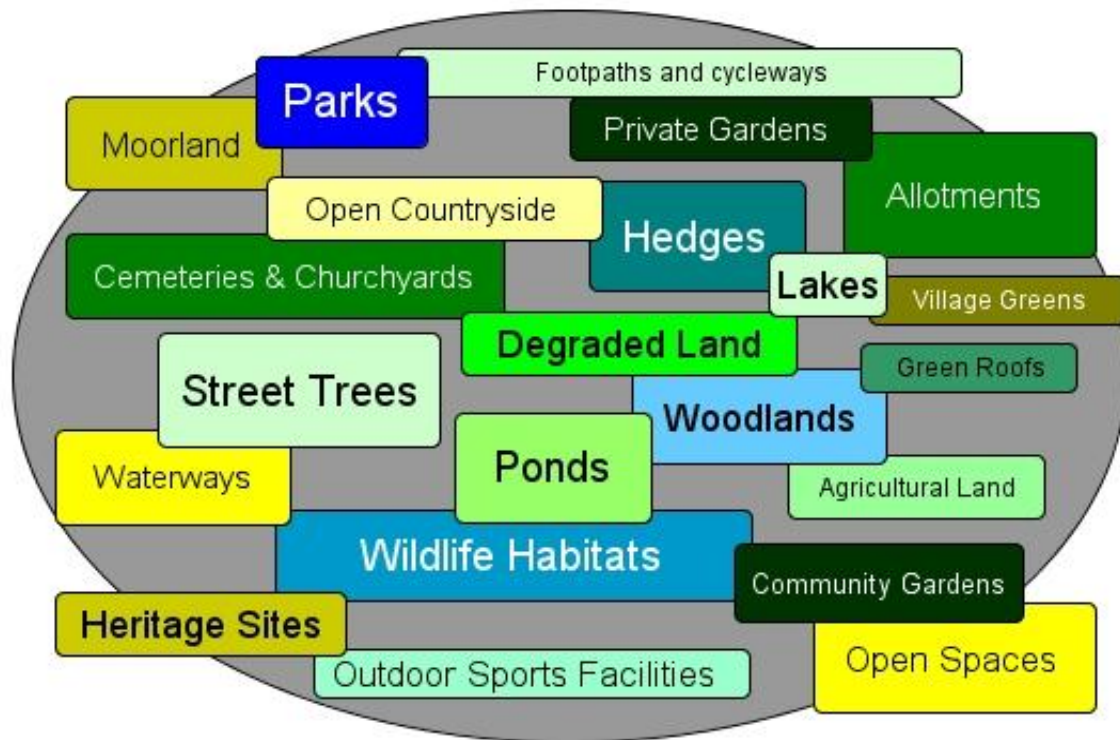
Action	Status	Timeframe	Cost
Co-operative Museum – extension to the existing Toad Lane Museum	Required	By end 2012	£2.1m
Continue to work with the community and developers to deliver quality community, leisure and cultural facilities in sustainable locations.	Required	On-going	n/a

6. GREEN INFRASTRUCTURE

Introduction

- 6.1 Rochdale borough benefits from an extensive network of open spaces and green corridors which extend from the South Pennine Moors and farmed fringes 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. Together these spaces form Rochdale's green infrastructure.

Figure 10: Examples of Elements of green infrastructure



- 6.2 Green infrastructure (GI) is the interconnected network of plants, green spaces and water systems that surrounds and connects our built environment with the surrounding countryside. Together these assets form the environmental life support system for the community providing social, economic and environmental benefits. Some of the elements which make up our GI and some of the functions it can provide are illustrated in figure 10 and below in figure 11.

Green infrastructure in Greater Manchester

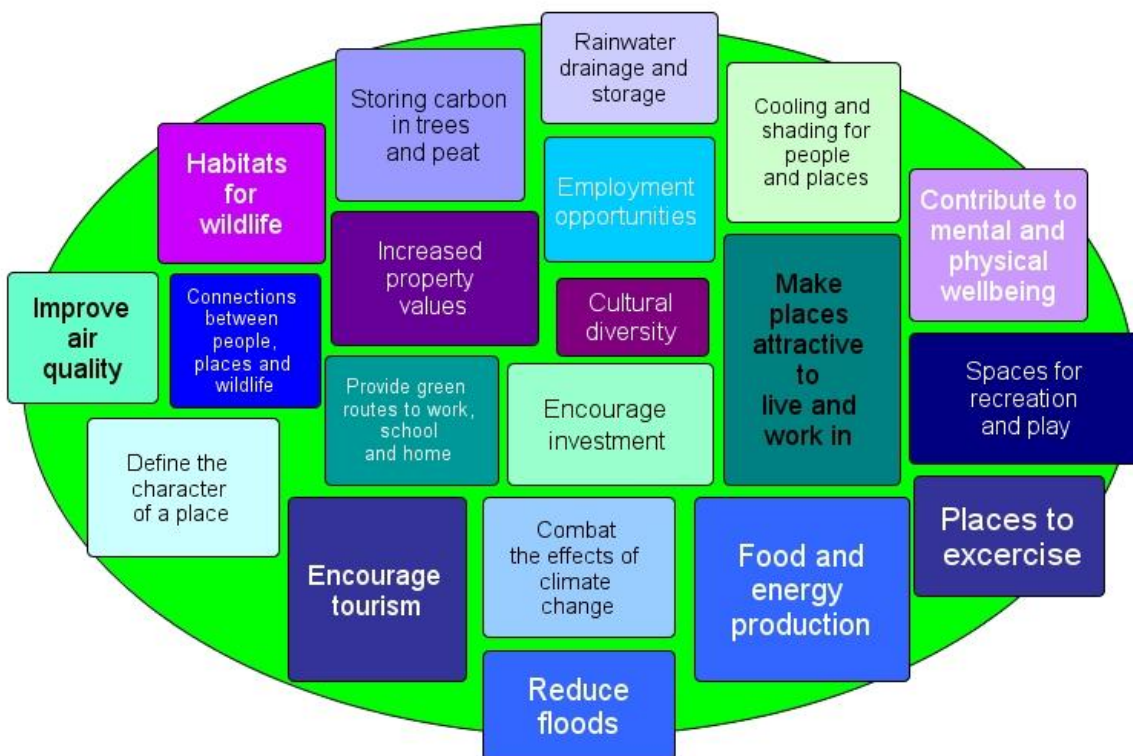
- 6.3 GI functions across administrative boundaries and assets in Rochdale borough can have a wider than local significance for many issues such as flood risk management, carbon storage, recreation and biodiversity.
- 6.4 AGMA in conjunction with Natural England, Greater Manchester's community forests (Red Rose and Pennine Edge Forests), the Environment Agency and other stakeholders are working to produce a delivery framework for strategic GI. A detailed strategic scoping study of GI functions and the spatial distribution and relationships between GI assets¹ identified a series of growth support functions for the city region in terms of investment and image, urban regeneration, environmental resilience, management of natural assets, creating distinctive landscapes, sustainable movement and healthy communities. This study identified the important roles and relationships of Rochdale borough's GI to the city region in particular the

¹'Towards a Green Infrastructure Framework for Greater Manchester', AGMA/TEP 2008

Roch Valley, Rochdale canal corridor and the borough's uplands but also the cumulative and local value of GI of a smaller scale in and around urban areas.

- 6.5 A further report by The Environment Partnership (TEP) on behalf of AGMA was produced to highlight examples of GI planning priorities, spatial and multifunctional relationships and GI planning good practice in Greater Manchester at different spatial scales.
- 6.6 The evidence and high level assessment contained in these reports has helped to inform Core Strategy and local GI plan preparation to date. In particular, they highlight and illustrate the importance of cross district multi functional assets and landscapes (including the role of the Roch Valley, Rochdale canal and upland relationships with Lancashire and West Yorkshire in the South Pennines) and the cumulative value of smaller assets in local neighbourhoods and green networks in supporting growth and regeneration.
- 6.7 Together with emerging evidence contained in spatial plans, studies and plans for flood risk management, trees and woodlands, AGMA is using the work carried out by TEP to inform production of a GMGI Framework and Action Plan. This will support and assist delivery of the GM Spatial Investment Framework, local spatial and GI plans and strategies and the GM Climate Strategy which are currently in production. Rochdale Borough's strategic green infrastructure in the context of the GM City Region is shown in figure 12.

Figure 11: Examples of green infrastructure functions



Enhancing green infrastructure in Rochdale borough

- 6.8 GI has been identified as one of the priority infrastructure planning activities within the work programme of AGMA. The Roch Valley is the backbone of our local GI network and is part of a wider Greater Manchester network based on the principal river valleys, uplands and greenspace corridors providing functions such as flood risk management, biodiversity, recreation and carbon storage. As such enhancing and managing this asset to increase its environmental value is a priority. There are also other significant river valleys and greenspace corridors which will be protected and improved as green infrastructure assets and landscapes. The Pennine upland fringe provides the backdrop to and forms the distinctive character of the northern part of the borough. It is a major ecological and environmental asset including European protected sites and species as well as being important for local residents and

visitors and therefore needs to be well managed to balance different uses and pressures on the landscape.

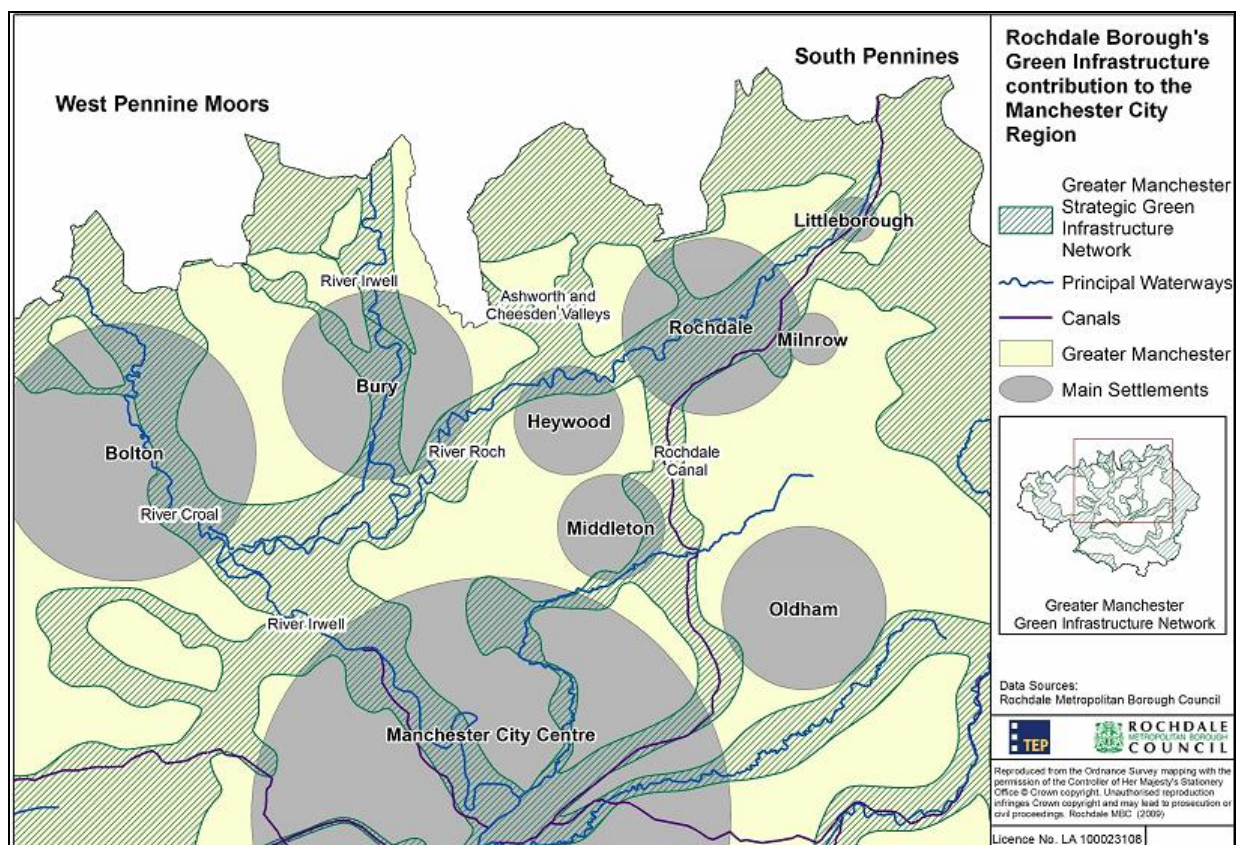
- 6.9 Rochdale Council will protect and improve existing, and support the creation of new, GI to help deliver strategic sustainable development priorities and meet local needs, particularly in the following priority locations:
- 6.10 A GI Plan is being produced for each of the borough's four townships with an overarching borough GI framework. The suite of four GI plans with the framework will be completed by Summer 2013 each with an annually updated work programme. There are approved Township GI Plans for Heywood, Middleton and Pennines Townships and a plan for Rochdale Township will follow in early 2013. A strategic GI Framework incorporating the individual Township plans and highlighting boroughwide GI objectives and opportunities will also be produced in 2013.
- 6.11 When completed, the borough framework and township plans will comprise a comprehensive framework for planning and delivering GI and will provide a valuable body of evidence to help target, co-ordinate and attract resources for delivering GI where it is needed more effectively. They will ensure that GI assets are protected, enhanced and created to help each township and Rochdale borough achieve growth, regeneration and wellbeing objectives. The plans will identify projects and inform, support and assist the delivery of area based masterplans and initiatives, development proposals and associated developer contributions, regeneration programmes and environmental management schemes.
- 6.12 GI planning and delivery is necessarily a long term process and the plans will be aligned to the borough's LDF and other plans and strategies in order to maximise opportunities for GI investment and delivery over short, medium and longer timescales. They will be reviewed on a three yearly basis to ensure that all plans, strategies and programmes important to the borough's future prosperity, growth and well-being are included to maximise green infrastructure delivery opportunities.

Table 15: Green Infrastructure – Priorities

Rochdale green infrastructure priorities.		
	Location	Priorities
1	The South Pennine uplands	Protection & enhancement of landscape, cultural and ecological value. Encourage sustainable tourism and wider access. Water management & carbon storage. Sustainable farm and land management
2	The Roch Valley corridor	Key part of Greater Manchester's strategic GI network. Establish a Roch Valley Trail between Heywood and Littleborough. Improving access to and from urban communities. Improved flood risk management supporting Littleborough, Rochdale and the wider Roch/Irwell catchment Enhancing biodiversity and producing a biodiversity opportunities map Improved tree cover and woodland management in appropriate locations
3	The Irk and Beal Valleys	Developing opportunities along the corridors to support growth & regeneration particularly in East Middleton, Milnrow & Newhey. Develop recreational routes. Enhance and develop biodiversity network potential. Improve flood risk management
4	Other river valleys and green corridors	<ul style="list-style-type: none"> • Enhance recreational routes. • Enhance and develop biodiversity network potential. • Develop and enhance other GI functions to increase environmental services potential e.g. flood risk management & reducing air pollution.

Rochdale green infrastructure priorities.		
5	Other water bodies (lakes, streams, reservoirs, ponds etc.)	Promoting features to enhance local landscape character. Maximise recreational & tourism value. Develop and enhance other GI functions to increase environmental services potential e.g. flood risk management & biodiversity. Incorporate water as part of new developments, public realm initiatives, etc. where practicable.
6	Rochdale canal corridor	Promoting navigational use. Protecting & conserving biodiversity value. Improve linkages (via Connect2) with National Cycle Route 66 to visitor, employment and neighbourhood destinations. Securing environmental improvements as part of canalside development.
7	Countryside around towns	Reclaiming derelict land. Woodland creation & improvement. Improve access to nature & active transport links. Improving flood risk management.
8	Local urban open spaces	Improving quality and accessibility, particularly in areas of multiple deficiency including health and access to open spaces. Increase tree planting and other urban greening. Protecting allotments and support local food growing. Enhance flood risk management. Reduce pollution sources and effects Improved resilience to impacts of climate change e.g. providing urban cooling Protecting and improve urban biodiversity and natural areas.
9	Urban areas and new development	Ensure quality GI is incorporated into new development. Increase street tree numbers. Increase greening within residential areas. Incorporate green roofs and walls in new development Improve resilience to impacts of climate change e.g. providing urban cooling and sustainable urban drainage and flood risk management Conserve and enhance urban biodiversity networks Improving green travel routes and networks.

Figure 12: Green infrastructure within the City Region



Open space, sport and recreation

- 6.13 The quality of open space in the borough varies greatly, and an Open Space Audit has been carried out to help guide future investment. Eight parks within Rochdale Borough have achieved Green Flag status, the national benchmark for parks and green space excellence.

Table 16: Green Flag Parks in Rochdale Borough

Park Name	Township
Broadfield Park	Rochdale
Rochdale Memorial Gardens	Rochdale
Packer Spout Gardens	Rochdale
Queens Park	Heywood
Truffet Park, Langley	Middleton
Middleton Cemetery, Boarshaw	Middleton
Hare Hill Park, Littleborough	Pennines
Milnrow Memorial Gardens	Pennines

- 6.14 The Council's Recreational Open Space in New Housing Supplementary Planning Document ensures that new housing developments provide open space or contribute to the improvement of existing open space in accordance with the Council's standards. Developer contributions from new housing developments contribute towards local open space (including children's play facilities) and also towards formal sports provision.

- 6.15 A Parks, Countryside and Open Spaces Strategy is currently in development and expected to be published in 2013 with a timetable yet to be confirmed. It aims to ensure the infrastructure, facilities and features of all parks, countryside and open spaces meet all the needs and aspirations of users, now and in the future. Its draft vision is:

"High quality and distinctive parks, countryside and open spaces that contribute greatly to the quality of people's lives, to local communities and to local and global sustainability. To work in partnerships with a wide range of 3rd sector, community, other public and private sector organisations and funding bodies to achieve this vision."

- 6.16 There is currently a programme of upgrading play equipment in the borough to Local Equipped Area for Play (LEAP) standard. The importance of informal play is also increasingly recognised, and this links with other Council strategies such as the Township Green Infrastructure Plans and borough framework. In respect of playing fields and other formal sports facilities, future strategies will identify deficiencies and will guide investment.

Green infrastructure – conclusion and key actions

- 6.17 GI is an essential part of sustainable development within Rochdale borough helping to support economic growth and regeneration, increase environmental resilience, conserve natural resources and to enhance quality of life for local communities. It is a cross cutting activity delivered through good design and planning of new development, sustainable land management at all scales in urban and rural areas and through effective actions individually and in partnership between the Council, developers and land managers, statutory undertakers and local communities.

Table 17: Green infrastructure – key infrastructure requirements

Action	Status	Timeframe	Cost
Support development of AGMA Greater Manchester GI framework and action plan	On-going	2012	n/a
Produce borough GI framework	On-going	2013	n/a
Produce GI action plans for Heywood, Middleton, Pennines and Rochdale townships	On-going	2013	n/a
Complete Rochdale borough biodiversity action plan	Completed	2011	n/a
Complete Roch Valley biodiversity opportunities map	Completed	2011	n/a
Identify strategic project opportunities for GI delivery with key partners including AGMA, Environment Agency, Forestry Commission, Pennine Edge Forest, Pennine Prospects, United Utilities and developers	Ongoing		n/a

7. DELIVERY

- 7.1 This IDP is a living document which will be updated following regular monitoring to inform service and spatial planning decisions and help to prioritise the deliver of infrastructure. This is the first IDP and therefore is at the beginning of a process to identify infrastructure priorities. The baseline position within this IDP will allow the Council and its partners in the Local Strategic Partnership and AGMA to continue to prioritise spending and address funding gaps over the lifetime of the Core Strategy. It will also provide a basis to better integrate the investment programmes of various services, organisations and infrastructure agencies with planning for growth and new development in a sustainable manner.
- 7.2 As this is the first IDP the Council has produced it is intended that subsequent versions will be able to draw upon monitoring of and better engagement with key stakeholders and partners regarding infrastructure to allow more accurate costs, priorities and needs to be identified. This will produce an IDP that is detailed and robust enough to support the implementation of the Community Infrastructure Levy, assuming that an infrastructure funding gap is identified.
- 7.3 Table 18 provides a summary of all the priority actions that have been identified in this initial study. 6 priority actions have been identified that are necessary to support some of the key objectives and proposals within the Core Strategy and those which have been identified by the Council as priorities. This is not to say that the other actions are not necessary but illustrates actions that are immediate priorities and those that will be ongoing requirements.

Table 18 – Key delivery requirements

Action	Status	Timeframe	Cost
Completion of Metrolink Phases 3a (Manchester to Rochdale railway station) and 3b Rochdale railway station to Rochdale Town Centre	Priority	By 2014	£320m (3a) and £32.5m (3b)
Completion of Metrolink stop serving Kingsway Business Park	Priority	By 2012	£2.5m
New Rochdale Public Transport Interchange	Priority	Scheme and funding already agreed. Construction to start summer 2012	£11.5m
Continued liaison with the Education Service to ensure they are aware of proposals for new residential development that can be factored in to school place monitoring and provision. This is currently a particular issue with regard to primary school places.	Priority	On-going	n/a

- 7.4 Of the above priorities, Metrolink phases 3a and 3b are already well. This demonstrates that at present there are no major infrastructure issues that would prevent the implementation of the Core Strategy. These priorities, along with other actions identified in the IDP, will be monitored though the Annual Monitoring Report and through subsequent updates of the IDP.
- 7.5 Future revisions of the IDP will also set out progress on the implementation of CIL if this is considered the best way forward in terms of securing contributions and can be justified in terms of viability.