

# Rochdale Core Strategy Background Paper

Key evidence and supporting information



Local Development Framework  
November 2010



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# 1 Introduction

## Please note

This Background Paper is a 'living' document. It is a snapshot in time of the latest available statistics, references, evidence and background information for the Core Strategy, which forms part of the Local Development Framework.

The Background Paper is updated on a continual basis and therefore it should be noted that any references included in this document are subject to change.

Documents or evidence that are referred to throughout this document are given a reference code (as explained under the following section 'How to use this background paper') but please note these references are subject to change in further publications of the document.

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

## What is the purpose of this background paper?

To provide evidence and justification for Core Strategy policies to enable the Core Strategy to be shorter and more accessible.

To provide contextual information on the Core Strategy, its relationship with the Local Development Framework and other documents.

To identify and signpost to the key elements of the evidence base which have been used to develop the Core Strategy Publication Draft document, in particular:

- information, studies and research about the borough, its economy, its population and its environment;
- information, studies and research about national and regional trends and forecasts; and
- national and local policies and strategies that will influence the content of the Core Strategy.

To identify sources of information for the evidence base that has been used to develop the Core Strategy.

## How to use this background paper

This document provides the background information on the content of all parts of the Core Strategy Publication Draft document, which it has been structured to reflect and should be read in conjunction with.

The **spatial portrait** provides a description of the borough's assets, issues, strengths and weaknesses, this information informs the policy formation within the Core Strategy and feeds directly into the **spatial vision**. This sets out the Core Strategy's vision for the borough and how we hope to see it in 2026. This vision will be in line with the vision that is emerging from the new Sustainable Community Strategy<sup>(1)</sup>.

1 Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010, [www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf](http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf) (BP 177)



The Core Strategy sets out five **strategic objectives**. These objectives and the spatial vision for the borough will be delivered through the **spatial strategy**.

This background paper briefly sets out the contents of these elements and how they interrelate to each other with further detail analysis provided in the Core Strategy Publication Draft document.

The strategic objectives will be delivered through **policies** which will deliver the objectives on the ground and allow the borough to become the place set out in the spatial vision and strategy.

The policy sections in the background paper have been set up as follows:

- **compliance with guidance** - this sets out the main pieces of guidance on a national level and how the Core Strategy policy addresses this;
- **main sources of information** - provides the key sources of information relevant to the background and formation of the Core Strategy policies. Further information on each of these pieces of evidence can be found by using the references section as detailed below;
- **evidence to justify policy approach** - sets out the background information and evidence in detail which shows the need and justification for the Core Strategy policy; and
- **effectiveness of policies** - compares the policy in relation to the tests of soundness that the Core Strategy will be tested against. This incorporates evidence of how the policy will be delivered, whether there is flexibility within the policy and how the results of the policy will be monitored.

Within appendix 1 of this document there is a detailed table setting out how each of the Core Strategy policies and programmes will be monitored and delivered. This table provides information on:

- how they will be delivered;
- who will deliver them;
- when they will be delivered and
- what the risk and contingency plans for the policies and projects are.

Relevant parts of information from existing documents, studies or reports have been included to highlight how a policy direction has been reached. Full documents, studies or reports have not been replicated in the background paper.

### References in the Background Paper

Publications or pieces of information referred to directly in the Background Paper are footnoted. This footnote provides the full title of the document, where the document can be found online (if available) and its reference number. If a document is referred to more than once within a policy section then it is only footnoted the first time.

All publications which form the evidence base to the Background Paper are listed at the end of the document and have been given a unique reference number, e.g. BP 123. This list of documents includes those referenced directly (i.e. those which have been provided as footnotes) and those that form part of the background evidence but are not referenced directly. The table provides the full document title, where it can be found online (if available) and if a paper or electronic copy is available upon request.

## What is the Local Development Framework?

The borough's plan for local development is under review due to changing national, regional and local priorities. A new Local Development Framework will over time replace the current Rochdale Borough

Unitary Development Plan<sup>(2)</sup>. The Local Development Framework is the spatial planning strategy for a borough or district, introduced by the Planning and Compulsory Purchase Act 2004<sup>(3)</sup>.

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

Traditionally, development plan policies have a regulatory planning approach focussed on the use of land. Local Development Framework policies should take wider 'spatial planning' approaches to ensure they are:

- integrating development spatially with land-use;
- co-ordinating development with vital infrastructure and services;
- gearing development to better meet the community's needs and issues of:
  - health;
  - education;
  - crime;
  - deprivation;
  - sustainability; and
  - accessibility.
- delivering development through collaborative and partnership working; and
- involving stakeholders and the community more at early stages in the preparation of documents.

## What else makes up the Local Development Framework?

Local Development Scheme <sup>(4)</sup> Adopted March 2009	The project plan for the Local Development Framework explains what the different parts of the Local Development Framework are and when we will produce them. We will revise the Local Development Scheme as necessary to keep it up-to-date.
Statement of Community Involvement <sup>(5)</sup> Adopted October 2010	How we will involve the local community, other interested bodies and land owners when producing Local Development Framework documents and when determining major planning applications.
Other Development Plan Documents	As identified in the Council's Local Development Scheme.
Supplementary planning documents	Show how to take policies forward into practice. They explain and expand on Core Strategy policies and other Development Plan Documents in relation to types of developments, specific areas and major sites.
Annual Monitoring Report <sup>(6)</sup>	Sets out the progress on the production of development documents and implementing policies in line with the timetable as set out in the Statement of Community Involvement.
Supporting documents	Including Sustainability Appraisal, Statements of Consultation etc. These will begin at an early stage of the Core Strategy and their production will continue throughout its preparation.

## What is the Core Strategy?

The lead element of Local Development Framework is the Core Strategy. It sets out where over the next 15 years the:

2 Rochdale Borough Unitary Development Plan (Adopted June 2006), [www.cartoplus.co.uk/rochdale/\(BP 155\)](http://www.cartoplus.co.uk/rochdale/(BP 155))

3 Planning and Compulsory Purchase Act 2004, [www.opsi.gov.uk/acts/acts2004/pdf/ukpga\\_20040005\\_en.pdf](http://www.opsi.gov.uk/acts/acts2004/pdf/ukpga_20040005_en.pdf) (BP 248)

4 Local Development Scheme (March 2009), [www.rochdale.gov.uk/pdf/2009-11-26\\_LDF\\_Local\\_Development\\_Scheme\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2009-11-26_LDF_Local_Development_Scheme_2009.pdf) (BP 77)

5 Rochdale Borough Statement of Community Involvement (RMBC, October 2010), Currently unavailable online (copy available upon request) (BP 83)

6 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

- overall direction of growth will be;
- overall scale of development needs to be; and
- focus for locations for development will be.

The Core Strategy:

- sets out the strategic direction and criteria to assess planning decisions about the use of land against;
- sets the general policies to determine planning applications against;
- carries considerable weight in the determination of planning applications and other spatial planning decisions; and
- sets the framework for all other local development documents prepared as part of the Local Development Framework.

The Core Strategy needs to set out how, in physical and spatial terms, it will support the Sustainable Community Strategy and how it will support and inform new and existing strategies and initiatives. The Core Strategy must conform to national guidance. All Local Development Framework documents must conform to the Core Strategy.

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

It terms of content, it includes the:

- spatial portrait;
- vision;
- strategic objectives;
- spatial strategy (including strategic land allocations and designations);
- core policies (including generic policies to management development ); and
- delivery and monitoring framework.

The Council expects to complete and adopt the Core Strategy at the end of 2011. It will then have formal status to guide spatial planning, regeneration and decisions on planning applications up to 2026.

The **Issues and Options**<sup>(7)</sup> Stage is the first formal consultation stage of the Core Strategy document. The issues and options paper was a consultation paper aimed at exploring what really matters in shaping the future of the borough. What issues does the borough have? What options and approaches should be further explored?

Consultation responses<sup>(8)</sup> were assessed and fed into the production of draft proposals and policies. These were the subject of the subsequent consultation - the **Preferred Options**<sup>(9)</sup>

The Preferred Options put forward the Council's preferred strategy and invited comments on it. The results of this were fed into the production of the **Core Strategy Publication Draft document**, which this background paper provides the evidence for. The general strategy has the same content as that of the strategy in the Preferred Options but there have been significant changes to its structure and presentation.

## What documents support the Core Strategy Publication Draft?

This Background Paper is part of a collection of documents that are part of the consultation on the Core Strategy Publication Draft document. These documents are the:

7 Core Strategy - Issues and Options report (RMBC, September 2008), [www.rochdale.gov.uk/PDF/2008-09-08\\_LDF\\_Core\\_Strategy\\_Issues\\_&\\_Options\\_Report.pdf](http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Report.pdf) (BP 66)  
 8 Core Strategy - Issues and Options Report: Responses Received, [http://rochdale-consult.limehouse.co.uk/portal/planning\\_policy/core\\_strategy/issues\\_and\\_options\\_consultation?tab=list](http://rochdale-consult.limehouse.co.uk/portal/planning_policy/core_strategy/issues_and_options_consultation?tab=list) (BP 67)  
 9 Core Strategy - Preferred Options Report (RMBC, October 2009), <http://rochdale-consult.limehouse.co.uk/file/1015963> (BP 68)



- **Core Strategy Publication Draft** - is the development strategy for the borough. Within it, it summarises the influences, information and data (e.g. studies and research) that have been taken into account in preparing the strategy. This Background Paper provides that evidence in detail;
- **Report on Consultation on the Preferred Options** - sets out the responses made and our response to the issues raised at the Preferred Options stage and explains how we arrived at our final strategy;
- **Statement of Consultation** - describes the consultations undertaken at previous stages of the Core Strategy process outlining who was consulted and how they were consulted;
- **Core Strategy Sustainability Appraisal** - identifies the positive and negative social, economic and environmental impacts of the spatial strategy and the key policy approaches;
- **Habitats Regulations Assessment** - ensures the protection of the integrity of European protected sites is an integral part of the planning process at a regional and local level;
- **Infrastructure Delivery Plan** - supports the Core Strategy by setting out what infrastructure is required to deliver it. It supports the growth objectives set out in the Core Strategy and the future, physical and economic growth of the borough;
- **Equalities Impact Assessment** - identifies any unintended impacts that may have detrimental effects on individuals and communities as a result of the Core Strategy; and
- **Summary leaflet** - provides an overview of the Core Strategy Publication Draft and basic information about how to find out more and how to comment.
- Other documents which are part of the evidence base that supports the Core Strategy are detailed in subsequent sections of this Background Paper for example, the Strategic Housing Land Availability Assessment, the Rochdale Retail and Town Centres Study, the Strategic Flood Risk Assessment etc.

## How is the Core Strategy prepared?

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

**Figure 1 Our timetable for preparing the Core Strategy**



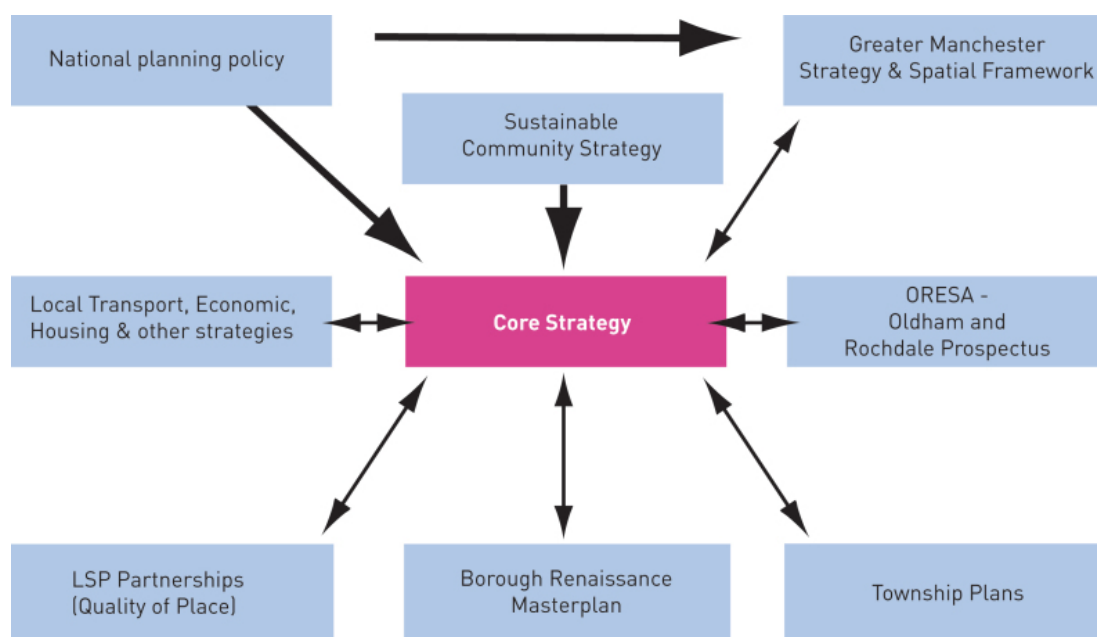
We are now at the stage of publishing this Core Strategy Publication Draft for formal consultation. We may propose some minor changes in response to any representations received on this draft before we submit our final Core Strategy to the Secretary of State. Objections, and any proposed changes, will then be

considered at an 'Examination in Public' by an independent government Inspector and the Inspector will then issue a report with recommendations on whether the Council should adopt the Core Strategy and if so with what changes. This report will be binding on the Council.

### What is the Core Strategy's relationship with other documents?

The Core Strategy is directly connected to a number of national, Greater Manchester, local and key council documents and strategies as represented in the following diagram:

**Figure 2 The Core Strategies relationship with other documents**



### Public Participation

The Council is required to consult with the public at all stages of the Core Strategy's production. There have been numerous consultation events held in different locations across the borough throughout the Core Strategy process.

Further information on public participation can be found in the Statement of Consultation which is available as a supporting document to the Core Strategy on the Council's Local Development Framework web pages.

## 2 Spatial portrait

### A history of the borough

The borough of Rochdale came together based on the 1972 Local Government Act and was formed in 1972. This brought together the urban districts of Heywood, Littleborough, Middleton, Milnrow and Rochdale. Rochdale Metropolitan Borough Council was created with the separate townships of Heywood, Middleton, Pennines and Rochdale.

#### Heywood

In the 15th century Heywood was made up of just a few cottages. As a result of the Industrial Revolution and the introduction of textile manufacturing Heywood transformed into a well populated mill town and coal mining district. This period of heavy growth in the cotton trade during the nineteenth century happened so quickly that the influx of new settlers to the town led to a very large population. By 1833 there were 27 cotton mills in Heywood alone.

The town of Heywood was granted borough status in 1881, by which time there were 67 large brick cotton mills which dominated the town, over 5,000 homes and an estimated population of 25,000. The town's cotton industry sharply declined in the twentieth century with Glossop the only other town that suffered a more severe recession.

The original railway serving the town which connected it to Bury and Rochdale closed in the 1970's.

#### Middleton

Middleton, which takes its name from being "middle town" as it was centrally located between Rochdale and Manchester, was historically part of Lancashire. Middleton was established as a centre for commerce in the seventeenth century which led to the growth of Middleton during the eighteenth and nineteenth centuries from a village of a mere 20 houses to a prosperous and thriving textile manufacturing location. This resulted in Middleton being granted borough status in 1886.

The industrial revolution introduced textile production on an industrial scale and Middleton became a centre for silk production and cotton spinning before the town suffered as a result of industrial decline. Middleton railway station was closed in 1964 which disconnected the town from the national rail network.

The area's borough status continued in various compositions and strengths until the Local Government Act of 1972 removed its status as a borough. Middleton now forms part of the Metropolitan Borough of Rochdale which is one of ten Metropolitan boroughs in Greater Manchester.

#### Littleborough

Littleborough was originally a collection of weaving hamlets which fell within the parish of Huddersfield. The Industrial Revolution changed the area and brought with it roads, canals, railways and mills. During the nineteenth century developments took place which established the first trans-Pennine canal and new railway links. The part of the Rochdale Canal that runs through Littleborough has one of the largest numbers of canal locks in the world.

Under the Local Government Act of 1894 the town became Littleborough Urban District which formed part of the administrative county of Lancashire. Littleborough Urban District was abolished under the Local Government Act of 1972.

#### Milnrow

During the Middle Ages, Milnrow primarily grew grain and cereal and did not expand until the introduction of a woollen weaving trade which began in the Late Middle Ages and continued until the 19th century. The handloom weaving of woollen cloth and flannels became the main industry, allowing the community to grow and prosper. As a consequence of this trade, rows of weavers' cottages were constructed beyond Milnrow's



original core.

As the Industrial Revolution reached Milnrow, the River Beal was harnessed to power large weaving mills. In the late 19th century, following a boom in Oldham, Milnrow's main industry changed from wool to cotton, and distinctive rectangular brick-built mills dominated the landscape. Milnrow's last cotton mill, Butterworth Hall Mill, was demolished in the late 1990s. Milnrow experienced a process of suburbanisation in the second half of the 20th century, resulting in population growth.

### **Rochdale**

Rochdale is in the Domesday book as a town which forms part of the hundred of Salfordshire under the name of Recedham Manor. Weekly markets and an annual fair were held from the 13th century onwards. Rochdale was one of the world's most productive cotton spinning and major weaving towns which was an important manufacture of woollen cloth by Tudor times.

The success of the town continued into the eighteenth century as the many fast flowing streams running from the nearby Pennine Hills were utilised for steam power in textile mills. Rochdale was in a strategic location to develop its textile industry into a fully mechanised process.

During the industrial revolution of the nineteenth century Rochdale rose to prominence as a major mill and textile manufacture location. It was one of the first industrialised towns. During this time trade links expanded and the Rochdale Canal was opened in 1804 connecting Rochdale to the Bridgewater Canal and Manchester. The canal was one of the major navigable broad canals within the United Kingdom and brought commerce to and from the area through the haulage of cotton, wool and coal. The railway came to Rochdale 34 years later in 1838.

The town of Rochdale was granted Municipal Borough status in 1856. To reflect the new civic pride in the town the Council set about building an elegant and imposing town hall. The 1888 Local Government Act created the administrative county of Lancashire and Rochdale became the County Borough of Rochdale, which effectively made it a unitary authority that did not fall within the administration remit of Lancashire County Council.

In 1915 Rochdale was identified as having the most polluted atmosphere in England so owner's of local mills were encouraged to move to cleaner electric power. The provision of electricity to Rochdale was the largest scheme of the sort in Lancashire outside Manchester and Liverpool. In the 1920s there was clearance of the slums and new housing was built to replace them.

The spinning capacity in Rochdale slowed in the twentieth century before finally grinding to a halt. However, Rochdale saw a slower shrinkage in industry than any other mill-town apart from Wigan. Cheaper supplies from elsewhere were available and the cotton industry in Rochdale ended as a result. Most of the mills in the town have now gone, but there is still evidence of their existence through remaining mechanisms, millponds, water channels and converted mill buildings.

### **Post industrial change**

The 1950s saw the arrival of immigrant populations from Asia, predominantly from India and Pakistan. Immigration from the poor rural areas of Pakistan and Bangladesh was male-led and resulted in them setting up home in declining industrial areas and taking jobs that were unattractive to middle-class white men. The immigrant population took on the low paid and low skilled work that was available even though many of them had good qualifications and well respected careers in their own countries. There was a great amount of hostility to these new workers and they were often overlooked for promotion, excluded from white communities and forced to live in the worst housing in the borough.

The 1960s and 1970s brought the construction of high rise flats to the borough as it did throughout the rest of the North West, with those buildings that were unpopular only lasting thirty years in the borough. The 1970s also saw the buildings on Yorkshire Street and the Butts in Rochdale Town Centre demolished in order to make way for a new market, shopping hall, bus station and new council offices. These remain to this day.

The County Borough status for Rochdale was abolished in 1972 under the Local Government Act as was the municipal borough status of Middleton and Heywood along with urban districts of Littleborough, Milnrow and Wardle. Together they formed the new Metropolitan Borough of Rochdale. It is now one of ten Metropolitan Boroughs that make up Greater Manchester.

## Location and setting

Rochdale borough is located in the North West of England on the north eastern edge of the Greater Manchester conurbation adjoining Oldham, Bury, and Manchester. It also shares boundaries with the West Yorkshire district of Calderdale to the east, and the Lancashire district of Rossendale to the north. It is located centrally in the “Northern Way<sup>(10)</sup>” - the strategic growth corridor connecting Liverpool, Manchester, Hull and Newcastle. It has good links with the regional centre and is in a position to both contribute to and to benefit from the economy of the Manchester City Region. See map 1 'City region context'.

As one of the local authority areas making up the Manchester City Region, Rochdale borough has a significant role to play in the growth and development of the region. The Association of Greater Manchester Authorities is developing a vision through sub-regional working to establish a vision for a world class city-region at the heart of a thriving north west, capable of successfully competing internationally for investment, jobs and visitors. Greater Manchester will provide a vibrant, attractive, safe and healthy environment in which to live, work and learn, in a cohesive manner that enables people in all communities and of all ages, regardless of disabilities and cultural backgrounds, to reach their full potential.

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

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

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

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

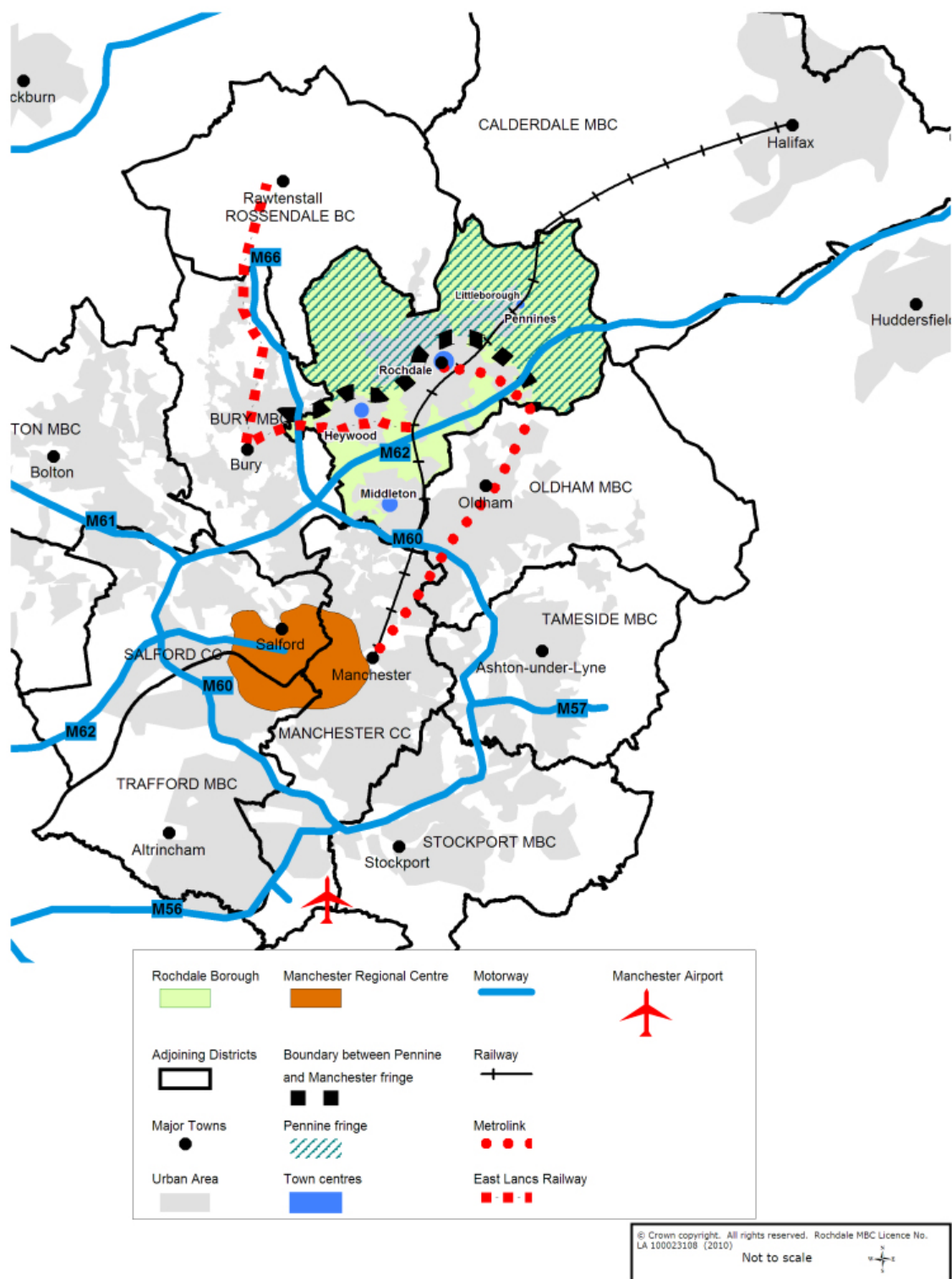
Several settlements make up the Pennines township which covers the north and eastern part of the borough (the Pennine fringe). The largest settlement is Littleborough, followed by Milnrow, Newhey, Smithy Bridge and Wardle. Pennines has the smallest urban area, but the largest area of countryside.

The northern part of the borough i.e. the north Pennines, north Rochdale (Norden and Bamford), has a distinctive rural or semi-rural character and a different built form from the more densely populated southern part of the borough. The south is characterised by the industrial towns of Rochdale, Middleton and Heywood which straddle the M62 corridor. See map 2 'Setting the scene' and map 3 'Constraints' for further information.

The topography of the borough is shown in map 4. As it shows, the area to the south of the borough is low lying and flat in nature. In contrast to this the north of the borough is steeper and has a variation in landscape with the Pennine hills being its dominant feature.

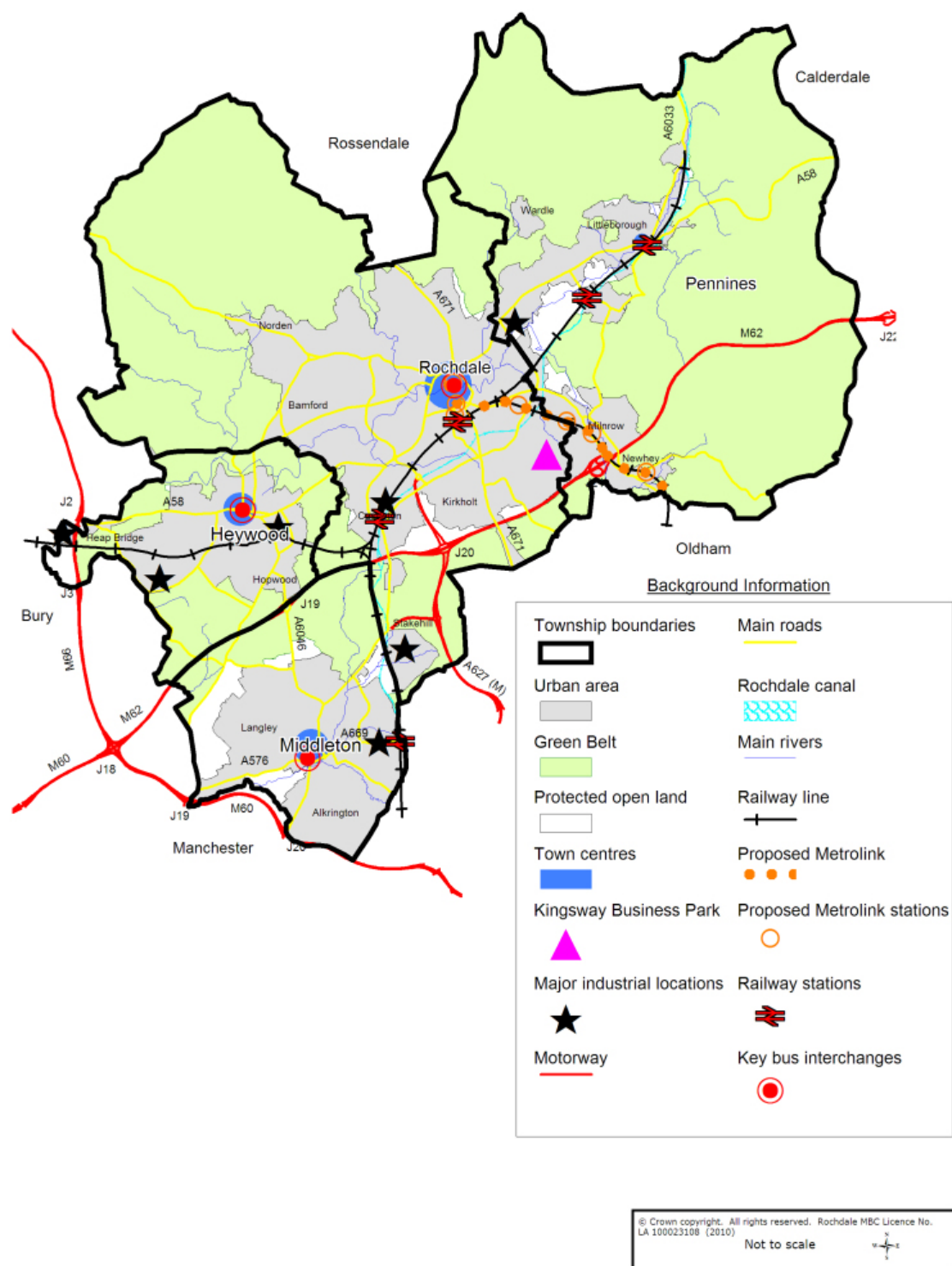
10 Moving Forward: The Northern Way (Northern Way Steering Group, 2004), [www.thenorthernway.co.uk/downloaddoc.asp?id=419](http://www.thenorthernway.co.uk/downloaddoc.asp?id=419) (BP 282)

Map 1 City region context

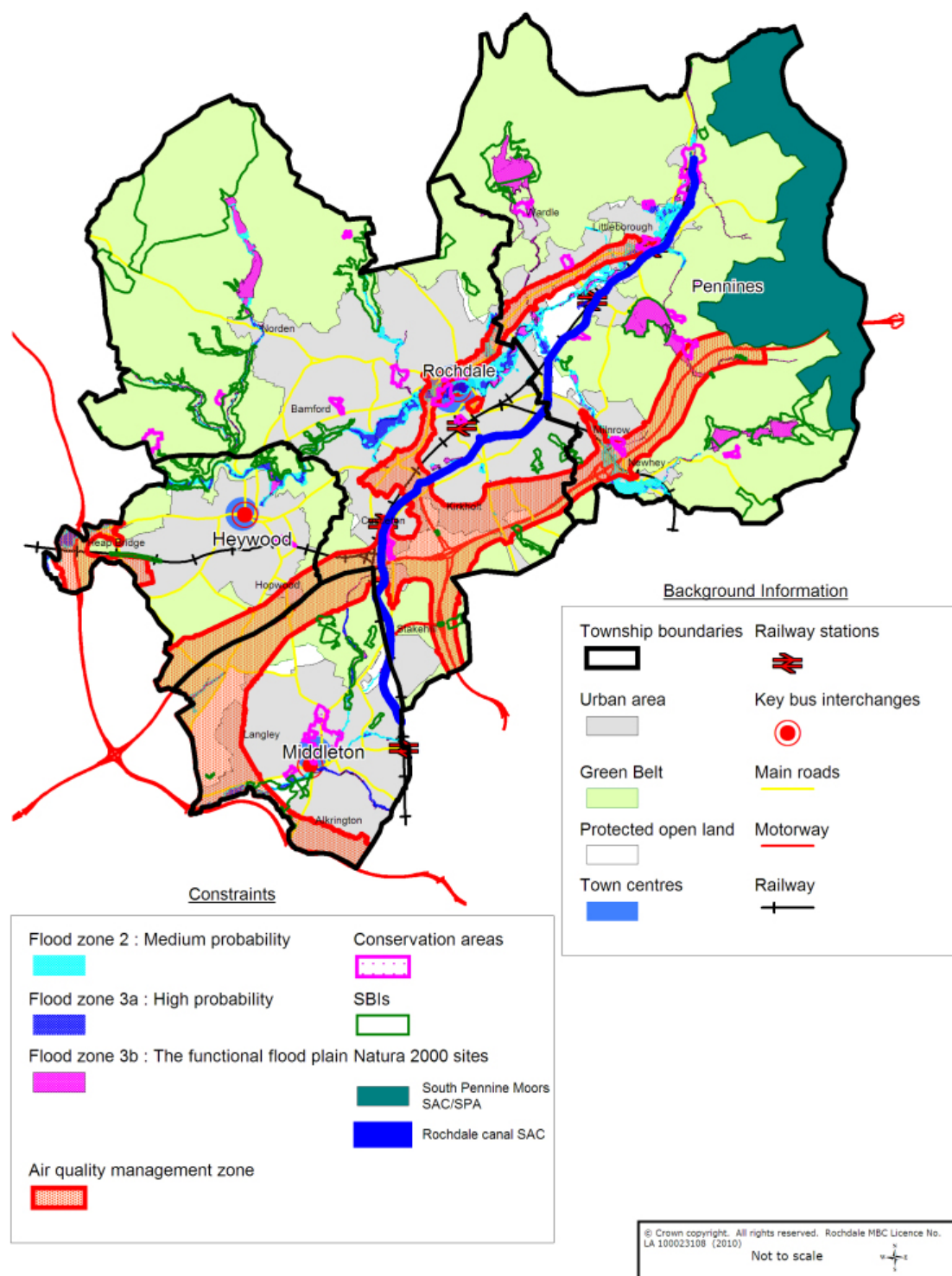




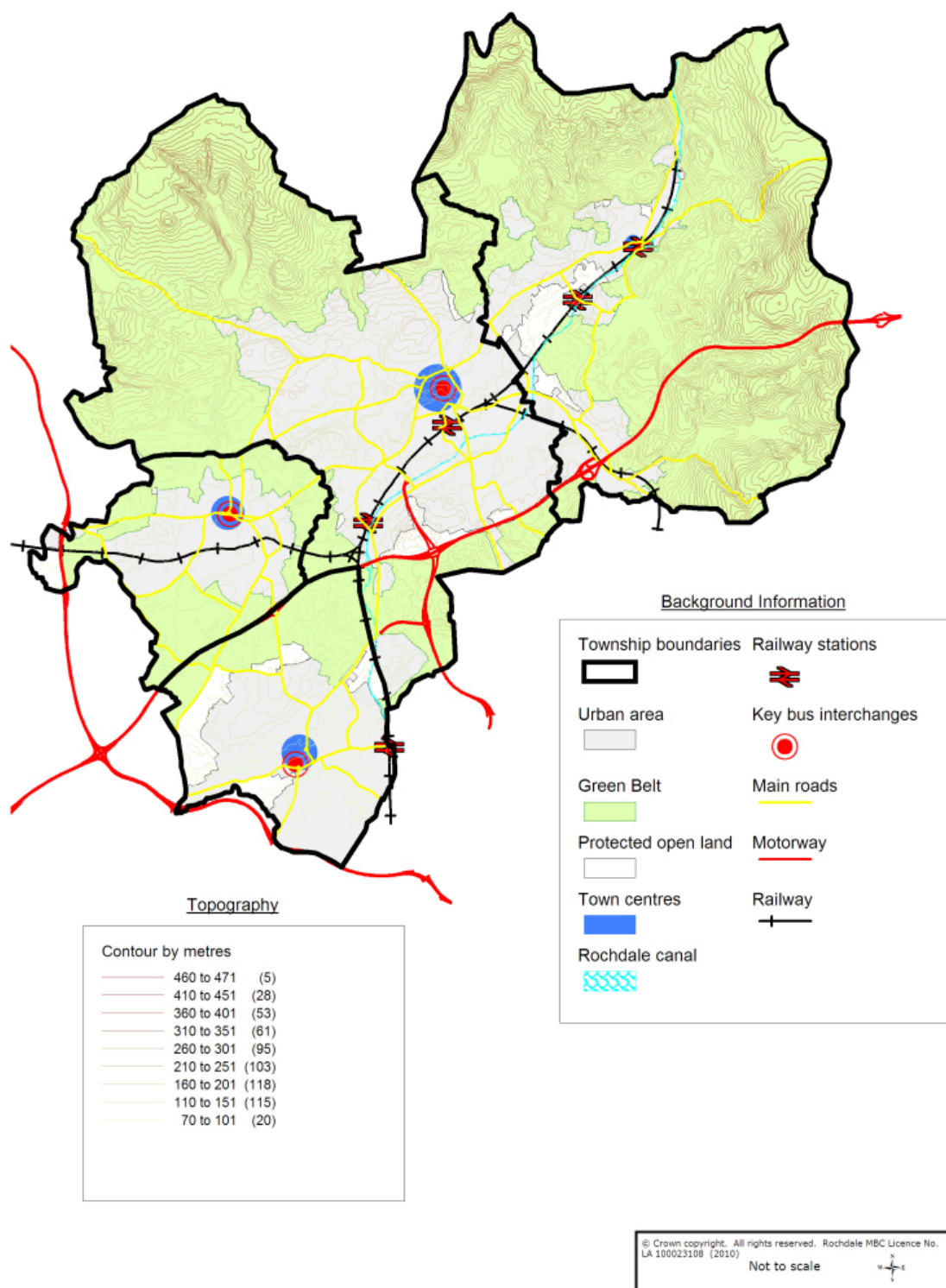
Map 2 Setting the scene



Map 3 Constraints



Map 4 Topography



## Demographic portrait

### Population

The latest estimate of Rochdale's population is 204,700 at 2009<sup>(11)</sup>. The population is projected to increase by around 2.7% to 209,900 by 2026<sup>(12)</sup>. This is a total increase of 5200 meaning an average year on year increase of 306 people per year.

### Age

The population in Rochdale borough is relatively young compared to regional and national averages with 21.2% (43,400) of the population aged 0-15 years, compared to 18.8% in the North West and 18.6% in Great Britain. 61.1% (125,000) are of working age (16-59/64) compared to 61.5% in the North West and 61.9% in Great Britain. 17.7% (36,300) are above working age (60+ for women & 65+ for men), compared to 19.7% in the North West and 19.5% in Great Britain (2009 Mid Year Estimate).

### Ethnicity

White British is the largest ethnic group in Rochdale borough (83.5%), which is lower than the proportion of White British within the North West (89.4%) and England (83.6%). The Black and Minority Ethnic population in Rochdale borough (16.5%) is considerably higher than the North West (10.6%), and is slightly higher than England (16.4%). This is primarily influenced by the significantly larger proportion of Pakistani ethnic group in Rochdale borough (8.3%) in comparison to the North West (2.1%) and England (1.8%). This ethnic group comprises 50.4% of the Black and Minority Ethnic population compared to 19.8% in the North West and 10.8% in England<sup>(13)</sup>.

### Households

The Communities and Local Government 2006-based household projections show that the number of households in the borough is expected to rise by 12.5% from 88,000 in 2011 to 99,000 in 2026.

## Economy

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

In comparison with the national average, the borough's local economy has an over concentration of manufacturing industries whose employees are low skilled and on low wages. Manufacturing has been declining and forecasts indicate this will continue. Business survival rates are lower in comparison to elsewhere and there is also an under-representation of financial and business services within the borough. Whilst the borough remains a strong focus for distribution businesses, there is a need to increase the range and quality of jobs in the borough and accessibility to jobs outside the borough.

The Council has sought to address the decline in manufacturing, by looking to identify 21st century employment sites to attract new businesses. The manufacturing industries have left a legacy of old commercial properties which are not suitable for modern industrial needs, have inappropriate facilities and are in poor locations.

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

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

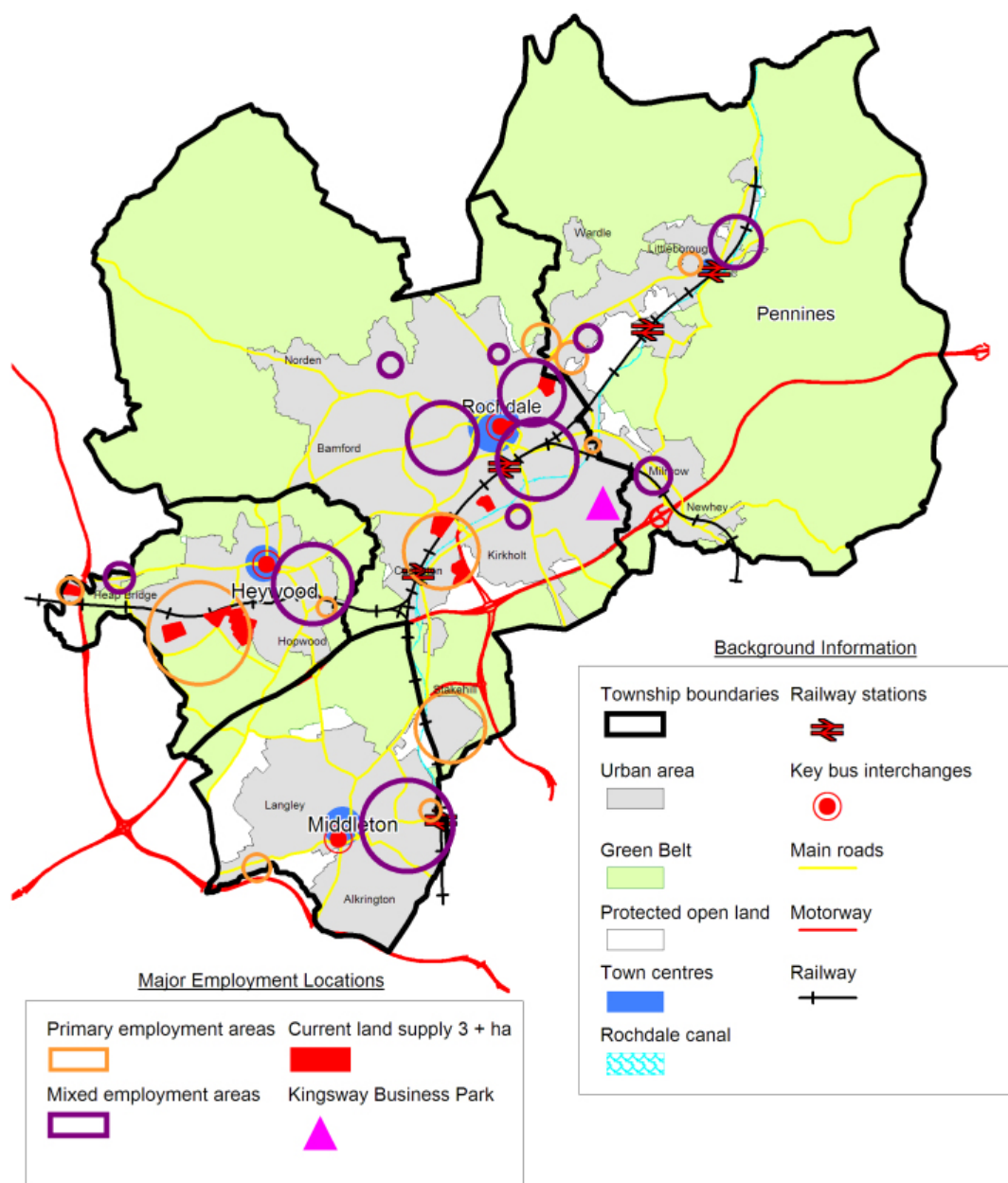
11 2009 Mid Year Estimate, Office for National Statistics

12 2008-based sub national population projections, Office for National Statistics

13 Office for National Statistics 2007 experimental statistics



Map 5 Major employment locations



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Not to scale



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

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

Previous under-investment in town centres has meant that the retail offer of the borough does not compare well with competing towns and all the centres are under-performing. Rochdale is the largest of the town centres in the borough, followed by Middleton, Heywood and then Littleborough with one district centre at Milnrow in the Pennines township. Rochdale town centre is a sub-regional shopping centre and is the main focus for retail, commercial, employment, social, community and civic activities. Retail expansion, transport improvements and regeneration is planned and underway. In Middleton and Heywood centres, there is a need to build on the success of recent developments and regeneration efforts. In Middleton, where there is a strong reliance on Manchester for shopping choice, a major food retail development is underway to anchor local spending.

A major new leisure development has also increased the attractiveness of the centre, and opportunities exist to increase employment opportunities e.g. through new offices.

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

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

#### **The key challenges are:**

- continuing to improve the quality of jobs, wage levels and raising skills;
- improving the range of jobs, especially financial and business services and improving access to jobs outside the borough e.g. central Manchester;
- establishing 21st century employment sites to attract new businesses and to recycle sites which are poorly located or not suitable for modern industrial for other uses;
- improving transport access to key employment sites and areas;
- taking greater advantage of connectivity with the sub region and beyond;
- delivering a new Rochdale town centre and improving the retail offer; and
- providing an attractive environment and a better choice of housing to attract investors.

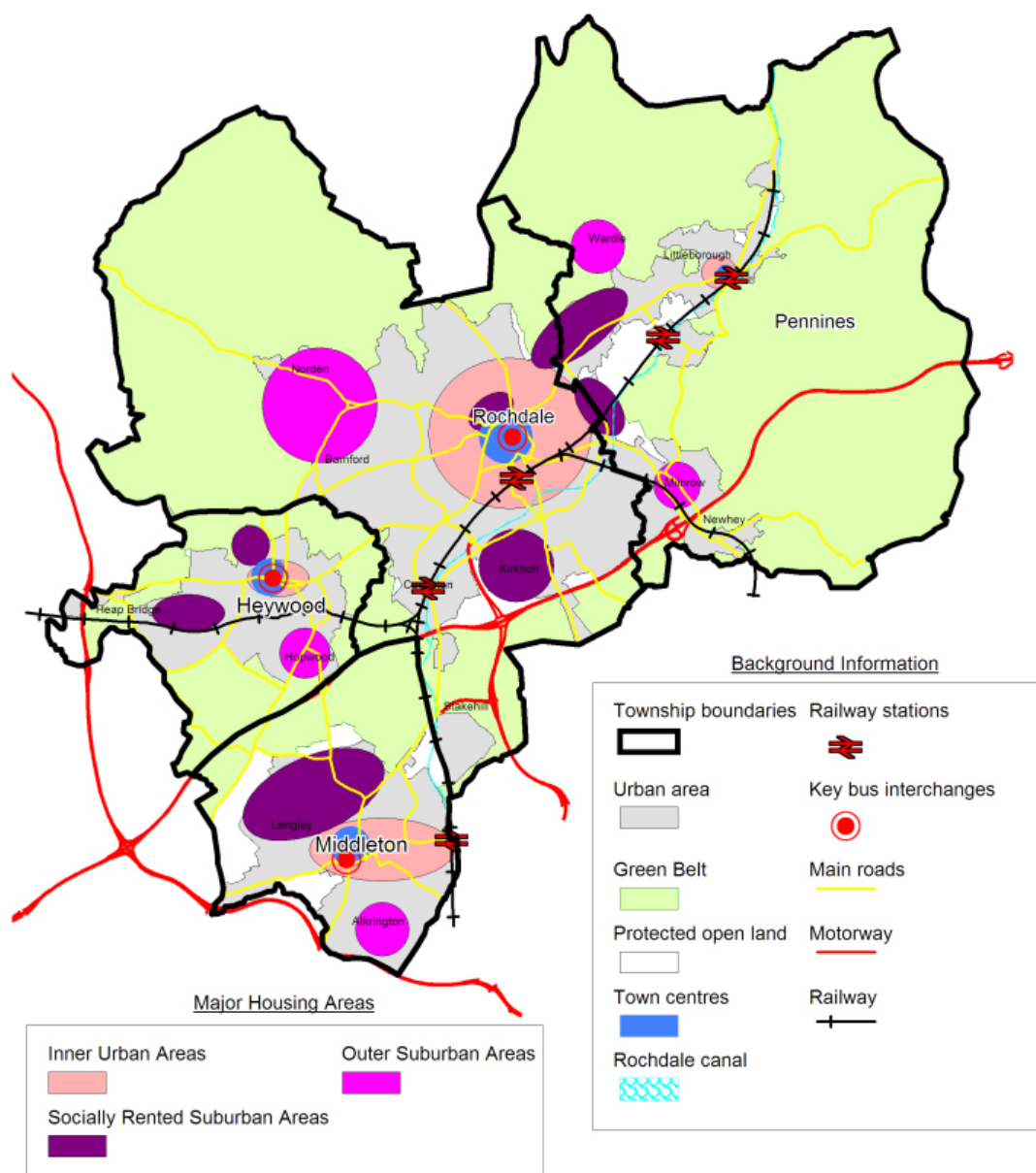
## **Housing**

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

The inner urban areas of the borough also have distinctive population characteristics. For example, inner Rochdale has a large Asian population, and inner Heywood and Middleton have a large proportion of elderly people. In socially rented suburban areas (e.g. Langley, Kirkholt and Darnhill) there is a predominance of single tenure accommodation with areas suffering from lower demand and a higher rates of turnover. Problems of high levels of deprivation in these estates are deep rooted and it is accepted that public intervention has been, and will be, the only way to solve these issues. A large proportion of the socially rented properties currently available are unsuitable for the needs of today's residents.



Map 6 Major housing areas



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Not to scale



Through the housing market renewal pathfinder initiative, the Council is working successfully with its partners to address problems in these areas.

The outer suburban areas (e.g. Norden, Bamford and Alkrington) contrast with the inner and socially rented suburban areas in that house prices are higher, turnover is lower and the environment is generally of a better quality. Outer suburban areas experience demand outstripping supply and there is a clear shortage of affordable housing. However, there are still pockets of deprivation within some outer suburban areas due partly to them being home to a large proportion of the borough's elderly population.

The borough does not have enough housing of the right size, type, tenure and quality to meet current demand or the anticipated increased demand which will come from the forecast 12.5% per cent rise in the number of households between 2011 and 2026<sup>(14)</sup>. There is an oversupply of older terraced housing, a lack of larger homes to meet the needs of larger Asian families, a shortage of executive or higher value homes to attract residents with higher incomes, and insufficient affordable homes for the single, those on low incomes or new on the housing ladder.

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

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

The recently abolished Regional Spatial Strategy<sup>(15)</sup> required us to meet a target of an additional 400 homes per year. As detailed in section 7, policies C1, C2 and C3 of this document, the Council are still using this 400 a year as a target for housing completions.

The Core Strategy must set out how, and broadly where, these new homes will be built. The latest Strategic Housing Land Availability Assessment<sup>(16)</sup> indicates that there is considerable scope to meet this requirement on previously developed sites, especially in the south, and with minimum use of greenfield sites.

#### The key challenges are:

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

## Communities and health

Our population is expected to rise from around 208,000 in 2009 to nearly 222,000 by 2026<sup>(17)</sup>. 14% of the population is non white non British and the south Asian population will have the largest increase over the next 15 years.

14 Office for National Statistics 2006 Sub-national household projections (assuming average yearly increase 2006-11)

15 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008), [www.gos.gov.uk/497468/docs/248821/457370/RSSfull](http://www.gos.gov.uk/497468/docs/248821/457370/RSSfull) (BP 289)

16 Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2010 (November, 2010), Currently unavailable online (copy available upon request) (BP 176)

17 Office for National Statistics 2006 Subnational Population Projections

## Two spatial portraits



There is a strong representation of young Pakistani and Bangladeshi communities in parts of the borough, who typically have larger families and a larger proportion of the population under the age of 16 compared to the national average.

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

In recent years there has also been an increase in the number of eastern European migrants moving into the borough in line with national trends and it will place demands on employment, housing and health care.

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

In the most deprived areas physical and mental health is very poor, coupled with some of the highest levels mortality. Rochdale has one of the highest levels of poor health in the region and life expectancy is lower than the national average. There are wide variations in health in the borough. For example, Norden and Bamford has a life expectancy ten years longer than Central and Falinge<sup>(18)</sup>.

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

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

#### The key challenges are:

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

## Quality of place

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

The historical development of the borough and its rapid industrialisation has left behind some high density, often poor quality development and an inappropriate mix of land uses. Housing can be cheek by jowl with industry and tightly packed development fronting main roads has left little room for current levels of road traffic and to create attractive corridors. Industrial areas have turned their back on the railway and the canal which served them and these corridors have deteriorated. However, regeneration programmes have gone a long way to reducing conflict between land uses through improving and redeveloping housing in inner areas, redeveloping redundant, poorly located employment sites, improving open space provision and

18 Rochdale Borough Profile 2009, [www.statsandmaps.org.uk/resource/view?resourceId=15](http://www.statsandmaps.org.uk/resource/view?resourceId=15) (BP 146)

securing environmental improvements.

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

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

The importance of views into Rochdale and the Roch valley, and out to the Pennine hills and moors, to the character of the borough cannot be under-estimated. The Roch Valley is the most significant visible feature providing not only an attractive setting but an environmental and recreational resource. The Rochdale canal also runs through much of the borough, and has created an industrial corridor that has problems of poor environment, obsolete buildings and difficult access, but also massive opportunities for regeneration, recreation and conservation.

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

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

**The key challenges are:**

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

## Accessibility and transport

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

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

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

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

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

**The key challenges are:**

- ensuring transport improvements are co-ordinated with, and support, future development;
- solving congestion in the north and, at peak times, in the south;
- improving transport links to the city centre for employment and leisure;
- improving accessibility to jobs in the borough; and
- improving public transport and other forms sustainable transport to improve air quality along the M62 and A58 road corridors and to reduce emissions.

## Environment and natural resources

The borough's landscape; its varied countryside and topography, its rivers, lakes and reservoirs, its woodlands, habitats, its geological characteristics etc. is a resource that is vital to support biodiversity, provide energy, for recreation and leisure, for agriculture and rural businesses, for water catchment, flood management and CO<sub>2</sub> fixing.

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

Some areas of the borough are potentially at risk from flooding and are designated as flood zones 2 or 3 on the Environment Agency flood map. These areas include east central Rochdale and significant areas of Littleborough.

The area straddling the borough's motorways, the A58 and the A664 have been designated as an Air Quality Management Zone, where air pollution is likely to exceed national objectives due to road traffic. Action is urgently needed to reduce car use through public transport infrastructure improvements to address this problem. Whilst industry and its pollution is no longer a significant problem within the borough; it has left a legacy of contamination on many sites.

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

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

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



**The key challenges are:**

- promoting sustainable and renewable energy sources;
- protecting the borough's mineral reserves for the future;
- identifying new sites for waste management to meet targets;
- reducing car use through public transport infrastructure improvements; and
- improving the quality of many of our urban open spaces.

**Green Infrastructure**

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

The moorland fringe to the north east and east of Littleborough, Milnrow and Newhey includes part of the South Pennine Moors Special Protection Area for Birds and Special Area of Conservation.

The Pennine Way and Pennine Bridleway National Trails pass through the uplands to the north and east of the borough and there are substantial areas of open access land and urban common. Hollingworth Lake Country Park in Littleborough is the major countryside facility in the borough and other significant locations include Watergrove Reservoir, Ogden and Piethorne Reservoirs, Healey Dell Local Nature Reserve and the Ashworth Valley. The principal river valley is the Roch Valley and other significant valleys include the Ashworth, Beal, Irk, and Spodden valleys. There is a need to improve access to accessible countryside from urban areas, especially inner areas where there are high levels of poor health.

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

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

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

**The key challenges are:**

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

## Townships

### Heywood

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

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

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

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

#### Queen's Park, Heywood



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

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

### Middleton

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

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

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

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

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

#### **Middleton Arena and Warwick Mill, Middleton**



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

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

### **Pennines**

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

The countryside landscape is more varied and open in Pennines than elsewhere in the borough and is seen

as an asset for the whole borough not just Pennines' residents.

There are extensive areas of countryside to the north and east of the township, which include moorland reservoirs, hills, wooded valleys and important natural habitats. The nature of the landscape is much more varied and less managed than that to the south and west of the borough. The Roch Valley between Littleborough and Rochdale is an important greenspace corridor providing recreational, agricultural, amenity, flood management functions.

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

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

#### Rochdale Canal, Littleborough



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

### Rochdale

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

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



**Rochdale Town Hall, Rochdale**



Half the borough's population lives within the Rochdale, which is also the centre for shopping, services, leisure, local government and employment. The development of Kingsway Business park and a major retail, office and mixed use redevelopment in the town centre will bring up to 9,000 jobs to the borough. The town centre development will address the leakage of retail spending to Oldham and Bury.

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

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

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





### 3 Our Spatial Vision for the borough

The Spatial Vision for the borough (see Core Strategy Publication Draft document page 17) has formed over time throughout the production of the Core Strategy. It has been informed by:

- the spatial portrait - sets the scene for the borough, it's characteristics and features;
- the Issues and Options report - highlighted the issues in the borough and the options available for resolving them;
- comments received on the Issues and Options report;
- the Preferred Options report - set out the selected options for the future development of the borough; and
- comments received on the Preferred Options report.

The issues, objectives and visions of the Sustainable Community Strategy<sup>(19)</sup>, the Rochdale Borough Economic Strategy<sup>(20)</sup>, the Borough Masterplan<sup>(21)</sup> and other Council documents (see figure 2) have had a key role in creating the Spatial Vision. It is necessary to align the Core Strategy vision with that of these other strategies to create the Spatial Strategy for the borough.

The Spatial Vision has taken account of the review of the Sustainable Community Strategy and we have tried to align the two visions. The spatial vision for the Core Strategy will change to make sure that it is in line with the vision set out in this emerging document. The Spatial Vision is also linked to the individual visions for the townships.

Throughout the production of the Core Strategy other Council departments and Council Members have been consulted on the vision to make sure that it is properly aligned with other strategies and aims for the borough's future development.

19 Rochdale MBC Sustainable Community Strategy - 'Pride Of Place' 2007-2010, [www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf](http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf) (BP 177)

20 Rochdale MBC Economic Strategy (Rochdale Borough Economic Partnership, 2008), [www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf](http://www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf) (BP 164)

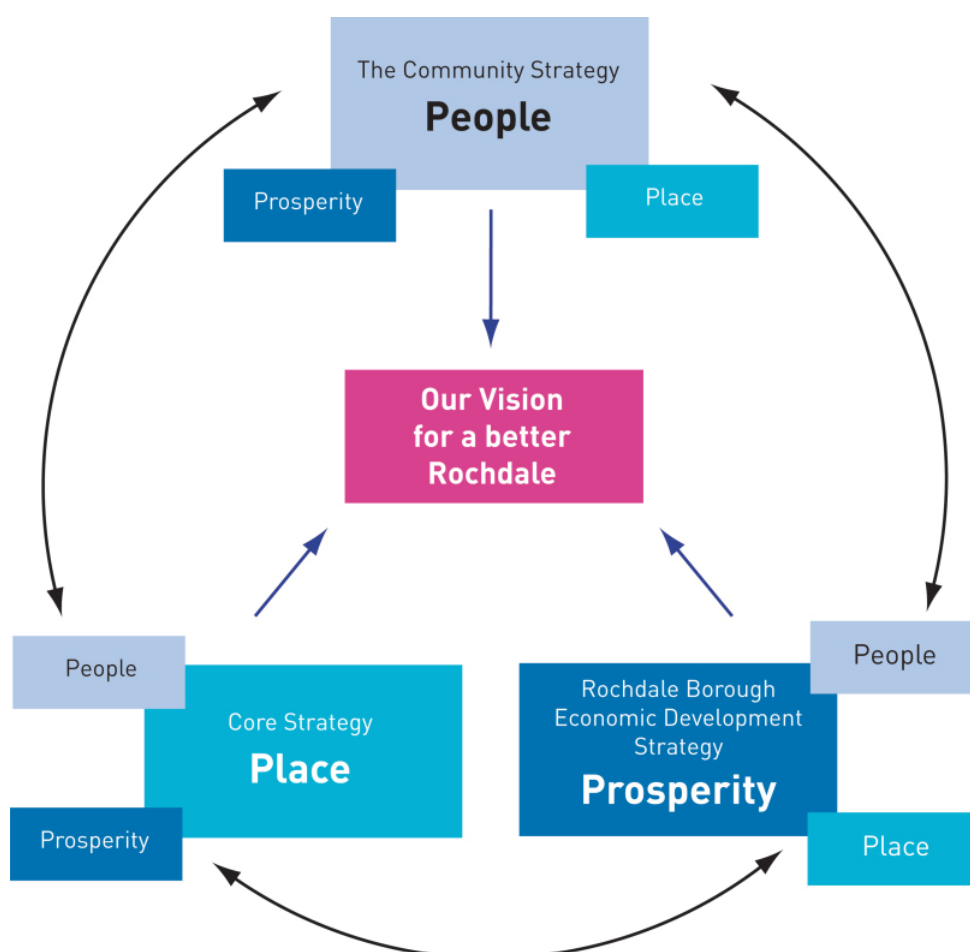
21 Rochdale Borough Renaissance Masterplan Refresh– Final Draft (RMBC, 2009), Currently unavailable online (copy available upon request) (BP 149)



## 4 Strategic Objectives

The Spatial Portrait provides information on strengths, weaknesses and issues in the borough. The Issues and Options report<sup>(22)</sup> determined the critical issues that the borough was facing and the interrelations between them. The Preferred Options report<sup>(23)</sup> reduced the options available for solving these issues down to five Strategic Objectives which would help to deliver the vision for the Core Strategy and other key strategies for the borough.

**Figure 3 Relationship between Rochdale's key strategies and objectives**



The following Strategic Objectives for the Core Strategy have been developed as a response to the information detailed in the Spatial Portrait:

- SO1 - To deliver a more prosperous economy
- SO2 - To create successful and healthy communities
- SO3 - To improve design. Image and quality of place
- SO4 - To promote a greener environment
- SO5 - To improve accessibility and deliver sustainable transport

Further detailed information and the interrelationship of these Strategic Objectives is given in the Core Strategy Publication Draft document on page 19.

22 Core Strategy - Issues and Options report (RMBC, September 2008), [www.rochdale.gov.uk/PDF/2008-09-08\\_LDF\\_Core\\_Strategy\\_Issues\\_&\\_Options\\_Report.pdf](http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Report.pdf) (BP 66)

23 Core Strategy - Preferred Options Report (RMBC, October 2009), <http://rochdale-consult.limehouse.co.uk/file/1015963> (BP 68)



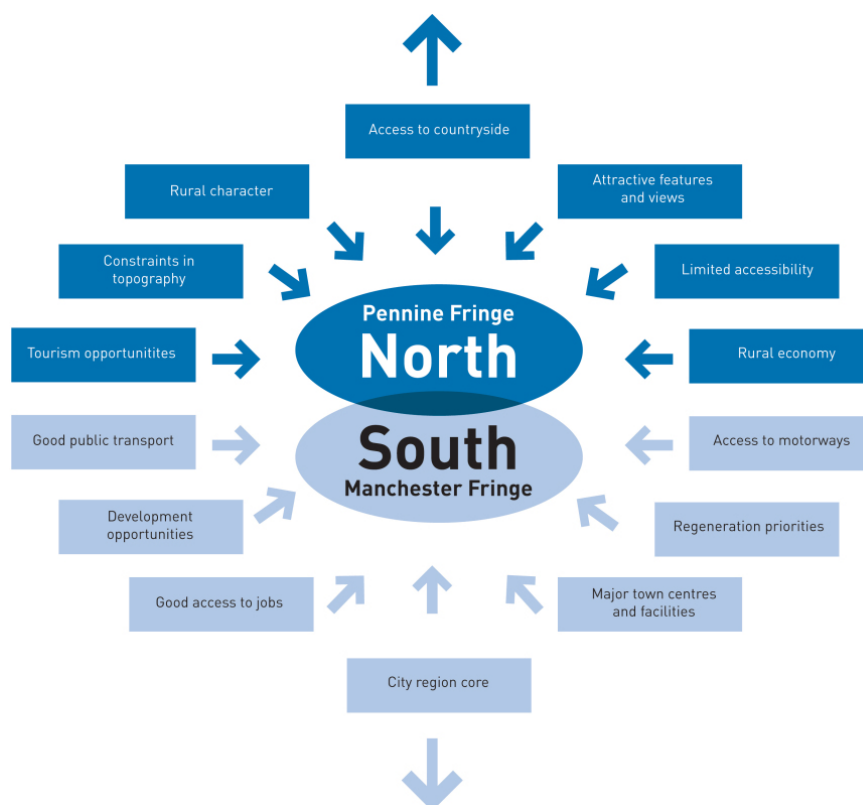
## 5 Spatial Strategy

### How we arrived at our proposed Spatial Strategy

There are distinct differences between the northern and southern halves of the borough which have helped to shape the spatial strategy. Figure 4 shows the strengths and weaknesses of the two parts of the borough.

The main characteristics of the **north** of the borough is its **rural character** and the **attractive features and views** out from the borough that they provide. The north of the borough has historically been less developed as a result of **constraints in topography** which in turn has created issues with **limited accessibility** by a range of transport modes. There is good rail accessibility from Smithy Bridge and Littleborough but the north of the borough is generally more reliant on the car. The north of the borough does however provide excellent **access to the countryside** which surrounds the borough. The north brings financial benefits to the borough through its **tourism opportunities**, for example at Hollingworth Lake, and through the **rural economy**.

Figure 4 Difference between Pennine fringe and Manchester fringe



The **south** of the borough is home to the **major towns and facilities** that the borough has. As a result of the south of the borough's excellent **access to the motorways**, it has **good access to jobs** as well as the rest of the City Region and **City Region core**. This proximity to the other nine Greater Manchester districts, coupled with less extreme topography, provides the borough with good **development opportunities** and **public transport** provision. The south of the borough is also the location of existing council **regeneration priorities**.

Taking these differences into account the Spatial Strategy sets out broadly 'how much and what sort' of development we want and 'where it should go' in the borough. This led us to create the Spatial Strategy and Spatial Options for the borough. We set out six Spatial Options for the Spatial Strategy in the Issues and Options<sup>(24)</sup> report, each option proposed increasing levels of growth and focused on different areas of the borough, over the next fifteen years.

24 Core Strategy Issues and Options report (RMBC, September 2008), [www.rochdale.gov.uk/PDF/2008-09-08\\_LDF\\_Core\\_Strategy\\_Issues\\_&\\_Options\\_Report.pdf](http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Report.pdf) (BP 66)



Based on consultation responses<sup>(25)</sup> there was no clear preference in terms of the six spatial options suggested, there was broad agreement on the following issues:

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

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

There are three elements to the Spatial Strategy:

- SP1 - Rochdale borough's role in the city region - provides an overall perspective in terms of Rochdale's position in Greater Manchester and with other authorities;
- SP2 - The Spatial Strategy for the borough (the borough is considered as two areas: the Pennine fringe and the Manchester fringe); and
- SP3 - The Spatial Strategy for the townships - addressed the differences in approach to the north and south of the borough and focuses on quality of place and the vision for each township.

25 Core Strategy - Issues and Options Report: Responses Received,  
[http://rochdale-consult.limehouse.co.uk/portal/planning\\_policy/core\\_strategy/issues\\_and\\_options\\_consultation?tab=list](http://rochdale-consult.limehouse.co.uk/portal/planning_policy/core_strategy/issues_and_options_consultation?tab=list) (BP 67)

## 6 Delivering a more prosperous economy (SO1)

### Introduction

As stated in the Spatial Portrait the local economy has consistently under-performed in comparison to the economies of Greater Manchester, the North West and the country based on a wide range of indicators.

The Core Strategy seeks to address this problem. Rochdale borough, as part of the Manchester City Region, offers many opportunities for economic growth and prosperity. It is in a key location with good access meaning it is within easy reach of a large, widely skilled workforce and is in a good position to benefit from, and support the growth of, the Greater Manchester economy. It can benefit from the new knowledge, financial, media and high tech industries elsewhere in the conurbation.

The Core Strategy seeks to deliver a more prosperous economy by:

- Establishing thriving town, district and local centres (E1)
- Providing sufficient land and premises and focusing growth in economic growth corridors (E2 & E3)
- Encouraging the visitor economy and supporting the rural economy (E4 & E5)

### E1 - Establishing thriving town, district and local centres

Under-investment in the past has meant that town centres in the borough are lagging behind town centres outside the borough. In recent times, adjoining centres such as Bury have seen significant investment in their retail offers. It is important that Rochdale's retail offer grows to ensure its position in the retail hierarchy is maintained and that expenditure that has leaked to surrounding centres is clawed back.

Despite having a relatively up to date retail study produced in 2006, and updated in 2008, by White Young Green, the major economic recession and the publication of Planning Policy Statement 4 meant that the Council felt obliged to update its retail evidence to ensure that the plan is sound. Therefore the Council commissioned Nathaniel Lichfield and Partners in 2010 to undertake a further retail study for the borough up to 2026. It identified and confirmed a number of quantitative and qualitative deficiencies identified in earlier studies. In particular, it highlighted the limited retail offer in each of the town centres, which are constrained by small shop unit sizes that focus heavily on the discount sector and have a limited overall quality fashion offer. It has also provided revised retail capacity figures which are lower than those suggested at the height of the economic boom.

The proposals identified within policy E1 provide the primary means for achieving growth as well as expanding the leisure offer that exists within the town centres. These developments will also help to attract further investment to the centres. The policy looks to ensure that opportunities to expand the range of services offered in the town centres are fully utilised.

#### Main sources of information

Rochdale Retail and Town Centres Study<sup>(26)</sup>, Rochdale Retail Database, Rochdale Town Centre Masterplan<sup>(27)</sup>, Rochdale Town Centre East SPD<sup>(28)</sup>, Middleton Masterplan - Refresh<sup>(29)</sup>, Heywood SUN Proposals.

26 Rochdale Retail and Town Centres Study (Nathaniel Lichfield and Partners, 2010) (Draft), Currently unavailable online (copy available upon request) (BP 181)  
 27 Rochdale Town Centre Masterplan – Final draft for consultation (RMBC, 2009), Currently unavailable online (copy available upon request) (BP 182)  
 28 Rochdale Town Centre East Area Framework SPD (December 2007), [www.rochdale.gov.uk/PDF/2009-01-08\\_LDF\\_SPD\\_TCE\\_Adopted.pdf](http://www.rochdale.gov.uk/PDF/2009-01-08_LDF_SPD_TCE_Adopted.pdf) (BP 85)  
 29 Middleton Town Centre Spatial Masterplan [www.rochdale.gov.uk/PDF/middleton\\_masterplan.pdf](http://www.rochdale.gov.uk/PDF/middleton_masterplan.pdf) (BP 133)

## Evidence to justify policy approach

### Rochdale Retail Study 2010

Nathaniel Lichfield and Partners were instructed in July 2010 to undertake a retail and leisure study for Rochdale Borough Council. The study forms part of the evidence base that will be used to support retail and town centre policies within the emerging Local Development Framework covering the borough. The study was undertaken in accordance with the requirements set out within Planning Policy Statement 4, Planning for Sustainable Economic Growth<sup>(30)</sup>.

The study also provides a health check for all the town centres in the borough, including a Milnrow District Centre and Castleton Local Centre. The study provides a detailed appraisal of need for further development for retail and leisure facilities within the borough up to 2026, and look to address deficiencies in provision and the capacity of Rochdale Town Centre to accommodate new development.

At the time of going to print the Rochdale Retail and Town Centres Study was still in draft form, and is published as a draft. Minor changes may be made to it before the final version is published. The following information may be amended in the version of the Background Paper which is produced for the Core Strategy Examination in Public.

### Hierarchy of centres in Rochdale borough

The hierarchy of centres in the borough is well established and supported by the previous and latest retail studies, and proposed to be retained as shown in the table below (see also map 8).

**Table 1 Retail centre hierarchy**

Name	Type and location	Catchment population (approx)	Competition (& 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	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	47 002	Manchester (6), Rochdale (5.5)	944	7046
Heywood (3.5 miles from Rochdale)	Town centre in the south	35 595	Rochdale (3.5), Bury (4)	471	2940
Littleborough (3.5 miles from Rochdale)	Town centre in the north	31 422	Rochdale (3.5), Oldham (9)	587	680
Milnrow (2.5 miles from Rochdale)	District centre in the south	10 110	Rochdale (2.5), Oldham (5.5)	0	430

30 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

Name	Type and location	Catchment population (approx)	Competition (& 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)
Castleton (2.4 miles from Rochdale)	In the south. Proposed to be designated as a district centre.		Rochdale (2.4) Heywood (2.8) Middleton (3.3)	0	389
Local Centres	See detailed information below	N/A	Nearest town centre and out of centre store	N/A	N/A
Out of centre stores / retail parks	These are not recognised as centres (but are shown on the township maps for information)	N/A	Above centres and other out of centre stores	N/A	N/A

### Retail capacity assessment (Rochdale Retail and Town Centres Study 2010)

This section assesses the quantitative and qualitative scope for new retail floorspace in Rochdale borough over the period from 2011 to 2026. It provides a quantitative capacity analysis in terms of increases in levels of spending on convenience and comparison goods translated into floorspace capacity for each town centre.

#### Rochdale Town Centre

**Table 2 Rochdale Town Centre retail capacity**

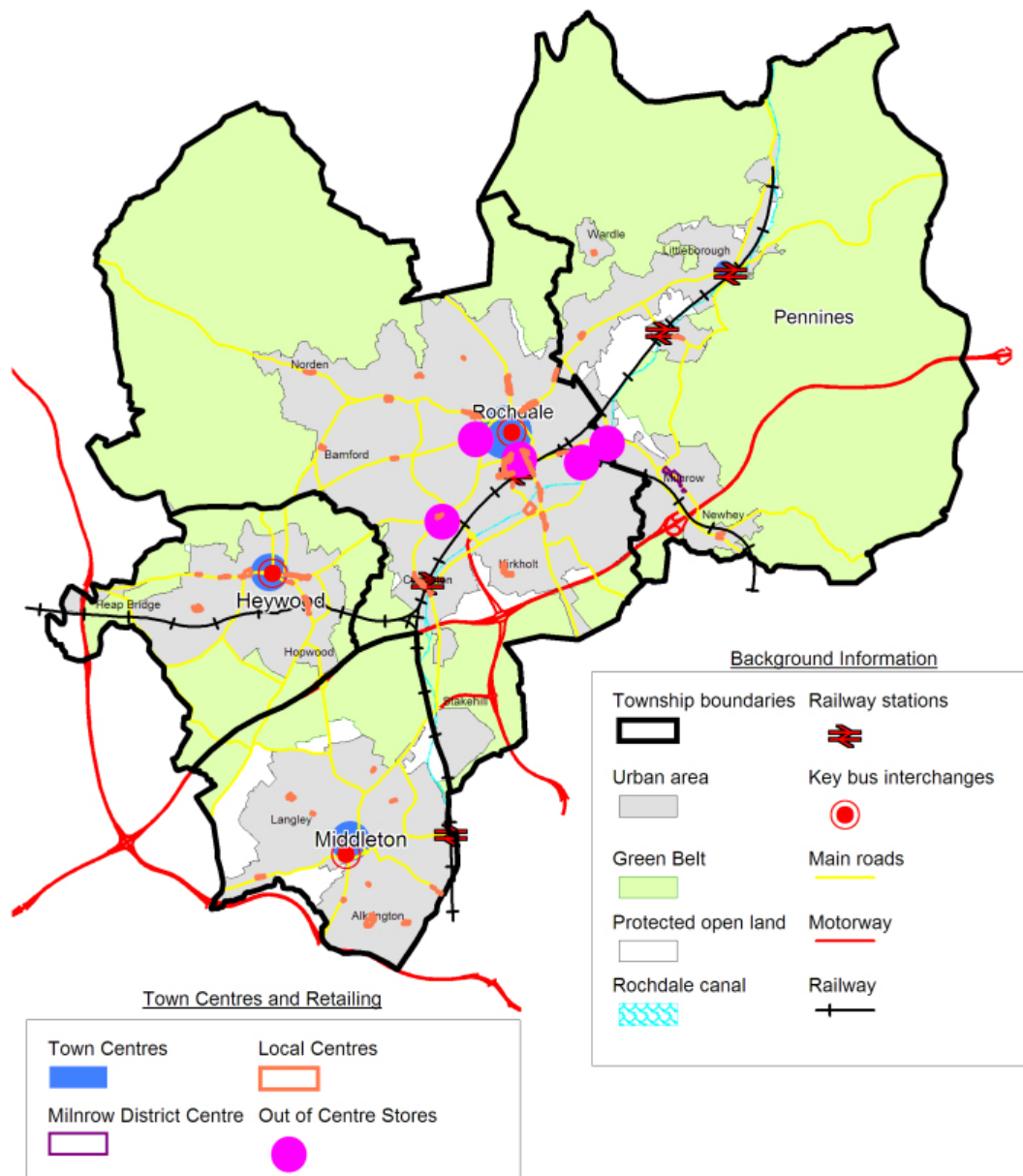
Year	Convenience		Comparison <sup>(1)</sup>	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
By 2011	27.9	2660	1.8	395
By 2016	30.5	2864	40.8-115.4	8204 - 23219
By 2021	35.1	3245	95.9-190.8	17489-34781
By 2026	40.4	3676	170.3-290.8	28113-48009

1. 2016, 2021 and 2026 comparison retail capacity is given as a minimum to maximum range, which assumes constant (39%) Rochdale market share (in the borough) and uplift to 50% market share

In Rochdale, uplift in the comparison retail market share is also considered in the context of the forthcoming Rochdale East development and this is represented by a range in the floorspace.

Convenience goods - Over the short term period to 2016 there is capacity for between 2,410 sq. m net and 5,012 sq. m net of additional convenience retail floorspace. In the medium term (over the period to 2021), the capacity identified will support between 2,731 sq. m net and 5,680 sq. m net of additional convenience floorspace. In the long term, over the period to 2026, the identified capacity of between 3,094 sq. m net and 6,433 sq. m net is sufficient to support one large-format foodstore or a medium-sized foodstore and a number of smaller stores.

Map 8 Town centres and retailing



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Not to scale



Comparison goods - In the short-term to 2016 there is capacity for a minimum of 8,204 sq. m net and 23,219 sq. m net as a maximum, which could support a substantial extension of existing town centre floorspace. Over the period to 2021, the capacity identified increases significantly to between 17,489 and 34,781 sq.m net of additional comparison retail floorspace. In the long term to 2026, the capacity identified (28,113 and 48,009 sq. m net) would support comparison retail development of a scale that would bring about a transformational change to the town and enable it to compete more effectively with neighbouring town centres. The proposed Rochdale Town Centre East mixed-use development will deliver a significant amount of new retail floorspace and will increase the comparison retail market share of Rochdale in the borough. On this basis, from 2016 comparison retail capacity is given as a minimum to maximum range, which assumes constant Rochdale market share (in the borough) and uplift to 50% market share. This additional comparison retail capacity must be focused in the town centre, and not be taken up in out of centre locations.

#### Middleton Town Centre

**Table 3 Middleton Town Centre retail capacity**

Year	Convenience		Comparison	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
BY 2011	6.5	523 – 1,306	0.2	94
By 2016	7.3	687	5.7	2054
By 2021	8.7	808	13.4	4383
By 2026	10.4	944	23.7	7046

Convenience - At 2011, there is identified capacity for an increase in convenience retail floorspace of between 523 sq. m net and 1,306 sq. m net. The capacity identified would support a small to medium format foodstore trading at a sales density of £5,000 per sq. m. There is a modest increase to the capacity identified at 2011 to the periods up to 2016 and 2021, rising to between 794 sq. m net and 1,982 sq. m net in the long-term (over the period to 2026). Depending on the sales density of floorspace proposed, this could support a small format (discount retailer sized) foodstore or a number of small convenience stores.

Comparison - The capacity for additional comparison goods floorspace in Middleton at 2011 is 94 sq. m net, which would support a small increase to existing provision. Additional spending power over the period to 2016 will provide scope for 2,054 sq. m net of additional comparison retail floorspace, rising to 4,383 sq. m net by 2021 and 7,054 sq. m net by 2026. This would represent a significant increase in comparison retail floorspace in Middleton.

#### Heywood Town Centre

**Table 4 Heywood Town Centre retail capacity**

Year	Convenience		Comparison	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
BY 2011	2.0	190	0.1	40
By 2016	2.6	245	2.4	857
By 2021	3.8	351	5.6	1829
By 2026	5.2	471	9.9	2940

Convenience - There is an immediate capacity for additional convenience retail floorspace in Heywood due to the overtrading of existing convenience retail floorspace. This could support an extension to existing provision or a small format foodstore. However, due to the effect of uplifting the trade draw of Tesco Middleton from 2011, this capacity is reduced in the short-term (to 2016). The capacity identified in the medium term to 2021 would support an extension to existing provision at least. In the long term, to 2026, there is capacity



for a small format foodstore, of up to 990 sq. m net, with size dependent upon the type and sales density of the proposal that comes forward.

Comparison - There is capacity for limited expansion of comparison retail floorspace in Heywood at 2011. In the short term up to 2016, the identified capacity could provide for up to 857 sq. m net additional comparison floorspace, which would support a number of smaller retail units. In the medium and longer term, the capacity identified is more substantial, with scope for up to 2,940 sq. m of additional comparison retail provision over the period to 2026. This would represent a significant expansion of comparison retail floorspace in the town.

#### Littleborough Town Centre

**Table 5 Littleborough Town Centre**

Year	Convenience		Comparison	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
By 2011	3.0	478	0	6
By 2016	3.2	500	0.5	1989
By 2021	3.5	541	1.3	423
By 2026	3.8	587	2.3	680

Convenience - There is immediate capacity for additional convenience retail floorspace in Littleborough although this reduces at 2011 due to the effects of the uplift in turnover and the trade draw effects of Tesco Middleton. At 2011 the capacity identified (239 – 745 sq. m net) would support an extension to existing floorspace trading or a small format foodstore. The increase in capacity to the short term (the period to 2016) is limited, with only an additional 11 sq. m net or 36 sq. m net identified in addition to the capacity at 2011. Similarly, in the medium to long term, over the periods to 2021 and 2026, the capacity for additional convenience floorspace is modest and again would only support an extension to existing floorspace or a small format foodstore, depending on the sales density of the floorspace proposed.

Comparison - Over the period to 2011 there is a very limited requirement for additional comparison retail floorspace in Littleborough. The capacity identified at 2016 would support an additional 298 sq. m net of comparison floorspace. The medium term capacity (423 sq. m net) and long term capacity identified (680 sq. m net) would support a number of additional comparison retail shop units in Littleborough.

#### Milnrow District Centre

**Table 6 Milnrow District Centre retail capacity**

Year	Convenience		Comparison	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
BY 2011	-4.6	-	0.0	6
By 2016	-4.6	-	0.3	126
By 2021	-4.6	-	0.7	242
By 2026	-4.5	-	1.4	430

Convenience - There is no capacity for additional convenience floorspace identified in Milnrow in the period up to 2026 which reflects the current performance of existing convenience retail floorspace in the centre, which is trading at below expected levels. Uplift in the current market share of the centre will be required to create any capacity for additional convenience retail floorspace.

Comparison - There is limited capacity identified for additional comparison goods floorspace in Milnrow up to 2011. In the short-term there is scope for an additional 126 sq. m net which will provide for a modest increase in comparison floorspace. The capacity identified in the medium and long term (242 sq. m net and

430 sq. m net) could support a number of additional comparison units as an extension to the existing centre.

Castleton Local Centre (proposed to be designated as a district centre)

**Table 7 Castleton Local Centre retail capacity**

Year	Convenience		Comparison	
	£ (m)	Sq.m (net)	£(m)	Sq.m (net)
BY 2011	-0.2	-	0	5
By 2016	-0.2	-	0.3	113
By 2021	-0.1	-	0.9	281
By 2026	-0.1	-	1.3	389

Castleton local centre has possible potential to be designated, and grow, as a district centre and so it was included in the retail study.

**Convenience** - There is not capacity for additional convenience floorspace identified in Castleton in the period up to 2026. As with Milnrow, this reflects the centres poor performance in the convenience retail sector. Uplift in the current market share of the centre would be required to create any capacity for additional convenience retail floorspace.

**Comparison** - There is limited capacity identified for additional comparison goods floorspace in Castleton up to 2011. In the short-term there is scope for additional 113 sq.m net which will provide for a modest increase in comparison floorspace. The capacity identified in the medium to long term (281 sq. m net to 389 sq. m net) could support a number of additional comparison units as an extension to the provision of the existing centre.

#### Impact threshold

The retail study identified the following floorspace thresholds above which impact assessments will be required for retail and leisure developments which are edge-of-centre and out-of-centre:

- Rochdale - 2,000 sq. m gross and above;
- Middleton – 1,000 sq. m gross and above; and
- Heywood, Littleborough and District/Local Centres – 500 sq. m and above.

#### **Leisure assessment**

The Rochdale Retail and Town Centres Study also assessed leisure provision within the borough and provides recommendations on how to support the overall vitality and viability of the centres. Leisure facilities include such things as multiplex cinemas, ten-pin bowling centres, ice rinks and family entertainment centres. They require a large catchment population, and often benefit from locating together or on large out of centre leisure parks. The following main conclusions are from the leisure assessment of this study.

**Table 8 Results of the leisure assessment from the Rochdale Retail and Town Centres Study**

The cinema market	Existing provision within Rochdale borough is 9 screens at Odeon, Sandbrook Park. The suggests there is an over provision of cinema facilities in Rochdale borough, even based on an increase retention rate of 70%. On this basis, there is a theoretical over provision of cinema screens up to 2026. This suggests that there is neither need, nor likely to be operator demand, for additional multi-screen provision in the borough. This does not preclude the borough from pursuing an 'Arts' cinema offer, and this could tie in with other objectives to improve the heritage and cultural attraction of the borough and Rochdale town particularly.
Private health and fitness clubs	Rochdale borough has at least 20 public and private clubs. The household survey indicates that 25.8% of respondents or their families visit a health/fitness club. Of these respondents, (52%) visited destinations within the borough. The approximate population of Rochdale borough is 204,400 (at 2010), which could generate demand

	for about 24,500 public and private membership places, based on the national average membership rate (12%). This implies an average of 1,289 members per club, which is comparable with the national average for private fitness clubs (1,375 members). This suggests that the provision of health and fitness clubs in the borough is sufficient.
Tenpin bowling	The study area population as a whole could theoretically support about 27 lanes, based on one lane per 12,000 people, or 28 lanes in 2026. On this basis there is theoretical capacity for an additional ten lanes within the study area up to 2026, allowing for 100% trip retention. There is scope for additional ten-pin bowling provision in the borough, which would be best delivered as part of any major leisure or mixed use development that comes forward.
Bingo	The household survey results indicated that only 7% of households in the study area visit bingo facilities, of which 50% visited Mecca in Rochdale, and 17% visited Buckingham Bingo in Middleton. The population of the study area within Rochdale borough (about 149,700 adults) could generate over 261,975 admissions based on the national participation rate (1.75 per adult), compared with the average of 113,000 admissions per club. These figures suggest that Rochdale borough could accommodate 2.3 bingo clubs. The provision of the Mecca Bingo in Rochdale and Buckingham Bingo in Middleton is sufficient to meet demand.
Nightclubs	The household survey results indicate that 18.4% of households in the study area have members that will visit nightclubs or late night music venues. 58.4% of these households visited Manchester City Centre most recently and 11.4% visited Rochdale. There appears to be sufficient provision of nightclubs in Rochdale borough especially given the availability of late night venues in the surrounding larger towns.
Casinos	There are no casinos within the study area. The main centres within Rochdale borough are unlikely to have a catchment population large enough to support a casino. It is also likely that casino operators will continue to locate in surrounding larger centres including Manchester and Bolton.
Bars and restaurants	Growth in Class A3 to A5 uses within town centres may continue in the future, and will compete for shop premises with other town centre uses. A balance between Class A1 and Class A3 to A5 uses needs to be maintained. The Goad data <sup>(31)</sup> (updated during Nathaniel Lichfield and Partners survey July 2010) indicates that the proportion of A3 and A5 units in each of the centres is lower than the national average, but there is also a decline in Class A1 floorspace in favour of service uses. In light of the above findings, Nathaniel Lichfield and Partners recommends that the Council seeks to encourage provision for new class A3 to A5 floorspace in town centre development/redevelopment schemes. An appropriate proportion of class A3 to A5 development in mixed-use town centre schemes is between 10% and 15%.
Theatres	The household survey indicates that 44.4% of respondents in the study area visit theatres. Within the study area the most popular theatres were the Gracie Fields Theatre (2% of respondents) and the Curtain Theatre (4% of respondents). Outside the study area, the principal destination is Manchester, with facilities in the city accounting for 53.9% of visits, including the Palace Theatre (22.7%) and the Royal Opera House (14%). Taking account of the current provision of theatres in Rochdale borough there may be limited scope for new privately operated theatres, although the catchment market is constrained by the accessibility and quality of theatres in larger surrounding towns. The proposed reuse of Rochdale Town Hall may provide potential to accommodate permanent theatre space or touring theatre companies.

### Assessment of potential retail development sites

The Rochdale Retail and Town Centres Study provides an appraisal of potential development sites in the borough's centre that could accommodate additional retail and leisure development in accordance with the sequential approach to site selection in Planning Policy Statement 4. This will be taken into account when identifying development sites through the Allocations Development Plan Document.

### Rochdale retail database

The retail database sets out the existing and planned retail floorspace. The retail database looks at convenience and comparison retail and although it reports the completion of retail proposals it also records any planned applications. The database is updated continually throughout the year or when a planning application is completed.

### Rochdale Town Centre Masterplan

Rochdale town centre has been identified as a key driver in the regeneration of the borough. Rochdale has sub regional significance as a town centre both economically and as the borough's largest town centre. The Masterplan is a comprehensive and strategic document that outlines the overall spatial approach to the

31 [www.experian.co.uk/goad/goad.html](http://www.experian.co.uk/goad/goad.html)

regeneration and development of Rochdale town centre. It responds to the socio-economic, physical and environmental character of Rochdale and sets out the design principles and policy framework to improve the town centre. There are seven inspirational ideas which builds on Rochdale's best assets, including the Town Hall, the local topography and views, the built heritage, the Rochdale Pioneers, the open spaces and the local communities.

### Proposed policies compliance with guidance

Planning Policy Statement 4 - 'Planning for Sustainable Economic Growth'	How does the Core Strategy policy address this?
Assess the need for floorspace for town centre uses over the plan period	Policy E1 sets out the need for retail and leisure floorspace within existing centres to accommodate new town centre development over the plan period. Policies E1/R, E1/M, E1/H and E1/L sets out the key priorities and strategy for each of the town centres.
Define a retail hierarchy where development within all centres should be appropriate in terms of nature and scale to the centre's role.	Policy E1 defines the retail hierarchy of all the centres in the borough. It supports town centres as the preferred location for major development; district/local centres to meet the daily convenience needs; small scale shops and services will be supported outside centres where there is a need.
Define the extent of the centre and the Primary Shopping Area.	Although Policy E1 does not set out the town centre boundaries, Primary Shopping Area or Secondary Shopping Area it does indicate that the Unitary Development Plan policy boundaries will be saved and reviewed through the Allocations DPD.
Plan and promote competitive town centres and promote consumer choice	Policy E1 aims to promote the viability and vitality of town centres by having a wide range of uses which offers them a real choice and a better shopping experience.
Identify an appropriate range of sites to accommodate the identified need for retail, leisure and other main town centres uses.	Policy E1 supports the sequential approach in identifying the most appropriate site for development which is in keeping with the role and function of the centre in the hierarchy of centres. Sites for town centre uses will be identified through the Allocations DPD.

### Effectiveness of policies

Policy	Evidence of deliverability	Flexibility	Monitoring
E1 - Establishing thriving town, district and local centres	Successful implementation of the policy will be achieved through a number of regeneration frameworks and strategies in each of the town centres in the borough.	The Rochdale Retail Study shows the retail and leisure capacity of each town centre and what development can be realistically accommodated. However, a part of the Retail Study identifies other development sites which have the potential to be developed if a need or demand arises.	The Rochdale Retail database updates and monitors retail development in the borough annually. Information from the Retail Database is also published in the Councils Annual Monitoring Report <sup>(32)</sup> .
E1/R Rochdale	Rochdale Town Centre Masterplan, Rochdale Town Centre East SPD, Preferred Developer for RTCE, Rochdale Retail Database, Rochdale Retail Study	The policy allows and encourages change of use of vacant buildings and sites as to promote viability and vitality of the centres.	
E1/M Middleton	Middleton Masterplan - Refresh, Rochdale Retail Database, Rochdale Retail Study		
E1/H Heywood	Heywood SUN proposals, Rochdale Retail Database, Rochdale Retail Study		
E1/L Littleborough	Ongoing proposal for the regeneration of the Rochdale Canal within Littleborough		

32 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

## E2 - Increasing jobs and prosperity; E3 - Focusing on economic growth corridors

### Main sources of information

North West Regional Economic Strategy<sup>(33)</sup>, Manchester Independent Economic Review<sup>(34)</sup>, Prosperity for All: Greater Manchester Strategy<sup>(35)</sup>, Oldham and Rochdale Economic Skills Alliance 10 Year Strategy<sup>(36)</sup>, Rochdale Borough Economic Development Strategy<sup>(37)</sup>

### Evidence to justify policy approach

There is a huge range of statistics available on the economy, that are constantly being updated to monitor the state of the economy. The latest statistics are available from a number of web sites, listed at the end of this report. As indicated previously the local economy has consistently under-performed which has led to problems of low employment and deprivation, as can be seen from the following statistics.

For many years, the borough has had a higher than average unemployment rate. In July 2010 Rochdale borough had a higher level of working population claiming job seekers allowance at 5.1%, than Greater Manchester (4.3%), the North West (4.0%), and England as shown in figure 5. The Job Seekers Allowance claimant rate by gender across the whole of Greater Manchester<sup>(38)</sup> shows that male unemployment was highest in Manchester (5.0%), Oldham (4.5%) and Rochdale (4.5%). Female unemployment variations between districts are smaller. The highest levels were in Rochdale and Manchester (both 1.7%).

**Figure 5 Working age population claiming JSA (%)**



Source: Nomis, July 2010

The average weekly earnings in the borough (based on both residents and workplace) are lower than in Greater Manchester, North West and United Kingdom (see figure 6).

33 North West Regional Economic Strategy 2006 (NWDA, 2006), [www.nwda.co.uk/PDF/RES06v2.pdf](http://www.nwda.co.uk/PDF/RES06v2.pdf) (BP 285)

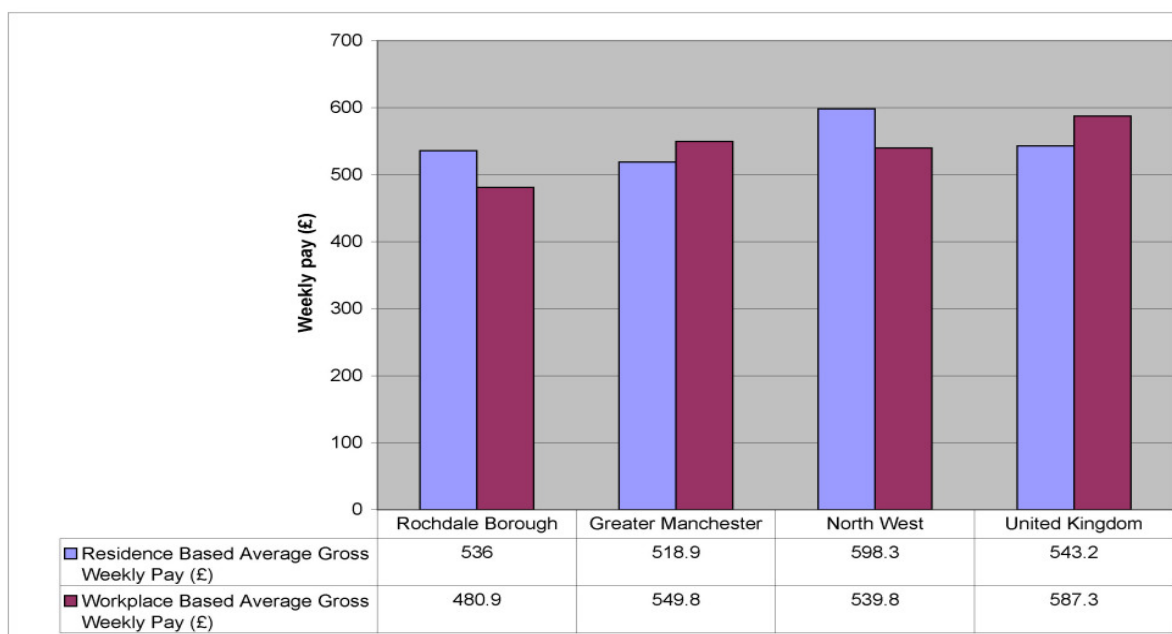
34 Manchester Independent Economic Review, [www.manchester-review.org.uk/projects/view/?id=720](http://www.manchester-review.org.uk/projects/view/?id=720)

35 Prosperity for All: Greater Manchester Strategy (AGMA, August 2009), [www.neweconomymanchester.com/stories/842](http://www.neweconomymanchester.com/stories/842) (BP 42)

36 Oldham and Rochdale Economic and Skills Alliance: 10 year strategy (ORES, 2007), [www.oresa.org.uk/ORES\\_Strategy\\_07.pdf](http://www.oresa.org.uk/ORES_Strategy_07.pdf) (BP 137)

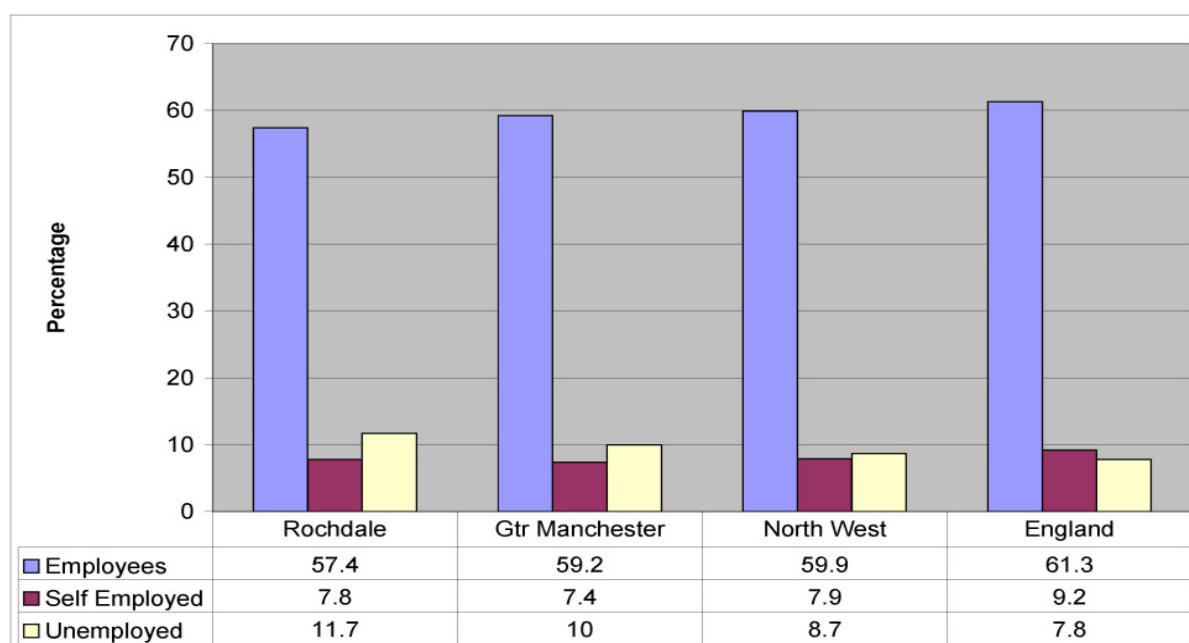
37 Rochdale MBC Economic Strategy (Rochdale Borough Economic Partnership, 2008), [www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf](http://www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf) (BP 164)

38 Manchester Enterprises and Office for National Statistics, July 2008

**Figure 6 Average weekly pay (£)**

Source: Nomis, 2008

Rochdale borough has below the national and regional average level of employees and a lower proportion of the working population who are self employed. The proportion of the economically active population that are unemployed in the borough is higher than that of Great Britain and the North West region (see figure 7).

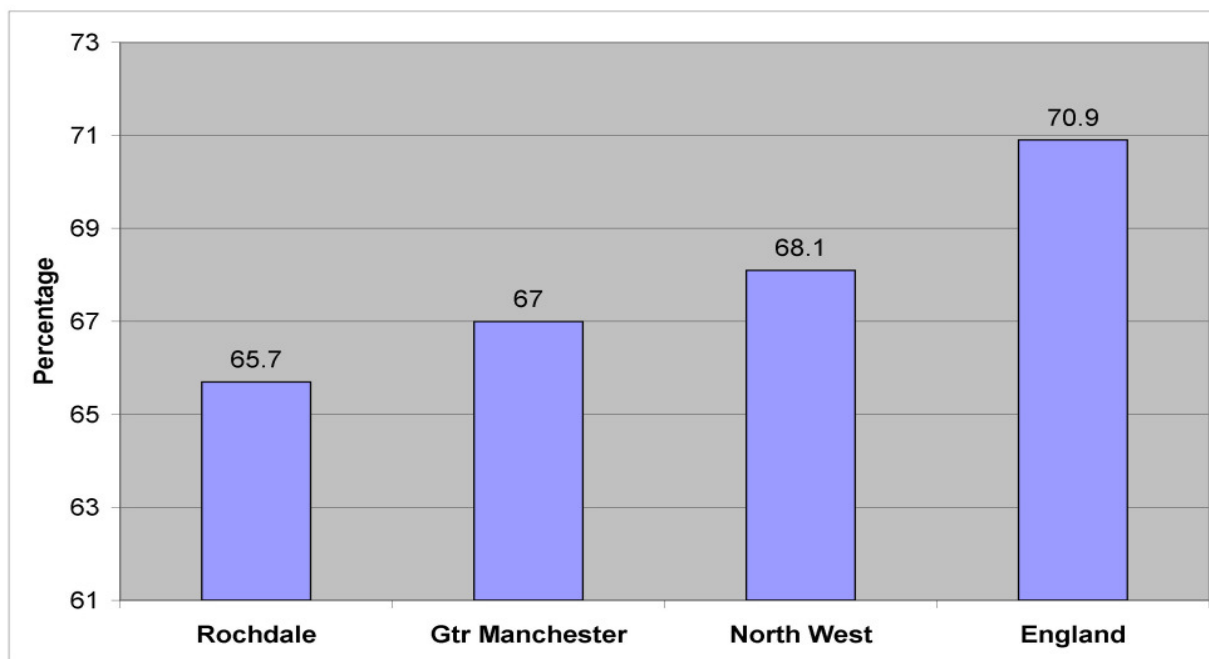
**Figure 7 Employment status of working population (%)**

Source: ONS Annual Population Survey (NOMIS September 2009)



The employment rate in the borough currently stands at 65.7%, which is below the rates for Greater Manchester, the North West region and the country (see figure 8). There is no information available for the townships.

**Figure 8 Employment rate of working population (%)**



Source: Nomis, September 2009

Rochdale borough is still a relatively self contained economy in terms of residents travel to work patterns, and was still identified as a separate Travel to Work Area (TTWA) to the Greater Manchester TTWA in the most recent definition of TTWAs. In Heywood and Rochdale the highest proportion of the resident working population works in the township they live in. In Pennines, the largest proportion of the population works in Rochdale township, and in Middleton nearly half of the working population travel to elsewhere in Greater Manchester for work. Rochdale township has the largest proportion of its residents that work in the area the live.

For the borough as a whole, the largest proportion of the population work in the Rochdale township, followed by working elsewhere in Greater Manchester. In terms of residents from Greater Manchester, less than 1% work in any of the townships, with the majority working elsewhere in Greater Manchester (Detailed information on travel to work patterns in the borough (from the 2001 Census) can be found in section 10 under policies T1 and T2).

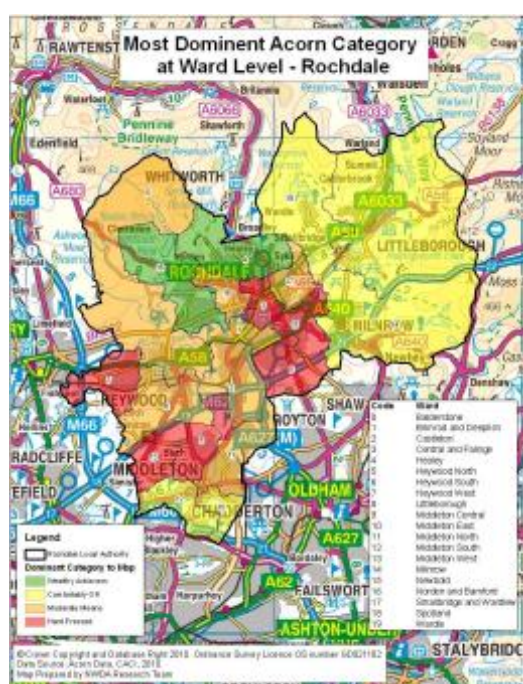
These travel to work patterns have benefits in terms of indicating that the borough is fairly sustainable in terms of where residents work, but also shows limited levels of commuting and the dependence of the resident workforce on local jobs. This highlights the need for the Core Strategy to support the provision of jobs in the borough, and the reliance of Middleton residents on jobs in Manchester.

The Index of Multiple Deprivation 2007<sup>(39)</sup>, which assesses deprivation across six district level measures, shows that Rochdale is one of the most deprived boroughs in England. In terms of employment deprivation 15 (lower super output) areas are in the 3% most deprived in the country. 14 areas are in the most deprived 3 % in terms of income deprivation. See maps 10 and 11 showing the concentrations of employment and income deprivation in the inner areas in the south of the borough. See also the 'Creating successful communities' section of this report, section 5.2.

39 Index of Multiple Deprivation 2007 (DCLG), [www.communities.gov.uk/documents/communities/pdf/733520.pdf](http://www.communities.gov.uk/documents/communities/pdf/733520.pdf) (BP 231)

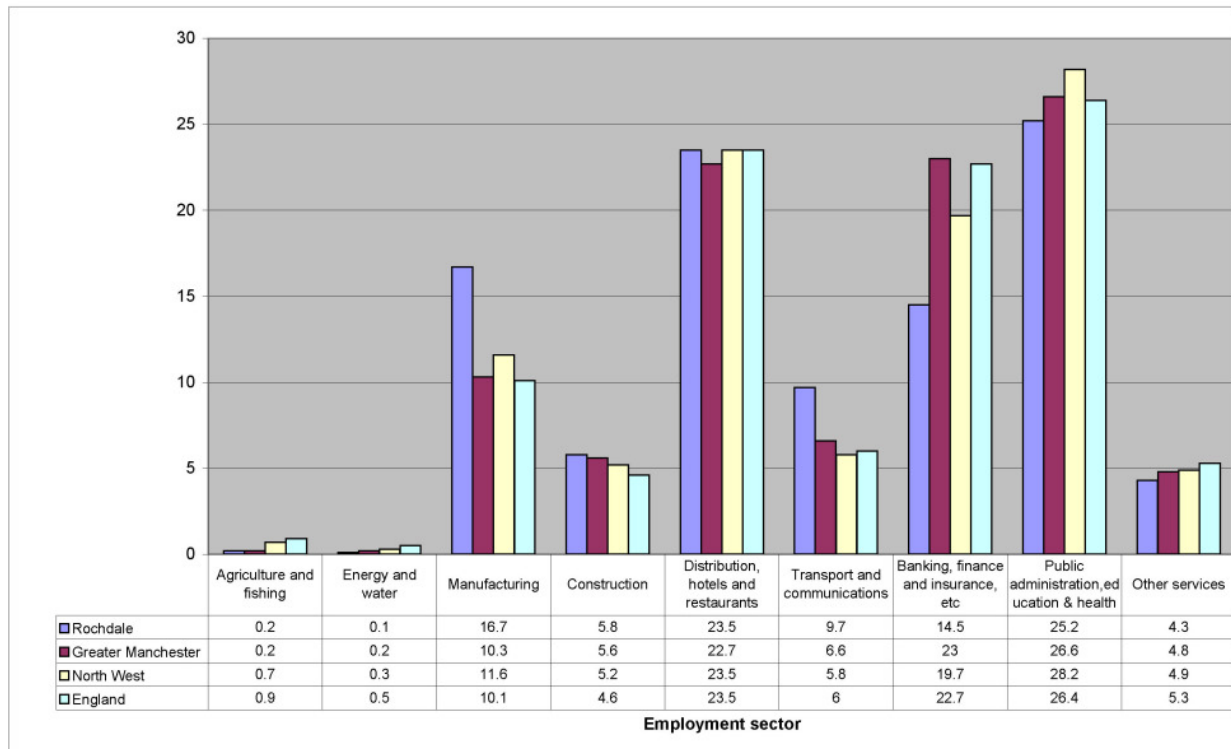
The North West Research and Intelligence Unit<sup>(40)</sup>, have produced a series of maps showing the most dominant Acorn category at ward level in each local authority. Acorn, provided by CACI<sup>(41)</sup> combines the places where people live with their lifestyle and demographic characteristics to identify and understand the UK population. The map confirms other background and statistical information we have that describes the nature of different areas in the borough. As can be seen on the map 9 a large proportion of the borough, particularly Heywood, Middleton and Rochdale, are either of 'moderate means' or within the inner areas 'hard pressed'. Wards to the north of the Rochdale township are 'wealthy achievers' and in Pennines 'comfortably off'. This map, along with the Index of Multiple Deprivation maps showing the clustering of deprivation in the south of the borough, supports the approach adopted in the Spatial Strategy of focusing economic development in the south of the borough.

**Map 9 Acorn mapping from North West Research and Intelligence Unit**



The highest percentage of total working population in the borough work in public administration, education and health, as is the case in Greater Manchester, the region and nationally. However the proportion in the borough is slightly below the national average, possibly making the borough slightly less vulnerable to likely reductions in public sector employment. It has slightly more than the Greater Manchester average working in distribution, hotels and catering, and in transport, reflecting its advantageous location for distribution and transport companies. The borough has a significantly above average proportion of its workforce working in manufacturing, which has tended to be seen as a disadvantage, due to the past decline in employment in manufacturing. However it could an advantage if there is an export led economic recovery. The borough has a much lower than average level of employment in banking, finance and insurance, which is reflected in the limited office market in the borough.

40 [www.nwriu.co.uk/](http://www.nwriu.co.uk/)  
41 [www.caci.co.uk/default.aspx](http://www.caci.co.uk/default.aspx)

**Figure 9 Working population by employment sector (%)**

Source: Annual Business Inquiry (ONS, 2008)

### Economic regeneration strategies

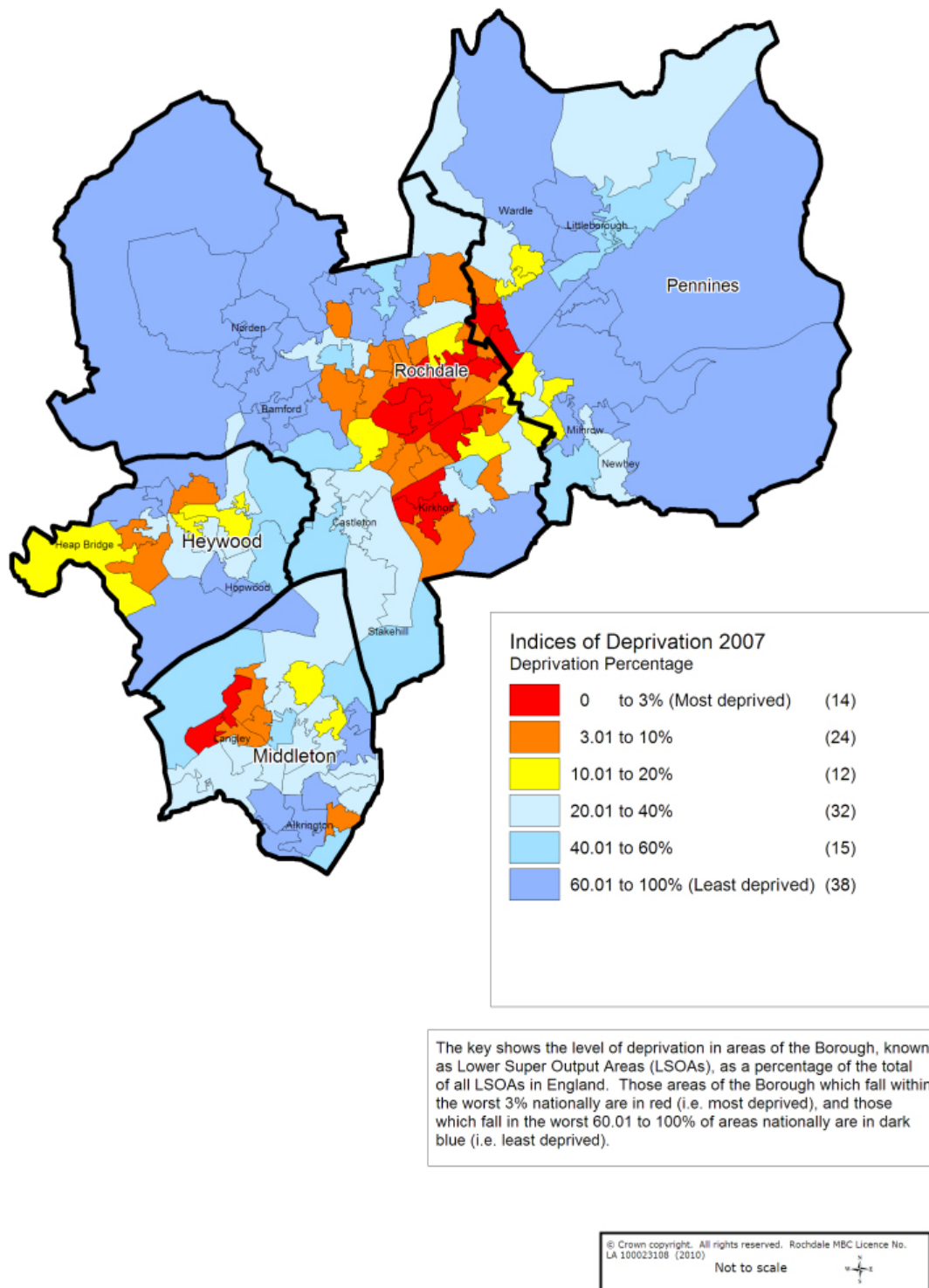
A number of studies and strategies have been produced for Greater Manchester and Rochdale to promote economic regeneration and to address the economic problems outlined above. The most important and influential of these in the preparation of the economic policies in the Core Strategy, in addition to Planning Policy Statement 4 - "Planning for Sustainable Economic Growth", are set out below.

The North West Regional Economic Strategy (2006) has influenced our local economic strategy and preparation of the Core Strategy. Although it was revoked in 2010, its analysis of the issues facing the region still has some relevance.

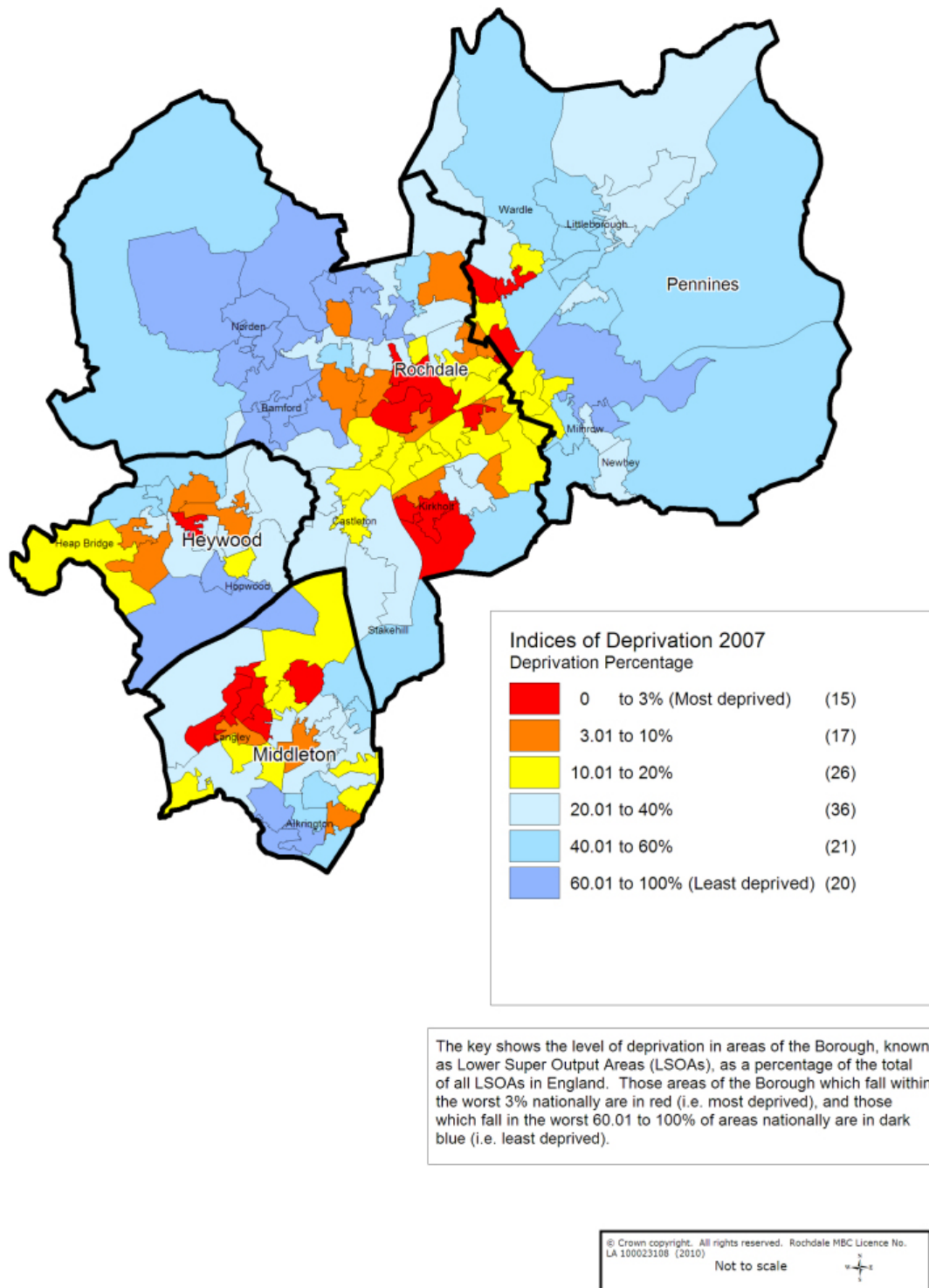
The Rochdale Economic Development Strategy examines the problems and opportunities in the borough. It identifies the objectives that need to be achieved, and highlights key actions that must be delivered, if the borough's economy is to be successfully re-positioned. It is aligned as far as possible with other national, regional (now rescinded) and Greater Manchester strategies in setting out proposals to transform the local economy to increase prosperity. The key aims of the Rochdale Economic Development Strategy, and the Core Strategy (CS) policies that support their delivery, are indicated below:

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

Map 10 IMD 2007 - Income deprivation



Map 11 IMD 2007 - Employment deprivation





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

- manufacturing: Food and drink, Chemicals, Technical textile, Advanced engineering, environmental services / technologies (use classes B1 & B2) (policies E2 & E3);
- logistics (use class B8) (policies E2 & E3);
- financial and professional services (use classes B1 & A2) (policies E1 - E3);
- creative, cultural and media (use classes B1 & D2) (policies E1 - E3);
- business administration (use class B1) (policies E1 - E3);
- ICT and digital (use class B1) (policies E1 - E3);
- hospitality and tourism (use classes A3 – A5, C2) (policy E5);
- retail (use class A1) (policy E1); and
- public sector, health and social care (use classes B1 & D1) (policies E1 & C6).

The Core Strategy policies E2 and E3 seek to support the above Rochdale Economic Development Strategy aims by:

- providing and safeguarding a sufficient supply of land on strategic sites in accessible locations that will be attractive to the target growth sectors (policies that target those sectors shown in brackets above) focused in economic growth corridors (policy E3);
- promoting transport and other infrastructure to support employment development, focused on the economic growth corridors (T1);
- being flexible by promoting business development in the most appropriate locations to support growth in the local economy (E2);
- recognising the role that appropriate housing development can play in supporting the local economy, by allowing change of use of employment sites to housing when it is better for the local economy and the amenity of local residents (E2); and
- ensuring that the policies align with and support the other economic regeneration strategies.

The Demand for Employment Land in Greater Manchester study<sup>(42)</sup> identified Rochdale as an area that has clusters in, and is particularly attractive to, the food and drink and logistics sectors.

The Manchester Independent Economic Review (MIER) is a major review of the economy of the whole of Greater Manchester City Region, and contains extensive analysis of the issues that need to be addressed if Greater Manchester is to thrive as a city region economy (see section 7). The study identifies a lot of the same sectors as growth targets, and advises that developing linkages between sectors, that support and complement each other, can help economic growth. However it concludes there should be a move on from sector-based clustering policy.

Instead MIER's main message was the need to promote "agglomeration". The Manchester City Region has scale and density that offers bigger potential but it punches below its weight due to low productivity . Agglomeration is the spatial clustering of the skilled, jobs, amenities, icons, and influence. So MIER proposes that to drive the Manchester City Region's long-term economic growth there is a need is for policy focus on:

- driving up productivity
- increasing agglomeration benefits
- reducing agglomeration costs
- nurturing and growing strategic urban assets, including in particular the airport and universities
- making housing and planning policy more responsive to market demands

It suggests the formula for improving the most deprived areas includes growing skills, providing less social housing and achieving proximity to economic growth. The Core Strategy policies follow this advice, in seeking to promote greater prosperity, by clustering economic growth in highly accessible corridors, with good access to the rest of GM, and close to areas of deprivation, providing higher value housing and following market

42 Demand for Employment Land in Greater Manchester Study (Arup & Donaldsons 2006) (BP 12), See appendix 1 to Greater Manchester Employment Land Position Statement (BP 18)



demand.

The borough Renaissance Master Plan<sup>(43)</sup> was also influential in the development of our strategy, in that it also identified a number of economic growth corridors that have emerged over time in the south of the borough. Our strategy has adapted this concept by adopting the Kingsway, Castleton and south Heywood corridors, but rejecting the east Heywood and west Middleton corridors due to the lack of appropriate development opportunities.

The Oldham and Rochdale Economic and Skills Alliance (ORESAs) 10 Year Strategy sets out a strategy for a number of actions to deliver its two primary objectives, which are to deliver economic and skills transformation and to promote the quality of life agenda. (Further information is in section 8 of this report). The report indicates a variety of appropriately located and sized sites and premises needs to be made available to meet the requirements of the growth sectors (identified in the Rochdale Economic Development Strategy) and has proposed the identification of the following range of types of site:

- Strategic locations, with good access to the motorway network (e.g. Kingsway) - The key sectors in use classes B1, B2 and B8, including offices, modern manufacturing and distribution uses, will be attracted to these sites (E3)
- Economic corridor sites - These could attract the same key sectors plus hospitality and tourism and retail related businesses such as the motor trade, builders' merchants, trade counters etc (E2 & E3)
- Town centre employment sites (and edge of centre sites) - These will attract all the above sectors that are office based (in use classes B1 & A2), including the creative, cultural and media industries, and hospitality, leisure and tourism. However there is currently a shortage of appropriate sites (E1, E2 & E3)
- Regeneration sites in urban areas - These will generally attract the more secondary uses in manufacturing and distribution as well as a variety of commercial uses (E2)
- Rural sites to meet local employment needs (policy E5)

Whilst the proposed Core Strategy has a focus on economic growth corridors (through policies E2 & E3), it also supports the identification and provision of the wide range of types of sites advocated by ORESA through the policies as indicated above.

### **Providing sufficient land for B1 - B8 and other employment uses**

The critical role for the Core Strategy is therefore supporting the provision of appropriate land, buildings and infrastructure (such as transport, education and other facilities) to assist and promote economic growth and regeneration. Planning policies are clearly very influential in ensuring a sufficient and appropriate supply of good quality land and premises for employment generating uses. This section considers the supply of and demand for employment land in the borough.

The Core Strategy can ensure an appropriate supply of land by:

- Protecting existing employment areas and sites suitable for continued employment use;
- Supporting the retention of existing allocated employment sites;
- Identifying possible new sites for employment development;
- Ensuring the land supply is in the right locations and is appropriate for the target sectors identified in the Rochdale Economic Development Strategy;
- Ensuring the land is accessible by a choice of sustainable transport, and is accessible for the local workforce;
- Ensuring policies and proposals support the strategies and approaches advocated by the relevant economic strategies such as the Rochdale Economic Development Strategy, MIER and ORESA and comply with guidance in Planning Policy Statement 4.

43 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005), [www.rochdale.gov.uk/pdf/2006-11-23\\_Rochdale\\_Masterplan\\_v1.pdf](http://www.rochdale.gov.uk/pdf/2006-11-23_Rochdale_Masterplan_v1.pdf) (BP 148)

### Protecting Employment Zones and existing employment sites

The Unitary Development Plan<sup>(44)</sup> focuses on regenerating the economy by meeting the employment land needs for offices, manufacturing and distribution (use classes B1, B2 and B8). Although it allows a wider range of employment uses in Mixed Employment Zones, other commercial and business uses that can also create wealth and employment are not supported in Primary Employment Zones. Planning Policy Statement 4<sup>(45)</sup> emphasises the economic benefits of a wide range of uses, and supports a broader approach being taken to providing land for such uses. It indicates that when allocating sites for economic uses they should as far as possible not be restricted to specific economic uses.

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

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

To reflect the guidance in PPS4 that plans should support a wide range of employment uses, policy E2 therefore changes the policy approach in the Primary and Mixed Employment Zones designated in the Unitary Development Plan and makes them all employment zones. The policy supports all employment generating uses (apart from retail that should go in town centres) in employment zones, and seeks to direct such uses to the most appropriate locations (see below). A sufficient supply of land for employment uses such as offices, manufacturing and distribution (B1a, B1b/B2 and B8 uses respectively) will be ensured through employment land allocations.

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

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

### Employment land supply and demand and requirement for employment site allocations

The Regional Spatial Strategy<sup>(46)</sup> has now been revoked, it and the evidence that supported it, has been very influential in determining what the boroughs employment land supply should be. Policy W3 of RSS concluded that an extra 917 ha of employment land (for B1 – B8 uses) was required in Greater Manchester up to 2021, creating a total requirement of 2285 ha between 2005 and 2021. Since then there was the

44 Rochdale Borough Unitary Development Plan (Adopted June 2006), [www.cartoplus.co.uk/rochdale/](http://www.cartoplus.co.uk/rochdale/) (BP 155)

45 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

46 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008), [www.gos.gov.uk/497468/docs/248821/457370/RSSfull](http://www.gos.gov.uk/497468/docs/248821/457370/RSSfull) (BP 289)

recession and 4NW<sup>(47)</sup> had, for a number of reasons, advised Greater Manchester districts that the starting point for assessing employment land requirements should be meeting a need for an additional 536 ha in Greater Manchester to 2021. This revised figure was being taken into account in the preparation of the strategy, before the Regional Spatial Strategy was revoked in 2010. How we have arrived at our proposed employment land supply has therefore been a process, taking into account a number of studies and strategies (also outlined above), changing economic circumstances and planning guidance, and changing take up and land supply. This section seeks to explain this process. Critically it seeks to explain why we propose to identify about another 30 ha of land for employment development on top of an existing supply of about 156 ha in 2010.

Two studies have considered how much employment land Rochdale borough needs to provide, to meet both local and Greater Manchester needs in the context of the Regional Spatial Strategy requirements. These are the Rochdale Employment Land Study and the Greater Manchester Employment Land Position Statement<sup>(48)</sup>. Both took account of the formative and then adopted RSS.

The Rochdale Employment Land Study (see section 8) examined the quality of the current supply of employment sites and zones. The current supply of good quality employment land considered attractive for employment development (offices B1a, manufacturing B1b & B2, distribution B8) was, at the time, around 175 hectares. An approximate figure is given for land supply because the amount varies all the time based on sites becoming available, due to business closures, and land being developed. 95 ha of the land supply was on Kingsway Business Park, with another 10 ha available for other commercial uses. At the time of the study there was a total of 182,000 sq m of office space in the borough and 10.2% of this was vacant. There was 2,631,000 sq m of industrial or warehouse floorspace, of which 13% was vacant.

The Rochdale Study also considered 2006 based projections from the Greater Manchester Forecasting Model economic model. Based on past trends in employment in various sectors it indicated an overall decline in the need for employment land. It showed a major decrease in land needed for manufacturing and slight growth in the land needed for offices and distribution. Based on the average past rate of development for employment land, of 9.28 hectares per annum, a simple annual projection suggests a need for a total of 139.2 hectares of land for new development for the 15 year plan period to 2026.

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

The Greater Manchester Employment Land Position Statement (see section 8) projected Greater Manchester's employment land requirements to 2026 based on Regional Spatial Strategy. For Rochdale it concluded that a total supply of 210-215 ha should be sought through the Core Strategy, which was an additional 35 -40 ha on top of the supply then of 175 ha. This was based on rolling forward the requirement up to 2021 from the Rochdale study, but taking account of the reduced take up due to the recession, which dropped to only 1.4 ha in the year 2008 – 2009. We took the view that not all this 35 - 40 ha of additional land needs to be allocated land, because an amount will come forward through 'windfalls' (see below).

The later study took account of the advice from 4NW that a lower target figure should be used. Both studies had considered that the borough has one of the best existing employment land portfolios of around 175 ha (at the time) in the sub-region, and that the current supply is reasonably in balance with the size of the workforce and forecast demand, based on past take-up. The borough, before the recession, was achieving an average annual employment land take-up of around 9 ha a year which would mean a need for about 153 ha up to 2026. A large part of this supply (95 ha) was on land immediately available for development on Kingsway Business Park. This is one of the largest business parks the northwest and the country and is expected to attract major inward investment to the region.

Despite this land supply appearing adequate, both studies had concluded that we need to provide a land

47 [www.4nw.org.uk](http://www.4nw.org.uk)

48 Greater Manchester Employment Land Position Statement – Final Report (AGMA, August 2009), [www.rochdale.gov.uk/pdf/2010-04-12\\_LDF\\_GM\\_Employment\\_Land\\_Position\\_Statement\\_August\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-12_LDF_GM_Employment_Land_Position_Statement_August_2009.pdf) (BP 18)

supply for employment uses (primarily in use classes B1 to B8) of around 210 hectares in total for the period up to 2026. This meant that about 30ha more land needed to be identified on top of the (then) existing 175 ha supply. This figure was therefore considerably less than that originally potentially suggested by the Regional Spatial Strategy, which on a simple pro rata basis across 10 districts, was suggesting a requirement of up to 91.7 ha in each district. Rochdale never accepted the need for the scale of additional employment land required by the Regional Spatial Strategy.

In summary the reasons for our conclusions, and for staying with them, are as follows:

- our forecasts of demand based on past take and on the Greater Manchester Forecasting Model <sup>(49)</sup> give quite different results. The economic forecasts giving a more pessimistic view of employment levels and land requirements due to the recession. This is backed up also by the latest 2010 Greater Manchester Forecasting Model forecasts;
- however the Core Strategy Greater Manchester Forecasting Model forecasts do not take full account of the effect of our policies to regenerate the economy. The forecasts are 'policy off' whereas the Core Strategy is seeking to regenerate the local and Greater Manchester economy.
- take up has also picked up, with the completion of a site on Kingsway in 2009 - 2010, and work starting on a very major site in 2010 with several other enquiries coming forward. It's also accepted that the past take up rates don't take account of future economic trends;
- although the Regional Spatial Strategy has been revoked, this has not required us to amend our land requirement figure. This is because we were already potentially not meeting the Regional Spatial Strategy requirement;
- there is at the moment considerable uncertainty about the current state of the economy and the likely impact of the recession;
- we need to ensure that there is a sufficient employment land supply through to 2026 so that the local economy is at least not impeded but instead has the opportunity to grow out of recession;
- providing for only the past rate of take up (i.e. 153 ha) may not provide the choice and flexibility needed to support business growth. Also it won't assist the change of use of inappropriate employment sites to housing and other uses to support regeneration;
- we do not want any additional land allocations to undermine the delivery of Kingsway. Therefore whilst seeking to avoid an under supply we do not want an over supply. Account has been taken of this issue in considering the proposals for south Heywood (see below);
- therefore, the provision of any additional land should be phased taking account of the available land supply; and
- a flexible approach is required that will ensure that we can meet all likely eventualities.

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

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

Employment development is focused primarily in the south of the borough, on the strategic sites (mainly already allocated in the Unitary Development Plan) in growth corridors identified in policy E3, where there are larger and better, more accessible, sites close to the motorway corridors. At the same time a good supply of sites to meet local need is provided in employment zones. This is in line with the Oldham and Rochdale Economic Skills Alliance and borough Masterplan strategies.

49 Greater Manchester Forecasting Model, [www.neweconomymanchester.com/stories/1119-greater\\_manchester\\_forecasting\\_model](http://www.neweconomymanchester.com/stories/1119-greater_manchester_forecasting_model)

### Proposed overall employment land supply

Our proposed employment land supply, to meet a requirement for a total of about 210 ha to be available for development for predominantly B1 - B8 uses, is therefore as follows (see table below):

- 156 ha currently available on good quality sites (88% of which is in economic growth corridors);
- Up to 60 ha of land that could become available for employment development as 'windfall' sites over the plan period. These sites will mainly be existing employment sites, mostly in allocated Employment Zones (total area 585.7 ha), that may become available for redevelopment. However, some of this land may be more appropriate for other (non B1 - B8) employment uses, or housing, and cannot be a certain supply of land for high quality B1 - B8 uses;
- About 30 ha of land in south of Heywood to be allocated and released for development through the Allocations Development Plan Document as and when required (E3);
- This adds up to a total identified supply of 186 ha, which is below the 210 proposed in the Rochdale Retail and Town Centres study;
- However if potential windfalls (60 ha) are taken into account, the total supply of land available for employment development, predominantly in B1 - B8 uses, is potentially up to 246 hectares. Although this figure is higher than 210 ha, the level of 'windfalls' is uncertain. Having this potential supply will ensure a sufficiently flexible supply so that any demand for high quality employment sites can continue to be met in the plan period.
- The supply, with 'windfalls' but without the proposed 30 ha of land in South Heywood, would be around 216 ha. However this is considered to be insufficient because of the uncertainty of 'windfall' sites becoming available.

**Table 9 Land supply on key sites in economic growth corridors**

Location	Land supply on key sites for employment development (ha) (no SH)	Land supply on key sites for employment development (ha) (with SH)	% of boroughs total employment land supply (no SH)	% of boroughs total employment land supply (with SH)
Rochdale town centre / Kingsway corridor				
Kingsway	81.8	81.8	52.5%	44.0%
Rochdale town centre (Riverside and Summer Castle)	3	3	1.9%	1.6%
Oldham Road	2.5	2.5	1.6%	1.3%
Total	87.3	87.3	56.0%	47.0%
Sandbrook Park /Casteleton Corridor				
Cowm Top	7.3	7.3	4.7%	3.9%
Royle Road (mixed commercial uses)	7	7	4.5%	3.8%
Woolworths site (mainly housing)	1	1	0.6%	0.5%
Sandbrook Park (existing permission for offices)	1.3	1.3	0.8%	0.7%
Trub Farm (mainly housing)	1	1	0.6%	0.5%
Total	17.6	17.6	11.3%	9.5%
South Heywood / J19 corridor				
Heywood Distribution Park	7.7	7.7	4.9%	4.1%
Heywood Distribution Park	5.3	5.3	3.4%	2.9%
Existing Hareshill Road site	11	11	7.1%	5.9%
South Heywood (proposed land release)	0	30	0.0%	16.1%



Location	Land supply on key sites for employment development (ha) (no SH)	Land supply on key sites for employment development (ha) (with SH)	% of boroughs total employment land supply (no SH)	% of boroughs total employment land supply (with SH)
Total	24	54	15.4%	29.1%
Middleton town centre / Oldham Road corridor				
North Middleton Road and Rex Mill	6.7	6.7	4.3%	3.6%
Middleton Town Centre (potential for offices)	1	1	0.6%	0.5%
Total	7.7	7.7	4.9%	4.1%
Total economic growth corridors	136.6	166.6	87.7%	89.7%
Elsewhere in the south of the borough	12.2	12.2	7.8%	6.6%
Total south	148.8	178.8	95.5%	96.2%
Total north	7	7	4.5%	3.8%
Total borough	155.8	185.8	100.0%	100.0%

As indicated in the above table, the land identified on key sites in economic growth corridors represents 87.7% of the boroughs total identified supply of 155.8 ha (without the proposed land release in south Heywood) and 89.7% of a total land supply of 185.8 ha (with the proposed land release in south Heywood).

### Evidence to support the South Heywood Economic Growth Corridor (E3/3)

As indicated above, several studies indicated a need for additional employment land to be identified in the borough to meet potential longer term demand. The possibility of releasing about 30 ha of Green Belt land in south Heywood was identified in the Preferred Options Report. A number of objections were made to this proposal in early in 2010 by local residents. Consequently further work was commissioned by the Council to further examine the need and potential demand for employment land in this location, and the feasibility and viability of development. The following studies have been prepared to examine the proposals and to seek to answer questions asked by objectors. The studies are:

1. A Prospectus for the Future – South Heywood<sup>(50)</sup> – this sets out an indicative Masterplan for possible development in South Heywood and examines the environmental and ecological impacts of the proposal;
2. South Heywood Feasibility Study<sup>(51)</sup> – this examines the demand for and financial feasibility of the development proposals;
3. South Heywood Link Road Proposal – Pilsworth Road to J19 M62<sup>(52)</sup> – this plan shows the proposed road and junction design;
4. South Heywood Economic Corridor: Transport Assessment – Model Development Report<sup>(53)</sup> – this explains the development of, and findings from, the traffic model developed to examine the impacts of the proposed link road;

50 A Prospectus for the Future - South Heywood (Taylor Young, 2010), Currently unavailable online (copy available upon request) (BP 87)

51 South Heywood Feasibility Study (Pennine Land and BNP Paribas Real Estate, 2010), Currently unavailable online (copy available upon request) (BP 188)

52 South Heywood Link Road Proposal - Pilsworth Road to J19 M62 (plan showing proposed link road and junction design) (2010), Currently unavailable online (copy available upon request) (BP 192)

53 South Heywood Economic Corridor: Transport Assessment - Model development report (Mouchel, 2010), Currently unavailable online (copy available upon request) (BP 186)



5. South Heywood Economic Corridor: Transport Assessment – M62 J19 Operational Assessment Report<sup>(54)</sup> – this models and tests the operation of J19 of the M62;
6. South Heywood Economic Corridor: Transport Assessment – Sustainable Transport Scope for Heywood<sup>(55)</sup> – this examines the scope and opportunities for providing sustainable transport solutions to support the development proposals.

The studies show (see documents listed above, available on Council web site) that:

- A design for a mixed use scheme is feasible that satisfactorily integrates the development into the adjoining urban area and countryside, does not detract from the amenity and addresses the concerns of adjoining residents, and that mitigates the noise impacts from the proposed link road and existing M62 (document 1);
- The land affected does not have any ecological value that merits special protection or prevents development, subject to satisfactory mitigation measures (document 1);
- A satisfactory design for a link road between Hareshill Road and J19 of the M62, along with a reconfigured junction, is feasible (document 3) (see also Transport section of this Background Paper);
- The road will be used by traffic accessing the existing and proposed employment developments in the economic growth corridor, it will reduce traffic on existing roads through Heywood, and J19 will operate satisfactorily. The link road will make existing employment developments and sites, such as the existing Heywood Distribution Park Simplified Planning Zone, more attractive to businesses due to saving up to 2 million kilometres a year for existing HGV movements (documents 4 & 5) (see also Transport section of this Background Paper);
- A number of sustainable transport solutions are available and deliverable in the south Heywood corridor to make the development more sustainable (document 6) (see also chapter 10 of this Background Paper);
- That there is considerable evidence to support the need, and market demand, for this additional employment land (document 2, and see below);
- There is a need and demand for higher value housing development in the area and that it is a key financial contributor to the delivery of the overall development and link road (document 2, and see chapter 7)
- Collaborative Agreements have been reached between all the main parties and land owners to deliver the proposals;
- The proposed development, comprising the link road, improvement of the existing Hareshill Road, and employment, housing and limited retail development is feasible, economically viable and deliverable through the private sector and does not require public subsidy (document 2).

The Prospectus for the Future shows the potential for the following scale of employment development on three sites with a total area of around 30 ha (see Masterplan - document 1):

- Site 3b for small scale industrial units ranging in size from 232 sq m to 1,858 sq m, with a total floorspace of about 23,400 sq m;
- Site 3c suitable for 3 larger units ranging from 3,716 sq m to 5,200 sq m;
- Site 4 could accommodate larger warehouse and distribution operations in units ranging from 5,016 sq m to 23,410 sq m, with a total floorspace of about 77,430 sq m.

The South Heywood Feasibility Study (document 2) concluded in relation to the need for, and potential of, the above employment development in this location that:

- There is a limited future supply of prime employment land to satisfy the requirements of the market in the borough;
- South Heywood is a prime warehousing and distribution location that would be ideal for the logistics market and recognised across the UK. The delivery of the link road is critical to delivering this potential;
- There is clear demand for sites for manufacturing and logistics in such a location;

54 South Heywood Economic Corridor: Transport Assessment - M62 J19 Operational assessment report (Mouchel, 2010) (model to test the operation of J19 M62), Currently unavailable online (copy available upon request) (BP 185)

55 South Heywood Economic Corridor: Transport Assessment - Sustainable transport scope for Heywood (Mouchel, 2010), Currently unavailable online (copy available upon request) (BP 187)

- Logistics can provide a wide range of jobs, from low skilled to highly skilled;
- It is crucial to bring South Heywood forward to prevent existing and future employment and investment leaving Rochdale borough;
- The South Heywood employment land proposals are complementary to existing development opportunities in Heywood and the borough, including Kingsway, and will enhance the appeal of the borough to local, regional and national occupiers.

The study 'Identification and Market Demand –Led Assessment of Large Employment Sites in Greater Manchester'<sup>(56)</sup> – examines the demand and supply for large employment sites in Greater Manchester, and has also considered the draft Core Strategy proposals for South Heywood. In an initial draft report from the study it indicates that South Heywood is seen as one of only 3 locations in Greater Manchester with considerable potential for strategically important development (the others being Manchester city centre and around Manchester airport) and is suited to logistics.

### Proposed policies compliance with guidance

Planning Policy Statement 4 - "Planning for Sustainable Economic Growth"	How does the Core Strategy policy address this?
PPS 4 Policy EC1 Working with other authorities, advises authorities to use evidence to plan positively, by preparing and maintaining a robust evidence base.	The Greater Manchester authorities are doing a considerable amount of work to jointly assess the Greater Manchester economy and to develop a joint Greater Manchester Strategy and Spatial Framework to seek to ensure the maximum performance of the local economy. The Core Strategy fits into this overall strategy.
PPS 4 Policy EC2 'Plan for sustainable economic growth' sets out 11 requirements (a - i) for local development plans to meet to achieve this. Requirement g) was at regional level and does not now apply. A plan is required that:  a. sets out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth identifying priority areas with high levels of deprivation that should be prioritised for regeneration investment, having regard to the character of the area and the need for a high quality environment;  b. supports existing business sectors, taking account of whether they are expanding or contracting and, where possible, identifies and plans for new or emerging sectors likely to locate in their area, such as those producing low carbon goods or services. However, policies should be flexible enough to accommodate sectors not anticipated in the plan and allow a quick response to changes in economic circumstances;  c. positively plans for the location, promotion and expansion of clusters or networks of knowledge driven or high technology industries;  d. seeks to make the most efficient and effective use of land, prioritising previously developed land which is suitable for re-use and, subject to the specific policy requirements of this PPS for town centres, reflects the different location requirements of businesses, such as the size of site required, site quality, access and proximity to markets, as well as the locally available workforce;  e. identifies, protects and promotes key distribution networks, and locates or co-locates developments which generate substantial transport movements in locations that are accessible (including by rail and water transport where feasible), avoiding congestion and preserving local amenity as far as possible;	The Core Strategy, and in particular through policies E1, E2 & E3, fulfils all the requirements identified in PPS4 policy E2. It:  a) sets out a clear vision for sustainable economic growth;  b) supports, and provides land, for all business sectors;  c) positively plans for clusters in economic growth corridors, and joint working with other Greater Manchester authorities has sought not to unnecessarily release greenfield sites;  d) seeks to make effective use of previously developed land;  e) locates employment and distribution development in accessible locations, including by public transport;  f) includes plans for sustainable transport and other infrastructure (policies T1 & T2);  h) seeks to protect existing appropriate employment allocations and areas, all of which have been reviewed through an employment land study, and provides a strategic context for the Allocations Development Plan Document which will review and identify specific sites and employment zones;  i) encourages the re use of buildings including historic buildings;  j) encourages action to regenerate existing employment areas. The borough already has a Simplified Employment Zone to promote economic development;  k) encourages live/work particularly in the north of the borough which has lower accessibility.

56 Identification and Market Demand Led Assessment of Large Employment Sites in Greater Manchester (Jones Lang LaSalle), Currently unavailable(future source of information) (BP 2)

Planning Policy Statement 4 - "Planning for Sustainable Economic Growth"	How does the Core Strategy policy address this?
<p>f. plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development;</p> <p>h. at the local level, where necessary to safeguard land from other uses, identifies a range of sites, to facilitate a broad range of economic development, including mixed use. Existing site allocations should not be carried forward from one version of the development plan to the next without evidence of the need and a reasonable prospect of their take up during the plan period. If there is no reasonable prospect of a site being used for the allocated economic use, the allocation should not be retained, and wider economic uses or alternative uses should be considered;</p> <p>i. at the local level, encourages new uses for vacant or derelict buildings, including historic buildings;</p> <p>j. consider how sites for different business types can be delivered, including by the use of compulsory purchase to assemble sites and other planning tools including area action plans, simplified planning zones and local development orders; and</p> <p>k. facilitates new working practices such as live/work</p>	
<p>PPS 4 Policy EC5 indicates that sites for main town centre uses (including major leisure and office development) should be identified using a sequential approach a. in centres b. edge of town centres c. out of centre sites (preference for well served by public transport &amp; close to centre)</p>	<p>The Core Strategy promotes a town centres first approach for town centre uses. Policy E2 does however indicate that office development will be allowed on out of centre sites in economic growth corridors if its close to a public transport interchange or if it is part of another major employment activity. This is clarification of policy that is still generally in line with national policy. Sites for town centre uses will be identified through the Allocations DPD.</p>
<p>PPS 4 Policy EC8 Set maximum car parking standards for non-residential development</p>	<p>Parking standards are set out in Appendix 4 in the Core Strategy.</p>

### Effectiveness of policies

Policy	Evidence of deliverability	Flexibility	Monitoring
E2 - Increasing jobs and prosperity	Employment Land Study	<p>The policy seeks to achieve the right balance between:</p> <p>Providing sufficient employment land in the right places but not providing an excess;</p> <p>Protecting existing employment sites where appropriate for continued employment use but allowing other uses when they would be more appropriate.</p>	<p>The level, type and location of employment land take up and loss is monitored annually. Standard economic indicators are used regularly to monitor the performance of the local economy.</p>
E3 - Focusing on economic growth corridor	<p>Employment Land Study</p> <p>Greater Manchester Large employment sites study</p> <p>Demand study for south Heywood</p>	<p>The flexibility for policy E2 (above) will apply along with the potential for further release of land for employment use in south Heywood if required to maintain a satisfactory supply.</p>	<p>As above, plus the take up of land and scale of development will be monitored for each of the growth corridors. Take up on, and demand for Kingsway will be a key indicator on the need for additional land release.</p>

## E4 - Encouraging the visitor economy; E5 - Supporting and diversifying the rural economy

### Main sources of information

Planning Policy Statement 4 (Planning for sustainable economic growth)<sup>(57)</sup>; research for Regional Spatial Strategy<sup>(58)</sup>

## Evidence to justify policy approach

### Tourism

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

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

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

### The rural economy

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

Traditional rural economic activities such as agriculture, mining and forestry are not a major source of employment within the borough. Similar to the rest of Greater Manchester, the majority of farm holdings within the borough are registered small holdings of less than 20 hectares. Farming therefore tends to be a part time, low income occupation. Rural incomes within the borough are low, 8% lower than the average for the North West. In addition to traditional rural economic activities there are opportunities for increasing tourism and leisure, food and drink and professional and creative activities. These could utilise assets such as long distance walks, biodiversity, cultural heritage and accessible recreational facilities and assets. The maps 10 and 11 show the level of income and employment deprivation across the borough in terms of the Indices of Multiple Deprivation 2007<sup>(59)</sup>.

57 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

58 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008), [www.gos.gov.uk/497468/docs/248821/457370/RSSfull](http://www.gos.gov.uk/497468/docs/248821/457370/RSSfull) (BP 289)

59 Index of Multiple Deprivation 2007 (DCLG), [www.communities.gov.uk/documents/communities/pdf/733520.pdf](http://www.communities.gov.uk/documents/communities/pdf/733520.pdf) (BP 231)

**Proposed policies compliance with guidance**

Planning Policy Statement 4 - "Planning for Sustainable Economic Growth"	How does the Core Strategy policy address this?
PPS4 Policy EC6 indicates that in in planning for economic development in rural areas the intrinsic character of the countryside should be protected.	Policy E5 sets out the priorities for supporting and diversifying the rural economy and criteria for permitting economic development to ensure that it protects the character of the countryside.
PPS4 Policy EC7 indicates that in planning for tourism in rural areas sustainable rural tourism and leisure developments should be promoted that do not harm the character of the countryside.	Policy E4 sets out priority locations to promote for tourism development.
Leisure and tourism uses are otherwise encouraged in town centres, but subject to a sequential approach.	Policy E4 sets out a sequential approach to tourism development, that starts with town centres.

**Effectiveness of policies**

Policy	Evidence of deliverability	Flexibility	Monitoring
E4 - Encouraging the visitor economy	Work is already progressing on a number of the initiatives identified, however uncertainty on funding may delay delivery.	A large number of tourism opportunities are identified	Development and economic data will be monitored
E5 - Supporting and diversifying the rural economy	Past experience, and progress with some projects, indicates the potential for gradual change and diversification	There is limited flexibility due to Green Belt policy	Development and economic data will be monitored

## 7 Creating successful and healthy communities (SO2)

### Introduction

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

The 'Creating successful and healthy communities' section has been divided into two distinct policy areas - housing policies and community policies.

### C1-C5 - Housing policies

One of the themes of the Core Strategy is to create sustainable communities, which aim to meet the challenge of urban renewal as well as to provide attractive, popular and healthy sustainable communities.

Compared to other housing markets in the North West and the Manchester City Region, Rochdale and the wider north eastern Manchester housing market is less attractive. The housing on offer in the borough has stark differences in terms of quality and price and it fails to address the needs of existing or future residents. A lack of high value housing across the borough means that it fails to attract and retain residents with higher incomes.

There is an over supply of terraced housing, particularly within Inner Rochdale and parts of Heywood and Middleton, some of which is poor. There is, however, still high demand for terraced properties particularly from the Asian community within Inner Rochdale and from first time buyers, so it is important to maintain a provision of high quality terraced properties.

There are large single tenure housing estates with a high turnover of occupants which fail to provide a varied choice of housing types. See map 6 In the Spatial Portrait for the location of the major housing areas in the borough. This high concentration of particular housing types has led to segregated housing markets and, in turn, local communities. The quality of facilities, services and open space adjacent to some areas of housing is poor and has a negative impact on residential environments.

There is a recognised need in the borough to create sustainable neighbourhoods that ensure harmony between ethnic groups, provide good housing and allow residents good access to public transport. There also needs to be a provision of nearby schools, shops, and leisure and employment opportunities.

It is important that the Core Strategy delivers the right amount of housing in the right places. It is also important to continue to regenerate the most deprived areas of the borough. The overall aim is to provide a range of good quality housing that attracts and retains residents, improves the borough's image and supports prosperity.

### C1 - Delivering the right amount of housing in the right places; C2 - Focusing on regeneration areas; C3 - Delivering the right type of housing

#### Main Sources of Information

Rochdale Strategic Housing Market Assessment<sup>(60)</sup>; Strategic Housing Land Availability Assessment<sup>(61)</sup>. Greater Manchester Strategic Housing Market Assessment<sup>(62)</sup>; Planning Policy Statement 3 (Housing)<sup>(63)</sup>

60 Rochdale Borough Strategic Housing Market Assessment 2010 - Working draft (RMBC, 2010), Currently unavailable online (copy available upon request) (BP 150)

61 Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2010 (November, 2010), Currently unavailable online (copy available upon request) (BP 176)

62 Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008), [www.agma.gov.uk/cms\\_media/files/gmshma\\_final\\_dec.pdf](http://www.agma.gov.uk/cms_media/files/gmshma_final_dec.pdf) (BP 28)

63 Planning Policy Statement 3 – Housing (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf) (BP 309)



## Evidence to justify policy approach

### Rochdale's housing requirement in the revoked Regional Spatial Strategy

The housing supply requirement set out in the revised Unitary Development Plan<sup>(64)</sup>, was 240 dwellings per annum, based on the figure in the now superseded Regional Planning Guidance 13.

This figure of 240 was relatively low and reflected the existing market and policy context at the time in the North West. In terms of Rochdale borough, this figure reflected the relatively low demand and the need to regenerate brownfield sites and restructure the local housing market. Following on from this, there was significant economic growth driven by the success of Manchester city centre and this led to higher levels of housebuilding and demand for new homes and housing land. This improved market context and the national drive to deliver more homes was a key issue in the revision of the Regional Spatial Strategy.

The Council's housing land requirement was subsequently set through the Regional Spatial Strategy (RSS)<sup>(65)</sup>, within the latest version of it the borough's housing land requirement was 400 net additional homes per annum. This was based on a range of 360 to 400 that was put forward by the Council to the North West Regional Assembly when the RSS was being drafted, which took account of the Urban Potential Study<sup>(66)</sup>, household projections and regeneration objectives, particularly the emerging Housing Market Renewal Pathfinder programme. It was acknowledged that this was a challenging target in light of the Council's previous RSS (Regional Planning Guidance 13) target of 240 per annum and reflected the aspirations for regeneration, particularly through the Housing Market Renewal programme. Therefore it should be noted that the figure put forward for inclusion in the RSS was not generated through any complex methodology but was simply a balanced judgement taking account of key evidence at that time.

As with the previous version of the RSS it was expected that the new guidance would apply the 400 figure from the date of adoption or as a figure for local authorities to use in their emerging Core Strategies. However, the Examination in Public Panel Report into the RSS recommended that this figure should be applied retrospectively from 2003 and this was taken forward in the adopted version of the RSS. The Council did express concerns at the time regarding this approach as it had the effect of immediately increasing the borough's requirement since we had previously been aiming at an annual requirement of 240 per annum set out in the adopted Unitary Development Plan.

It is still considered that applying this figure retrospectively was the wrong approach, and this has been demonstrated by actual build figures since 2003 and the impact this has had on increasing the RSS housing target.

In applying the RSS figure to the emerging Core Strategy, it was necessary to look beyond the RSS period of 2021 and consider up to 2026. The only appropriate way of dealing with this was to extrapolate the RSS figure up to 2026. Taking account of this and the shortfall against the RSS in the period 2003-2009 meant that as at April 2009 in its Annual Monitoring Report,<sup>(67)</sup> and Core Strategy Preferred Options Report the Council assumed an annual target of 456 per annum from 2009-2026. Given the very low net completions for 2009-2010 the recalculated the RSS target as at the 1st of April 2010 was 482 per annum between 2010 and 2026.

This again demonstrates the impact that the retrospective application of the RSS figure has had on the overall target. It is felt that this recalculated target runs the risk of the unplanned and unrestricted release of land for housing on the basis that the Council has not met its ever-increasing targets. The reasons why we consider this target should be reduced within the Core Strategy are set out below.

64 Rochdale Borough Unitary Development Plan (Adopted June 2006), [www.cartoplus.co.uk/rochdale/](http://www.cartoplus.co.uk/rochdale/) (BP 155)

65 The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008), [www.gos.gov.uk/497468/docs/248821/457370/RSSfull](http://www.gos.gov.uk/497468/docs/248821/457370/RSSfull) (BP 289)

66 Rochdale MBC Urban Potential Study (2005), Currently unavailable online (copy available upon request) (BP 178)

67 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

## Recent impacts on net housing delivery in Rochdale

Since the Council submitted its figure for inclusion in the Regional Spatial Strategy there has been a number of key issues in terms of housing delivery in the borough, which are set out below.

### Impact of the recession

The recent downturn in the UK housing market was principally triggered by the realisation of the scale of the bad debt that banks had accumulated, which caused banks to be much more cautious toward lending to one another due to the increased risk of a failure to repay. It was this, coupled with the wider economic influences and recession conditions that lasted longer than anticipated, which exacerbated the housing market downturn.

The tightening of lending criteria has meant that the multiples of income that a mortgage is offered on were reduced and a greater proportion of the value of the home was required as a deposit. This has particularly affected first-time buyers, who have less access to capital. The result was that in 2008, 194,000 home loans were granted to first-time buyers in England compared with 357,800 in 2007. The reduction in the number of first-time buyers has had implications for the overall buoyancy of the market. The absence of new entrants to the market reduced activity further up the housing ladder with the number of home mover loans dropping from 658,000 in 2007 to 322,200 in 2008<sup>(68)</sup>. This has also had a knock-on impact on property prices with a reduction from the peak of 2007. Whilst this has varied depending on the location, the impact in relation to Rochdale can be shown in the table below.

**Table 10 Property prices in Rochdale borough by type from 2003 - 2009**

Year	Overall price	Property type				
		Detached	Semi-detached	Terraced	Flat	New build
2003	90,204	192,434	92,241	57,362	74,407	153,940
2004	108,464	206,552	117,640	79,248	104,838	126,310
2005	114,595	212,302	122,132	86,335	103,581	131,257
2006	127,784	240,567	133,186	92,033	112,280	172,697
2007	131,347	239,845	138,625	104,191	108,827	139,802
2008	119,662	224,645	120,536	89,280	105,722	157,537
2009	132,925	229,773	134,322	93,391	104,987	129,910

Source: HM Land Registry. Quarter 4 statistics for each year.

Table 10 shows that for all property types there is a general peak around 2006-2007. Whilst the table shows that the overall average is at a peak in 2009, this is mainly due to a concentration of sales at the higher end of the market. However, for all types the current average house price is lower than in 2007. There has been an increase in three of the five categories (excluding flats and new builds) between 2008 and 2009, which shows some signs of a recovery in house prices. The further reduction in the price of flats between 2008 and 2009 could be a result of the continued uncertainty in the apartment market and the fact that prices may have come down because of over supply. The drop in new build average house prices between 2008 and 2009 is more likely to be due to the nature of the sites on which completions have come forward in that period, e.g. lower value areas or regeneration sites.

It is difficult to predict future market trends with any degree of certainty but there is evidence of an upturn in house prices and sales as shown in table 10. Interest rates are at an all time low and have remained static since April 2009 and the fledgling recovery could continue in the light of more stable unemployment rates. However, a full market recovery will not occur until credit availability issues for first-time buyers have been resolved. With concerns about access to finance affecting both householders and the development industry, the depth and longevity of the recession's impact on housing markets remain uncertain. However this will

clearly continue to have an impact on the delivery of new homes, particularly in more fragile market areas, in the short term.

#### Capacity to deliver new homes through regeneration

When collating the evidence for the Regional Spatial Strategy there was significant regeneration activity underway particularly through housing market renewal. It was anticipated that this activity would deliver a large number of new homes in the early years. However, the recent recession and the time required to assemble sites meant that fewer units were delivered than expected. Whilst these regeneration areas are still a major focus and a key component of the borough's future housing supply, the scale and rate of delivery has been revisited in light of the recession, the time taken to assemble sites and overall density. Therefore programmes and masterplans for the priority regeneration areas have become more conservative and the number of dwellings likely to come forward in the next few years is lower than previously assumed.

This is illustrated through the recent revision to the Strategic Housing Land Availability Assessment (SHLAA). Earlier publications of the SHLAA provided total figures based on masterplanning evidence for the whole of each priority regeneration area. The latest update of the SHLAA (as at 1<sup>st</sup> April 2010) and the Core Strategy reconsider these areas and attribute projected completions on a site by site basis within them to reflect the changes in circumstances referred to above. This allows the SHLAA to be more precise in terms of the location of its supply but has led to a decrease in total figures for these areas. This has resulted in a significant reduction in the overall level of housing expected to come forward from these areas. This is due to a combination of site assembly issues and lower densities. The overall capacity projected in the priority regeneration areas within the SHLAA has fallen from 3325 as at 1<sup>st</sup> April 2009 to 1822 as at 1<sup>st</sup> April 2010.

Further detail on the results of the SHLAA as at 1st April 2010 can be found further on in this section.

#### Completions 2003-2010

The table below shows the level of completions in Rochdale since the adoption of the now revoked Regional Spatial Strategy.

**Table 11 Net housing completions in the borough 2003 - 2010**

Year	Gross completions	Demolitions	Net completions
2003 - 2004	290	171	119
2004 - 2005	323	265	58
2005 - 2006	461	111	350
2006 - 2007	496	367	129
2007 - 2008	489	71	418
2008 - 2009	500	115	382
2009 - 2010	268	231	37
<b>Average</b>	<b>404</b>	<b>190</b>	<b>214</b>

This shows that the borough has not been delivering the level of new homes to meet the target set in the Regional Spatial Strategy. This has mainly been due to high levels of clearance in this period. This clearance has been due to regeneration activity in the borough. Whilst the level of clearance is expected to drop to a level of around 100 a year over the Core Strategy period (see paragraph dealing with clearance below) it shows that achieving the adjusted Regional Spatial Strategy requirement of 482 a year is unlikely. This is compounded by the delivery issues referred to above.

#### Clearance

In terms of assessing the total number of dwellings required over the period we also need to consider the replacement of cleared properties. The Unitary Development Plan has a clearance assumption of 140

dwellings cleared per annum. Table 11 shows that since 2003 the clearance rate has been on average 190 a year. However, the Core Strategy proposes a clearance rate of 100 a year in the period 2010 - 2026 which equates to the need to replace **1600** dwellings over the period 2010-2026. There are several reasons why this reduced clearance rate is considered appropriate, these are set out below.

Firstly, there is the current estimation of future clearance, which is expected to come forward in the priority regeneration areas. The table below shows the current assessment of clearance from 2010 - 2026 relating to these areas.

**Table 12 Major sources of clearance over Core Strategy period**

Priority Regeneration Areas	No. dwellings to be cleared
East Central Rochdale	75
Kirkholt	665
Heywood	271
Langley	38
<b>Total</b>	<b>1039</b>

This is likely to cover a majority of the clearance expected to take place in the borough up to 2026. Whilst, there may still be some additional clearance outside these areas, the clearance allowance of 100 per annum over this period (1600 in total) is therefore sufficient to cover this planned clearance leaving an additional 35 per annum from other sources e.g. demolition and rebuild of private properties.

Secondly, is the level of demolitions that have taken place since the Unitary Development Plan and the associated clearance rate was applied. The period considered by the Unitary Development Plan in relation to housing is 2002 to 2016. Therefore this is the period over which the clearance rate of 140 per annum is assumed to be applied. This results in a gross clearance figure of 1960 (i.e. 140 x 14 years). In the period 2002-2010 a total of 1420 dwellings have been cleared. This leaves 540 still to be cleared if that rate is to be assumed, which gives 90 per annum between 2010 and 2016.

Thirdly, it is important to consider the impact of recent clearance within the priority regeneration area of Langley on the Council's annual figures in recent years. Langley is a large, former Manchester City Council overspill estate in the west of Middleton. In recent years there has been an ongoing programme to restructure this large single tenure estate, which contained a large number of long term void properties. This has resulted in the clearance of a large number of properties to be replaced by new, predominately private homes. In the period 2001-2010, of the 1645 dwellings cleared in the borough, 1095 of these were within Langley, which represents two thirds of the total demolitions. This clearance programme is now coming to an end and there are just 38 properties left to clear (see in table 12).

It was not just the scale of demolitions on Langley that had such an impact but also the speed. As many of the properties were long term voids these could be cleared far more quickly as there was no need to decant existing residents to alternative accommodation. Given the current demand for Council properties in the borough there are no estates that have such numbers of voids as were found on Langley. Therefore, in terms of future clearance, not only are we likely to see less in overall numbers but also the annual rate will be much lower given the need to move existing residents if clearance is to take place.

Finally, the availability of public finance to deliver regeneration is likely to be much more limited in the coming years. Even with the significant resources that were available through Housing Market Renewal the ability to deliver clearance of private properties was limited due to the increase in house prices, particularly in the terraced market. The uncertainty regarding the future of Housing Market Renewal and other major regeneration funding streams means that clearance as part of regeneration will be much reduced. This, coupled with currently popularity and lower rates of turnover in the social rented sector, means that clearance overall is likely to be much reduced in the coming years.

### Core Strategy housing requirement

Given the abolition of the Regional Spatial Strategy (RSS) and its related backdated start date of 2003, the Council has reviewed what the best approach will be in terms of an appropriate housing target.

One of the alternatives open to the Council in light of the RSS being revoked was to revert to its 'Option 1' figure i.e. the figure put forward to the North West Regional Assembly in the production of RSS. In Rochdale's case this applies to the 360-400 range, as mentioned within the 'Rochdale's housing requirement in the revoked Regional Spatial Strategy' section of this document. Given the Council's previous concerns regarding the retrospective application of the already challenging target in RSS, one alternative is to apply the now revoked RSS 400 per annum requirement from the Core Strategy base date and reflect this in the emerging Core Strategy.

Another alternative is to seek to address the housing requirements set out in the latest Communities and Local Government household growth projections and various forecasting models. Before the revocation of the RSS, 4NW<sup>(69)</sup> had undertaken research in relation to the proposed revision of the RSS. This set out alternatives in terms of anticipated household growth for all districts including Rochdale. These are set out in table 13 and 14 along with the estimated growth from the Greater Manchester Forecasting Model<sup>(70)</sup> and the Rochdale Strategic Housing Market Assessment.

**Table 13 Housing and household growth forecasts 2010-2026**

Source	Total for 2010 – 2026	Average per year
Regional Spatial Strategy (base figure)	6,400	400
Regional Spatial Strategy (recalculated based on under performance)	7,712	482
Greater Manchester Forecasting Model	8,400	525
Rochdale Strategic Housing Market Assessment	N/a	524

**Table 14 Housing and household growth forecasts 2006-2030**

Source	Total for 2006-2030	Average per year
Communities and Local Government household projections (2006)	16,844	702
National Housing Planning Advice Unit (Low)	10,965	457
National Housing Planning Advice Unit (High)	12,418	517
Regional Economic Forecasting Panel	13,920	580

As shown in table 13 and 14 the range of forecasts for the number of homes required goes from 400 to 702 per annum. Taking account of this, one option would be to choose a target which seeks to achieve something around the mid point of these sources of evidence. However, whilst these projections may indicate that a higher target should be set, this has to be balanced against deliverability and sustainability. (For further detail in relation to the Communities and Local Government projections see the section on 'National household and population projections' below.)

The main issue affecting the borough in recent years has been the deliverability of sites, not the availability of them. The latest Strategic Housing Land Availability Assessment shows that there is sufficient land to deliver up to 582 net dwellings per annum (682 gross, not taking into account 100 a year estimated clearance). However, despite this available supply the actual delivery of homes in recent years has been well below this. It is hoped that meeting other objectives in the Core Strategy will help to improve deliverability.

<sup>69</sup> www.4nw.org.uk

<sup>70</sup> Greater Manchester Forecasting Model, [www.neweconomymanchester.com/stories/1119-greater\\_manchester\\_forecasting\\_model](http://www.neweconomymanchester.com/stories/1119-greater_manchester_forecasting_model)



This includes:

- improving the image of the borough;
- creating new jobs at Kingsway Business Park;
- regenerating Rochdale Town Centre;
- completing Metrolink - improving connectivity to the core of the City Region;
- developing proposed economic growth corridors; and
- improving access to, and the quality of, natural assets, green infrastructure and visitor attractions.

Given the analysis earlier in this section regarding recent completions and current impacts on delivery, it is necessary to select a target which is achievable. Based on recent performance it is proposed that we select the first alternative referred to previously which is to apply the revoked Regional Spatial Strategy base rate from 2010.

This is the preferred alternative based on the following reasons:

- it is more realistic and deliverable, taking account of the information on housing land supply in the latest Strategic Housing Land Availability Assessment and recent housing completions in the borough;
- it reflects the return to a housing market context somewhere between Regional Planning Guidance 13 (which set a target of 240 dwellings per annum) and the market context that existed when the last version of the Regional Spatial Strategy was being produced;
- it provides a sufficient scale of new housing to deliver the Council's regeneration objectives and priorities;
- it enables a range of housing to be delivered across the borough to meet the needs and aspirations of existing and future residents;
- it enables a continued focus on the reuse of previously developed land and buildings and therefore reflects a sustainable approach to housing delivery;
- it would not lead to the unrestricted release of open land based on a failure to meet the housing target i.e. it prevents the loss of high quality and strategically important open land (other than that identified in the Core Strategy) within and outside the urban area; and
- it provides a scale of new housing that is still sufficient to support the growth aspirations of the wider city region.

It should be noted that the target within the Core Strategy is not a ceiling and therefore can be exceeded through the development of appropriate sites. The supply within the Strategic Housing Land Availability Assessment suggests that sites are available to exceed this target if the rate of delivery increases.

To conclude, given the evidence above it is considered that a figure of 400 a year, with 100 a year assumed clearance reflects a balanced approach to our housing requirement.

### **Rochdale Borough Strategic Housing Land Availability Assessment**

The Strategic Housing Land Availability Assessment is a key component of the evidence base which supports the delivery of sufficient land for new homes. The assessment reflects the position of the housing land supply in the borough as at 1<sup>st</sup> April 2010. The assessment provides a robust evidence base for the Core Strategy, which will guide the level of house building required and where it should be focused up to 2026.

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

The identification of potential housing sites across the borough helps to inform policies and strategic priorities in the Core Strategy and form land allocations later on. Subsequent reviews of the assessment will consider how sites are coming forward and identify potential barriers that may be preventing other sites from coming



forward. As well as illustrating potential capacity to deliver new housing, it also assists in identifying further work that may be required in helping to deliver these sites e.g. future policies and strategies.

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

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

#### Findings of the Strategic Housing Land Availability Assessment

The outputs of the assessment are:

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

**Table 15 Current housing supply in the borough as identified through the SHLAA as at 1st April 2010.**

Source	Time period				Total	Gross p.a.	Net p.a.
	Sites currently under construction	Sites with planning permission	New sites identified for housing	Broad locations delivering additional housing			
Years 0-5	1141	1150	122	688	3101	620	520
Years 6-10	196	1555	2072	967	4790	958	858
Years 11-15	0	234	1594	167	1995	399	299
Years 15+	0	0	282	0	282	282	182
<b>Total</b>	<b>1337</b>	<b>2939</b>	<b>4070</b>	<b>1822</b>	<b>10168</b>	<b>636</b>	<b>536</b>
Total incl potential 750 units on Core Strategy sites					<b>10918</b>	<b>682</b>	<b>582</b>

The results of the Strategic Housing Land Availability Assessment, show there is sufficient land to meet the requirement for additional homes set out in the Core Strategy. For the period 2010-2026 the total requirement (including the replacement of cleared dwellings) is 8000. The assessment identifies a total potential of **10918** (note that 750 of this supply is made up from potential Core Strategy sites). This includes sufficient capacity on identified sites (6888 net total for the period 2010-2020) to meet the requirement in the first ten years.

The assessment shows that the majority of this land for housing is on brownfield sites. A significant proportion of this is on vacant or underused employment sites, although other land uses (such as schools which are surplus to local needs) also contribute to the supply.

Of the total capacity identified within the Strategic Housing Land Availability Assessment, 1822 are within Priority Regeneration Areas. It should be noted that these priority areas are not simply areas where the council expects new dwellings to come forward, but forms the basis for the council's regeneration strategy. As such most of these areas are subject to detailed masterplans (including Supplementary Planning Documents) and a significant amount of work has been undertaken to consider deliverability.

#### Five year deliverable supply

In years 0-5 (i.e. 2010 to 2015) we expect around 3101 dwellings to come forward as detailed in the Strategic Housing Land Availability Assessment. This gives a net annual completion figure of 520 including assumed 100 per year clearance. See Appendix 2 'Housing trajectory from the Strategic Housing Land Availability Assessment' for year on year completion projections.

#### Previously developed land

The abolished Regional Spatial Strategy required 80% of all new homes built in the borough to be on previously developed sites. This target has been carried forward into the latest update of Strategic Housing Land Availability Assessment results. The percentage of projected completions as shown in the Strategic Housing Land Availability Assessment which are on brownfield land is shown in the table below.

**Table 16 Percentage of supply that is previously developed land by type**

	Years 0-5	Years 6-10	Years 11-15	Years 15+	Total
Sites under construction	98.5%	100%	N/a*	N/a*	<b>99%</b>
Sites with permission	97.6%	82%	91.5%	N/a*	<b>89%</b>
New sites identified for housing	100%	100%	100%	100%	<b>100%</b>
Priority regeneration areas delivering additional housing	80%	80%	80%	80%	<b>80%</b>
<b>Total</b>	<b>94%</b>	<b>90%</b>	<b>97%</b>	<b>100%</b>	<b>93%</b>
Total incl potential 750 units on Core Strategy sites	0%				<b>87%</b>

\*Data is not available as there are no projected completions for this type of site in this time period.

As the results of this show, of the total supply up to 2026 not including the Core Strategy sites, over 93% is on brownfield land. The total supply on brownfield land over each of the five year time periods is significantly over the 80% brownfield development target.

The Core Strategy sites included in the total housing supply will be on 100% greenfield land. As the table shows, including these sites into the total supply still shows that 87% of the total housing supply in the Strategic Housing Land Availability assessment is on brownfield land.

#### **Supporting economic growth and delivering aspirational housing**

The findings of the Strategic Housing Land Availability Assessment demonstrates that there is sufficient housing land to meet the requirement over the plan period. However, as noted earlier there has, in recent years, been a disparity between available supply and the delivery of new homes. In addition to this there is evidence to suggest that higher value housing has not been delivered to the same extent as other local authorities in Greater Manchester and across the North West.

The Core Strategy identifies two large greenfield sites outside the urban area for higher4 value housing development. These are:

- land east of Manchester Road and north of Hareshill Road, Heywood (in the South Heywood / J19 Economic Growth Corridor - policy E3) ; and
- land between Oldham Road and Broad Lane, Rochdale.

The first of these areas is currently in the Green Belt, whilst the other is currently Protected Open Land. The main reason for identifying these particular sites is the advantage that they provide in supporting economic growth and delivering aspirational housing. It is considered that the benefits that these proposals can provide outweighs the need to retain them as greenfield sites in the longer term.

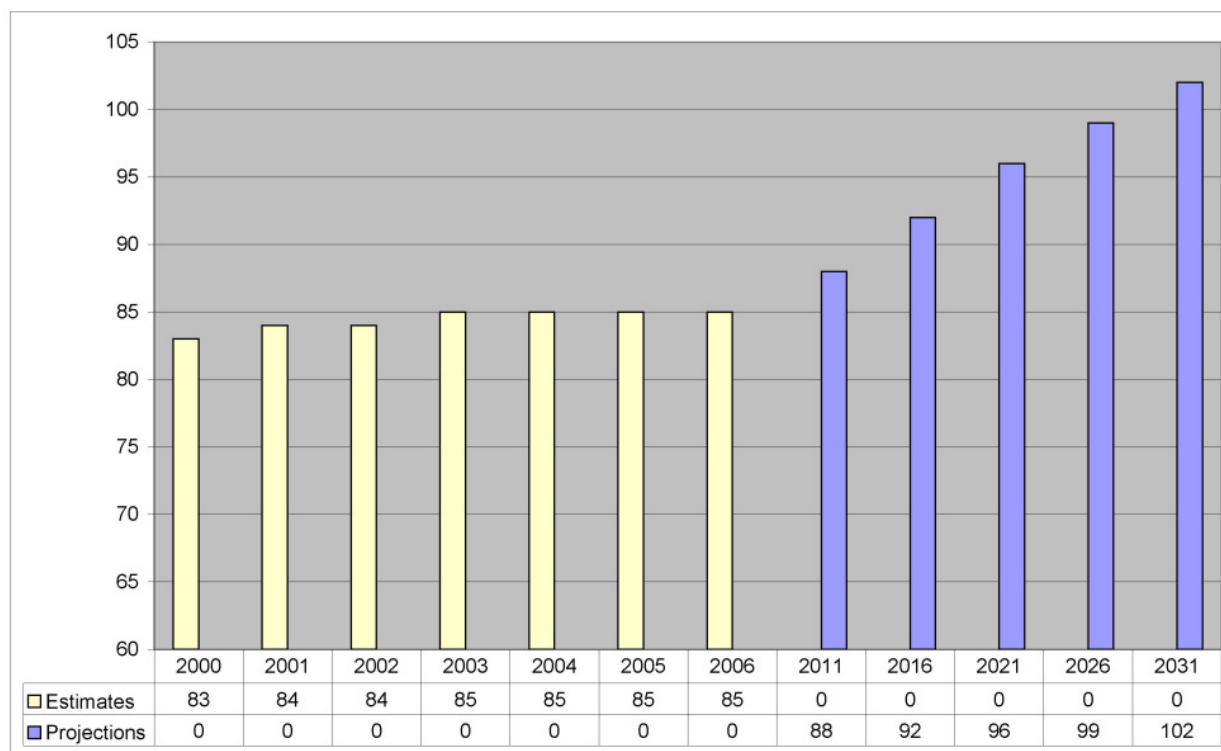
Further justification regarding the release of the Green Belt land east of Manchester Road and north of Hareshill Road in South Heywood is provided in supporting evidence set out under policies E2 & E3 in chapter 6 of this report, and in other sections of the Background Paper and Core Strategy Publication Draft.

### National household and population projections

As noted earlier one of the key sources of evidence in terms of delivering new homes is the latest household and population projections.

As figure 10 shows, the projected number of households in the borough at 2026 is 99,000. This gives an increase of 11,000 between 2011 and 2026, which equates to 733 a year. Whilst this is higher than what is being proposed within the Core Strategy (i.e. 400 a year) it should be noted that these are only projections and they have to be balanced against the delivery of other objectives. It also has to be based on what can realistically be achieved, especially taking account of the recent market slow down. In terms of estimates it shows that for the period 2000-2006 the number of households in the borough increased by just 2,000. This illustrates that such projections whilst providing an important source of evidence need to be considered against other policies and issues.

**Figure 10 Households in Rochdale borough (thousands)**



Source: Communities and Local Government Household projections 2006 based.

These household projections were based on the 2006 Office for National Statistics population projections. These projections showed a increase in the borough's population of 12,600 between 2011 and 2026. These

population projections have now been updated using a 2008 base and revised mid year estimates. This shows that the borough population between 2011 and 2026 increases by 5,400. This is much lower than the previous projections and it is likely to have an impact on any future revision of the household projections. If we assume the same relationship between population increase and household growth from the 2006 projections (i.e. a population increase of 12,600 leading to an 11,000 increase in homes), these new population projections would suggest an increase in households of around 4,700 in the period 2011 and 2026.

### **Greater Manchester Strategic Housing Market Assessment**

The Greater Manchester Strategic Housing Market Assessment is an overarching document for the Manchester city region, which provides an evidence base to support the formulation of policy and strategies. It provides a robust and evidenced assessment of numbers, types, sizes, tenures, prices and the spatial distribution of dwellings required within Greater Manchester.

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

The assessment shows that within the north eastern HMA there is a demand for all types of properties, except terraced. It adds that there is above average demand for detached and semi-detached homes reflecting the comparatively low supply of these properties at the moment.

### **Rochdale Borough Strategic Housing Market Assessment (Working Draft)**

At the time of going to print this study was still being finalised as it was considered important to take account of any key information coming from the Comprehensive Spending Review. It is intended that this document will be completed shortly and will be available in subsequent publications of the Core Strategy background paper.

#### Overall findings (extract from Executive Summary)

The new Coalition Government is devolving planning powers to Local Planning Authorities and along with the abolition of the Regional Spatial Strategy, this means that Rochdale Council needs to identify future plans for development that are based around local evidence.

The Regional Spatial Strategy suggested a net target of 400 dwellings per year to be developed in the borough. Completions have been at an average of 284 a year in the period 2006-2009. The Rochdale Strategic Housing Land Availability Assessment identifies a capacity of 10,915 properties across the borough.

Findings from the 2010 household survey shows that demand for open market housing and a need to deliver affordable housing across the borough. Analysis of survey findings show a shortfall of 396 open market homes and 128 affordable homes each year. This would result in an annual dwelling requirement of 524 new dwellings per year of which 76% would be open market housing and 24% affordable housing.

Achieving this rate of 524 per year would help to address identified shortfalls of open market dwellings, in particular larger detached and semi-detached properties for the general population as well as specific groups such as Black and Minority Ethnic households. It will also help address specific shortfalls of affordable dwellings, particularly two and four bedroom properties boroughwide.

The Rochdale Strategic Housing Market Assessment has provided up to date social, economic demographic and housing data for the borough. Some strategic challenges have been highlighted:

- delivering 396 net open market and 128 affordable dwellings to reflect the demand and housing need evidenced in the Rochdale Strategic Housing Market Assessment;
- addressing the requirements of an increasingly elderly population;
- ensuring that future housing development supports future economic growth;

- ensuring a better balance between the supply and demand for market housing and in particular of larger dwellings households aspire towards and
- diversifying the range of affordable tenures available to local residents.

Key findings from the Rochdale Strategic Housing Market Assessment are provided below. Detailed information on Affordable Housing can be found in section C4 'Providing affordable homes' of this Background Paper.

#### Evidence of older people and vulnerable groups

The number of people aged 60 or over is projected to increase by 36.5% from 43,000 in 2010 to 58,700 by 2031. The number of people aged 75 and over is expected to increase by 9,000.

The majority of older people want to stay in their own homes with help and support when needed and the vast majority are owner occupiers. Particularly noted is the need for help with repair/maintenance; with help needed for dealing with general repairs, bigger home improvements, improving energy efficiency and improving safety and security. Stairlifts and downstairs toilets are specific requirements identified by around one-fifth of older people. Resources for aids and adaptations remain tight, particularly for households in the private sector. Alternative sources of funding, such as equity loans, should be considered seriously to finance remedial measures required by older person households.

There is a degree of interest in new forms of older persons' accommodation, for instance extra care schemes, as well as traditional sheltered housing and open market provision. Providing a wider range of older persons' accommodation has the potential to free-up larger family accommodation.

#### Dwelling stock

Rochdale borough's dwelling stock, the majority of which was built before 1945, is made up from:

- 68.5% of dwellings are owner occupied;
- 23.9% are rented from a social landlord;
- 7.4% are rented privately; and
- 0.2% are in intermediate tenure, for example, in shared ownership.

79.2% of all occupied dwellings in the borough are houses, 13.6% are flats or maisonettes, 6.5% bungalows and 0.7% are classified as other types.

#### Market demand<sup>(71)</sup>

Planning Policy Statement 3 requires that Local Planning Authorities identify how they can achieve the right mix of properties through planned development. As part of the Strategic Housing Market Assessment Household Survey households that are intending to move to open market housing were asked what type and size of property they would like and expect to move to. Out of those moving, 79.4% of respondents said they would like to move to a house, 14.7% to a bungalow and 5.8% to a flat. This pattern is also shown in where they expect to move to as 82% said a house, 12.7% a bungalow and 5.3% a flat.

**Table 17 What households moving would like**

No. Bedrooms	Property type						
Detached house	Semi-detached house	Large terraced house	Small terraced house	Flat	Bungalow	TOTAL	
One	1.3				1.2	0.1	<b>2.6</b>
Two	5.0	0.8	1.3	5.5	3.6	10.9	<b>27.0</b>
Three	14.0	15.9	1.9	1.2	1.1	2.2	<b>36.4</b>

71 Rochdale Strategic Housing Market Assessment 2010 Household Survey

No. Bedrooms	Property type						
Four	23.1	2.9	0.5		0.0	1.5	28.0
Five or more	4.5	1.6			0.0	0.0	6.1
<b>TOTAL</b>	<b>47.9</b>	<b>21.2</b>	<b>3.6</b>	<b>6.7</b>	<b>5.8</b>	<b>14.7</b>	<b>100.0<sup>(1)</sup></b>

1. Base: 10,720 households

**Table 18 What households moving expect to move to**

No. Bedrooms	Property type						
Detached house	Semi-detached house	Large terraced house	Small terraced house	Flat	Bungalow	TOTAL	
One	1.3			1.5	2.2	1.3	6.3
Two		6.0	5.7	10.6	3.1	8.3	33.7
Three	8.0	17.5	3.5	3.2	0.0	2.7	35.0
Four	13.7	7.6	1.0		0.0	0.4	22.7
Five or more	2.4				0.0	0.0	2.4
<b>TOTAL</b>	<b>25.4</b>	<b>31.1</b>	<b>10.2</b>	<b>15.3</b>	<b>5.3</b>	<b>12.7</b>	<b>100.0<sup>(1)</sup></b>

1. Base: 10,720 households

## Review of general market supply and demand

**Table 19 Review of general market supply and demand**

		Heywood	Middleton	Pennines	Rochdale	TOTAL
Tenure	Total	1.0	0.7	0.8	0.7	0.7
	Owner occupied	0.7	0.6	0.7	0.5	0.6
	Private rented	1.5	0.8	1.2	1.2	1.1
Property size	One	0.3	0.4	0.7	0.2	0.4
	Two	1.3	0.7	0.9	0.9	0.9
	Three	0.8	0.9	1.0	0.8	0.9
	Four or more	0.5	0.3	0.4	0.3	0.4
Property type	Detached house	0.7	0.3	0.5	0.8	0.6
	Semi-detached house	0.6	0.9	0.5	0.5	0.6
	Terraced house	1.4	0.7	1.5	1.0	1.1
	Flat (inc bedsits)	0.6	0.6	0.8	0.6	0.6
	Bungalow	0.7	0.7	0.7	0.3	0.5

Key	
< 0.5	Demand exceeds supply and particular pressure on stock
0.5 - <1	Demand exceeds supply and some pressure on stock
1>	Demand equals supply; demand likely to be satisfied



Table 19 was created within the Rochdale Strategic Housing Market Assessment to understand market demand by looking at household aspirations. The following key findings came to light:

- demand for open market accommodation exceeds supply, especially for owner occupied dwellings;
- demand exceeds supply for detached and semi-detached houses, bungalows and flats;
- there is an adequate supply of terraced properties relative to demand, except for in Middleton township; and
- there is the strongest demand for properties with four or more bedrooms and there is strong demand for one bedroom properties.

### Housing density

Completions from 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010 were:

- 71% at a density of less than 30 dwellings per hectare;
- 7% at a density of between 30 and 50 dwellings per hectare; and
- 22% at a density of over 50 dwellings per hectare.

The policy in the current Unitary Development Plan indicates that “housing development proposals will be permitted that result in a net site density of between 30-50 dwellings per hectare<sup>(72)</sup>” with higher densities promoted in sustainable locations. Sites included within the Strategic Housing Land Availability Assessment are assumed to be built out at a density of 40 per hectare. A higher density is assumed for sites in and around town centres, within walking distance of public transport nodes and those which are likely to be developed for apartments.

### Proposed policies compliance with guidance

Planning Policy Statement 3 - "Housing"	How does the Core Strategy policy address this?
Housing should contribute to sustainable development by making use of locations which offer good access to facilities, jobs, services and infrastructure.	Both the overriding spatial strategy and the spatial approach to the delivery of housing seeks to focus new homes in those areas which are easily accessible and well related to jobs and services both within the borough and wider city region.
Development should focus on previously developed land and buildings following the national target of a minimum of 60% of all new development.	The policies in the Core Strategy seek to maximise the use of previously developed land. Policy C1 of the Core Strategy aims to achieve a target of 80% of all new housing on previously developed land.
Local Authorities should use the Strategic Housing Land Availability Assessment to identify a sufficient supply of deliverable housing sites for the first five years of the Core Strategy.	The policies within the Core Strategy and the overall target for new homes is supported by an up to date Strategic Housing Land Availability Assessment. This assessment is updated annually and the latest version demonstrates a five year deliverable supply.
Deliverable sites are those which are available now, in a suitable location for sustainable, mixed development and are likely to be achieve delivery on site within five years.	The Strategic Housing Land Availability Assessment assesses the deliverability of all the sites contained within it and is updated on an annual basis.

### Effectiveness of policies

Policy	Evidence of deliverability	Flexibility	Monitoring
C1 - Delivering the right amount of housing in the right places	Strategic Housing Land Availability Assessment	The Strategic Housing Land Availability Assessment (SHLAA) shows that there is more than adequate supply to meet the scale of housing put forward under C1.  This means that there is	The SHLAA is updated and reviewed on an annual basis. Information from the SHLAA is also published in the Council's Annual Monitoring Report.

72 Rochdale Borough Unitary Development Plan Policy H/5 'Residential Density'

Policy	Evidence of deliverability	Flexibility	Monitoring
		<p>flexibility in terms of the sites coming forward to meet the borough's need for new homes. This includes land outside the urban area that can be brought forward to meet housing need or deliver spatial objectives.</p> <p>If monitoring indicates that there is insufficient supply to meet this requirement then the Council will explore further opportunities to meet this requirement e.g. Redevelopment of underused protected employment zones.</p>	
C2 - Focusing on regeneration areas	<p>Rochdale Council's Sustainable Communities Programme</p> <p>Ongoing project delivery and master planning</p>	<p>Whilst available public resources may affect the speed and scale of regeneration, the Council has an ongoing commitment to delivering regeneration in these priority areas.</p> <p>The priority areas are important to the delivery of the strategy but the lack of progress in one or more of these areas would not undermine the strategy as a whole.</p>	Monitoring completions and other outputs in priority regeneration areas.
C3 - Delivering the the right type of housing	<p>Rochdale Borough Strategic Housing Market Assessment</p> <p>Greater Manchester Strategic Housing Market Assessment</p>	<p>The policy is not unduly prescriptive about the mix of homes to be provided in terms of type and size.</p> <p>This approach is intentional and the policy refers to utilising the most up to date information i.e. from the up to date Rochdale Borough SHMA to indicate the types of housing that should be provided.</p> <p>The purpose of the policy is to broadly set out the direction of travel in widening housing choice within the borough particularly those property types that are currently in short supply and for which there is strong demand.</p>	Monitoring completions in terms of both type and size through the Annual Monitoring Report.

## C4 - Providing affordable homes

### Main sources of information

Planning Policy Statement 3 (Housing)<sup>(73)</sup>; Affordable Housing Supplementary Planning Document<sup>(74)</sup>; Economic Viability of Affordable Housing Requirements<sup>(75)</sup>; Rochdale Borough Strategic Housing Market Assessment<sup>(76)</sup>

### Evidence to justify policy approach

#### House prices and trends

Prices across Rochdale borough have changed over the period 2000 to 2009. Average prices increased from £42,000 in the first quarter of 2000 and peaked in the final quarter of 2007 at £115,000, an increase of 174%. The median prices across Rochdale is consistently lower than those for Greater Manchester and the North West. Following their peak, average prices have fallen by around 10% and 2009 they were £104,500<sup>(77)</sup>.

The relatively higher priced areas in the borough are in the Pennines Township and western areas of Rochdale; with lower priced areas (median prices less than £60,000) in central Rochdale and areas of Middleton Townships.

Lower quartile house prices are usually associated with entry-level property types and are therefore a useful indicator of affordability. In Rochdale borough, lower quartile house prices vary between £75,000 in Middleton and £89,000 in the Pennines township. Lower quartile prices in Rochdale borough are 4.9 times that of lower quartile incomes.

#### Affordability

The relative affordability of open market dwellings in Rochdale borough is compared with the other 39 districts in the North West, Rochdale borough is ranked the 9<sup>th</sup> most affordable district in the North West and is the most affordable of the ten Greater Manchester districts<sup>(78)</sup>. It is interesting to note that in 2000, a household income of £13,429 was required to ensure that a median-priced property was affordable. By 2009, an income of around £28,762, was required, an increase of 114%.

#### Housing need

Affordable housing is defined as either social rented or intermediate housing, which is provided and made available to eligible households (i.e. those who lack their own housing or live in unsuitable housing) who cannot afford to meet their needs through the market. Intermediate affordable housing is housing at prices and rents above those of social rents, but below market prices or rents. Affordability is therefore determined according to local income and house prices with housing costs low enough for eligible households to be able to afford them.

A detailed analysis of the following factors determines overall affordable housing requirements:

- households currently in housing which is unsuitable for their use and who are unable to afford to buy or rent in the market (backlog need);
- new households forming who cannot afford to buy or rent in the market;

73 Planning Policy Statement 3 – Housing (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf) (BP 309)

74 Affordable Housing SPD (March 2008), [www.rochdale.gov.uk/pdf/2008-03-18\\_LDF\\_SPD\\_Aff\\_Housing\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Aff_Housing_Adopted.pdf) (BP 55)

75 Economic Viability of Affordable Housing Requirements (Draft Report for Rochdale Metropolitan Borough Council, Arc4, September 2010), Currently unavailable (emerging draft) (BP 94)

76 Rochdale Borough Strategic Housing Market Assessment 2010 - Working draft (RMBC, 2010), Currently unavailable online (BP 150)

77 Median house price trends 2000 to 2009: Rochdale Borough, Greater Manchester and the North West, Land Registry

78 CLG House Price Statistics; Annual Survey of Hours and Earnings 2009

- existing households expected to fall into need; and
- the supply of affordable housing through social renting and intermediate tenure stock.

In addition to establishing the overall affordable housing requirement, analysis breaks this requirement down by township, property designation (i.e. general purpose and older person) and property size (number of bedrooms) as shown in the table below.

In summary, data from the Rochdale Strategic Housing Market Assessment suggests a gross requirement of 514 general needs affordable dwellings and a net requirement of 128. The substantial difference in the net and gross figures is due to the considerable mismatch between supply and demand. The annual net shortfalls in general needs affordable dwellings can be summarised as:

- 44 smaller dwellings (two bedroom)
- 84 larger dwellings (three and four bedroom)

Analysis suggests there was sufficient affordable older persons' accommodation but this only relates to affordable dwellings and not to general market or specialist provision for older people.

An analysis of the property type preferences of households in need and newly-forming households would suggest the following profile of property types:

- 68.6% houses
- 31.4% flats

#### Future households requiring affordable housing

The Rochdale Strategic Housing Market Assessment assumed a household formation rate of 1,469 households each year, based on the national gross household formation rate of 1.7% of households. Based on the ability of households who have formed in the past five years to access the open market, it is suggested that 58.4% of newly-forming households could not afford to rent or buy on the open market (858 each year).

#### Annual affordable housing requirement 2010/11-2014/15<sup>(79)</sup>

**Table 20 General needs net requirements**

No. Beds	Heywood	Middleton	Pennines	Rochdale	TOTAL
1	33	-16	-110	-133	-226
2	11	-29	210	79	270
3	-45	-11	50	-42	-48
4	4	62	17	48	132
<b>Total</b>	<b>3</b>	<b>6</b>	<b>167</b>	<b>-48</b>	<b>128</b>

**Table 21 General needs gross requirements**

No. Beds	Heywood	Middleton	Pennines	Rochdale	TOTAL
1	33				33
2	11		210	79	300
3			50		50
4	4	62	17	48	131
<b>Total</b>	<b>48</b>	<b>62</b>	<b>277</b>	<b>127</b>	<b>514</b>

79 Source: 2010 Household Survey

## **Affordable housing tenure**

On the basis of tenure preferences of households that are currently in need and preferences of newly forming households, a split of 78.8% socially rented and 21.2% intermediate tenure is recommended for affordable housing across the borough by the Rochdale Strategic Housing Market Assessment.

## **Affordable housing policy**

On the basis of the measure of the shortfall identified of 128 net requirement each year (see the annual affordable housing requirement table above) there is clear justification for an affordable housing policy across the borough. Any targets for affordable housing provision need to be determined with regard to evidence in the Rochdale Strategic Housing Market Assessment as well as taking account of past trends in housing delivery and the economic viability of delivering affordable housing based on tenure splits and site size.

## **Economic viability of affordable housing requirements**

### Background and purpose

This report has been prepared to advise Rochdale Metropolitan Borough Council on the economic viability of affordable housing provision in the district.

The requirements for affordable housing have been reviewed in the Strategic Housing Market Assessment (SHMA) that has been prepared in parallel with this Viability assessment. The SHMA finding is that there is a significant level of need for affordable housing in the district.

The estimated annual requirement, using the recommended Communities and Local Government methodology, is a net figure of 128 additional affordable homes per year. Given that the target set in the emerging Core Strategy for total new net housing provision in Rochdale, is 400 per year, fully meeting this need would require a target of 32% of all new provision to be affordable. The provision of sufficient additional new market housing is important. The target for the proportion of new affordable housing development will, in practice, be determined as much by the financial viability of new affordable housing provision as by the level of needs.

This study therefore complements the SHMA by considering the viability of affordable housing provision as part new housing developments, delivered through planning obligations within the framework of the national policy set out in Planning Policy Statement 3 (PPS3). It does not take detailed account of the availability of grant support for affordable housing provision, although this will, of course, be an important element of the overall provision of affordable housing.

The scope and approach of the study has been designed to meet the requirements of PPS3. The study provides key evidence for the Council's Local Development Framework, notably the emerging Core Strategy and Affordable Housing Supplementary Planning Document. It will also inform the Housing Strategy of the Council. The scope of the study is designed to help the Council assess the impact of the recent major changes in the housing market and the uncertainty about future market conditions, alongside the long-term implications of affordable housing requirements.

### Main findings

At the preferred 75/25 tenure mix, the indicative maximum levels of affordable housing provision at each price level are found to be

- at Quarter 4 2009 house prices, affordable provision at 15%;
- in a stronger housing market position with Q4 2009 house prices plus 17% (a position similar to that of late 2007, when house prices were at their peak), affordable provision is assessed to be viable at up to 20%. This provides for an increase in land values of 21%; and
- in a possible mid-point future market position where prices recover to a 8.5% increase from Q4 2009 levels, the affordable housing provision is again at 15%.

A change to 50/50 tenure split results in only a marginal change to the base case, and at Q4 2009 house price levels, affordable housing provision of 20% is the indicative maximum.

There is some geographical variation across Rochdale, but no strong geographical pattern. There is not therefore a justification for adopting a different policy approach for different market areas within Rochdale. It would, in practice, be very difficult to define the market areas that would merit different policy approaches. The circumstances and property values associated with individual sites and locations are as great as the overall impact of different market areas.

#### Policy conclusions and recommendations

An initial target of up to 15% provision of affordable housing on all sites, applied borough-wide is recommended. The affordable housing provision at this target level would be 75% social rent and 25% intermediate (e.g. shared ownership). This tenure split is based on the findings of the SHMA and the expectation that the feasible sale prices of shared ownership or shared equity intermediate housing will be £55k-£80k, depending on type.

In order to assess the viability of the current approach to the provision of affordable housing within the adopted Affordable Housing Supplementary Planning Document and emerging Core Strategy, this recommendation needs to be considered as a percentage of the gross development sales value.

The range of the percentage gross development sales value of all the beacon sites tested in the study is from 7.12% to 8.92%, with the mean average being 7.97%. On this basis, it seems reasonable to suggest that the proposed 7.5% of gross development value stated in the emerging Core Strategy and Affordable Housing Supplementary Planning Document is fully supported.

#### **Proposed policies compliance with guidance**

Planning Policy Statement 3 - "Housing"	How does the Core Strategy policy address this?
High quality housing should be provided for people who are unable to access or afford market housing	Through seeking the provision of affordable housing on all residential sites of 15 dwellings or more across the borough to meet identified housing needs based on an up to date Strategic Housing Market Assessment.
An overall target for affordable housing should be set that should reflect the likely economic viability of housing in the area	A target has been set based on a percentage of the gross development value of residential schemes. This approach has been taken so that the cost of providing affordable housing is more clearly set out and can therefore be taken into account by housing developers and providers. This target has been assessed through a detailed Economic Viability Assessment (not currently complete). The policy also makes reference to viability and sets a basis for constructive negotiation on individual sites.
The provision of affordable housing should meet the needs of current and future occupiers taking into account information from the Strategic Housing Market Assessment.	The policy is based on an up to date assessment of housing need which, following on from previous assessments demonstrates the need for such a policy to secure affordable housing in the borough. The overall target is based on a balanced view taking account of this need and the deliverability and viability of housing schemes.

#### **Effectiveness of policy**

Policy	Evidence of deliverability	Flexibility	Monitoring
C4 - Providing affordable homes	Rochdale Borough Strategic Housing Market Assessment,  Greater Manchester Strategic Housing Market Assessment,  Affordable Housing Economic Viability Assessment	It is important that the Core Strategy sets the target for delivery of affordable housing to reflect up to date needs information. However, the policy and the supporting Affordable Housing SPD recognises that other issues such as viability do need to be taken into account.	Monitoring completions in the Annual Monitoring Report <sup>(80)</sup> and the Strategic Housing Land Availability Assessment.

80 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)



## C5 - Meeting the housing need of gypsies and travellers

### Main sources of information

Gypsy and Traveller Accommodation and Service Delivery Needs Across Greater Manchester 2007/8<sup>(81)</sup>; Circular 01/2006 Planning for Gypsy and Traveller Sites<sup>(82)</sup>; Circular 04/2007 Planning for Travelling Showpeople<sup>(83)</sup>

### Evidence to justify policy approach

Research for the Gypsy and Traveller Accommodation and Service Delivery Needs Across Greater Manchester 2007/8 has been commissioned by Greater Manchester local authorities to inform the development of a Gypsy and Traveller Accommodation Strategy at district level which in turn will inform local housing and homelessness strategies, supporting people strategies and Local Development Frameworks across Greater Manchester. The research has been carried out by arc4 in partnership with the Northern Network of Travelling People. The staff of the "We're Talking Homes" project were also actively engaged in supporting the study.

The research methodology has comprised:

- a comprehensive survey of Gypsies, Travellers and Showpeople across Greater Manchester;
- desktop analysis of existing documents and data;
- a Key Stakeholder Forum with key professionals who have direct contact with local Gypsy and Traveller communities; and
- consultation with Gypsies and Travellers, the Northern Network of Travelling People and the Showmen's Guild through focus groups and correspondence.

Secondary and survey data have been used to derive an estimate of the Gypsy and Traveller population and the total number of households in Greater Manchester.

A model for calculating pitch requirements based on Communities and Local Government guidance has been developed. This:

- Estimates the current additional need by estimating: the level of overcrowding on existing sites, the number of concealed households in bricks and mortar with a need or preference for a pitch on a site and the number of homeless households on unauthorised encampments;
- Forecasts the projected need that will result from household growth on sites;
- Estimates the pitch supply that will result from movement off sites.

The research has demonstrated that across Greater Manchester, there is currently and additional need of 416 pitches and projected need of a further 29 pitches, allowing for household formation (to 2015). Taking account of the potential supply the net estimated shortfall to 2015 is 381 pitches. Table 22 shows how this figure is broken down by individual districts.

**Table 22 Gypsies and Traveller Pitch requirements to 2015 across Greater Manchester**

District	A - Current need	B - Projected need	C - Preferring to move from sites into housing	A+B+C = Total shortfall (to 2015)
Bolton	46	3	7	42
Bury	46	4	5	45

81 Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester 2007/8 (Arc4, 2008), [www.northwestplanpartialreview.org.uk/downloads/gtaa/AGMA%20G&T%20FINAL%20REPORT%20June%202008%20Final.pdf](http://www.northwestplanpartialreview.org.uk/downloads/gtaa/AGMA%20G&T%20FINAL%20REPORT%20June%202008%20Final.pdf) (BP 35)

82 Circular 01/2006 - "Planning for Gypsy and Traveller Caravan sites" (ODPM, 2006), [www.communities.gov.uk/documents/planningandbuilding/pdf/circulargypsytraveller.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulargypsytraveller.pdf) (BP 203)

83 Circular 04/2007 - "Planning for Travelling Showpeople" (CLG, 2007), [www.communities.gov.uk/documents/planningandbuilding/pdf/circulartravellingshowpeople.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulartravellingshowpeople.pdf) (BP 204)

District	A - Current need	B - Projected need	C - Preferring to move from sites into housing	A+B+C = Total shortfall (to 2015)
Manchester	66	5	4	67
Oldham	24	2	0	26
<b>Rochdale</b>	<b>54</b>	<b>4</b>	<b>7</b>	<b>51</b>
Salford	44	3	8	39
Stockport	33	2	0	35
Tameside	16	1	0	17
Trafford	43	2	23	22
Wigan	45	3	9	39
<b>Total</b>	<b>416</b>	<b>29</b>	<b>64</b>	<b>381</b>

Prior to the abolition of the Regional Spatial Strategy, regional evidence indicated a requirement of 50 additional pitches up to 2016 with a year on year increase of 3% post 2016.

### Travelling Showpeople

Circular 04/2007 Planning for Travelling Showpeople states that the needs of Travelling Showpeople should be assessed as part of Gypsy and Traveller Accommodation Assessments. There are an estimated 420 households in the Travelling Showpeople community across Greater Manchester but they are not equally distributed across the sub-region. There are no recorded cases of Showpeople living in the Rochdale local authority area.

### Proposed policies compliance with guidance

Circular 01/2006 - "Planning for gypsy and traveller caravan sites"	How does the Core Strategy policy address this?
The core strategy should set out criteria for the location of gypsy and traveller sites which will be used to guide the allocation of sites in the relevant Development Plan Document. These criteria will also be used to meet unexpected demand.	The policy sets out criteria for the provision of local authority and private pitch provision. The criteria takes account of the latest good practice guidance to ensure the provision of good quality facilities in appropriate locations.
Criteria based policies must be fair, reasonable, realistic and effective in delivering sites.	The criteria set do not overly constrain opportunities to provide new gypsy and travellers sites. The criteria are set to ensure that sites are well located and meet the needs of the community.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
C5 - Meeting the housing need of gypsies and travellers	Greater Manchester Gypsy and Traveller Accommodation Assessment  Monitoring of pitch completions	The policy seeks to set criteria for the provision of local authority and private sites. It is anticipated that detailed allocations will come through the Allocations Development Plan Document. Requirement and provision will continue to be monitored. The delivery of additional local authority pitches will have to be flexible to take account of funding and resources available.	Pitch completions will be monitored and subsequent updates will be fed into updates of the accommodation assessment.

## C6-C8 - Community policies

### Introduction

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

Provision and access to quality public services, including health-care facilities, has a direct positive effect on the health of local people. Planning for integrated and multi- functional public services in accessible locations also has a direct positive effect on the health of local people by enabling them to access a range of services.

Accessible leisure and community facilities play an important role in ensuring local people have the opportunity to lead active lifestyles and participate in community activities, which can have positive outcomes for mental health and social cohesion.

### C6 - Improving health and well being

Rochdale borough is one of the most deprived boroughs in England and this can be measured directly from the inequality that exists in health, education and local facilities and services. There is an increasing gap between the more affluent and the poorer groups in Rochdale. There are a number of communities living in the countries most deprived areas. Tackling health inequalities is important in meeting the needs of the most vulnerable groups with the worst health. Reducing health inequalities is one of the top priorities for the borough.

#### Main sources of information

Rochdale Borough Health and Well-being Strategy 2009-2011<sup>(84)</sup>, Rochdale Borough Profile 2009<sup>(85)</sup>, Joint Strategic Needs Assessments<sup>(86)</sup>

### Evidence to justify policy approach

#### Rochdale Borough Health and Well being Strategy 2009- 2011

The overarching aim of the strategy is increasing healthy life expectancy and reducing health inequalities. The strategy sets out the principles we will follow in achieving this overarching aim by:

- tackling priority health issues;
- narrowing the health inequalities gap between the borough and the England average; and between the areas and communities with poorest health and the rest of the borough; and
- tackling the wider determinants of health and well-being through other strategies and plans.

The supporting aims for the strategy are:

- supporting healthy lifestyles;
- creating a healthy environment;
- providing health and well-being services as close to people's homes as possible;
- supporting vulnerable people to live independently;

84 Rochdale MBC Health and Well Being Strategy 2009-2011 (2008), Currently unavailable online, copy available upon request (BP 166)

85 Rochdale Borough Profile 2009, [www.statsandmaps.org.uk/resource/view?resourceId=15](http://www.statsandmaps.org.uk/resource/view?resourceId=15) (BP 146)

86 Joint Strategic Needs Assessment: the Health and Wellbeing of Older People in Rochdale Borough (March 2009), [www.statsandmaps.org.uk/resource/view?resourceId=26](http://www.statsandmaps.org.uk/resource/view?resourceId=26) (BP 108); Joint Strategic Needs Assessment: the Health and Wellbeing of the 3% Most Deprived Lower Super Output Areas in Rochdale Borough (March 2009), [www.hmr.nhs.uk/userfiles/documents/JSNA\\_LSOA%20Report\\_Final.pdf](http://www.hmr.nhs.uk/userfiles/documents/JSNA_LSOA%20Report_Final.pdf) (BP 109)

- healthy children and young people; and
- improving the health and well-being of our workforce.

The health profile identifies the key health inequalities and priorities in the borough. The results of the Strategy inform the Council's position in terms of health proofing all the policies in the Core Strategy. It is a cross cutting theme which overlaps with many of the policies in the Core Strategy and has been integrated to reflect this.

### Joint Strategic Needs Assessments

The Joint Strategic Needs Assessment (JSNA) is a process that describes the current and future health and wellbeing needs of our local population. It informs and facilitates key partners to take action to meet those needs. It informs commissioners and providers across agencies of population needs and priorities in order to improve outcomes and reduce inequalities. The requirement for JSNA was created in the Local Government and Public Involvement in Health Act. Rochdale Borough Council and NHS Heywood, Middleton and Rochdale have a duty to undertake a JSNA in partnership with local people and representative groups. Commissioners and providers will have to demonstrate what action they have taken to address the identified needs.

### Multiple deprivation

Multiple deprivation looks at a wide range of indicators, which individually may not be a pointer to problems or difficulties within an area but which when combined together provide an indication of areas and localities where particular economic or social problems are concentrated. Many of the indicators relate to poor living conditions and poor health, therefore these areas where multiple deprivation occur are often those where special health requirements arise either for treatment of ill health or for health education.

### Index of multiple deprivation

Rochdale, as a borough, is between the 12th and 46th most deprived in the Index of Multiple Deprivation across six district level measures. This means that it is one of the most deprived boroughs in the country. One in four (55,000) of the borough's residents live in the super output areas that fall within the 10% most deprived nationally. 39 of Rochdale's 135 super output areas are within the worst 10% on a national level. The scale of deprivation and the challenge we face in transforming the quality of life for our residents is considerable.

### General health

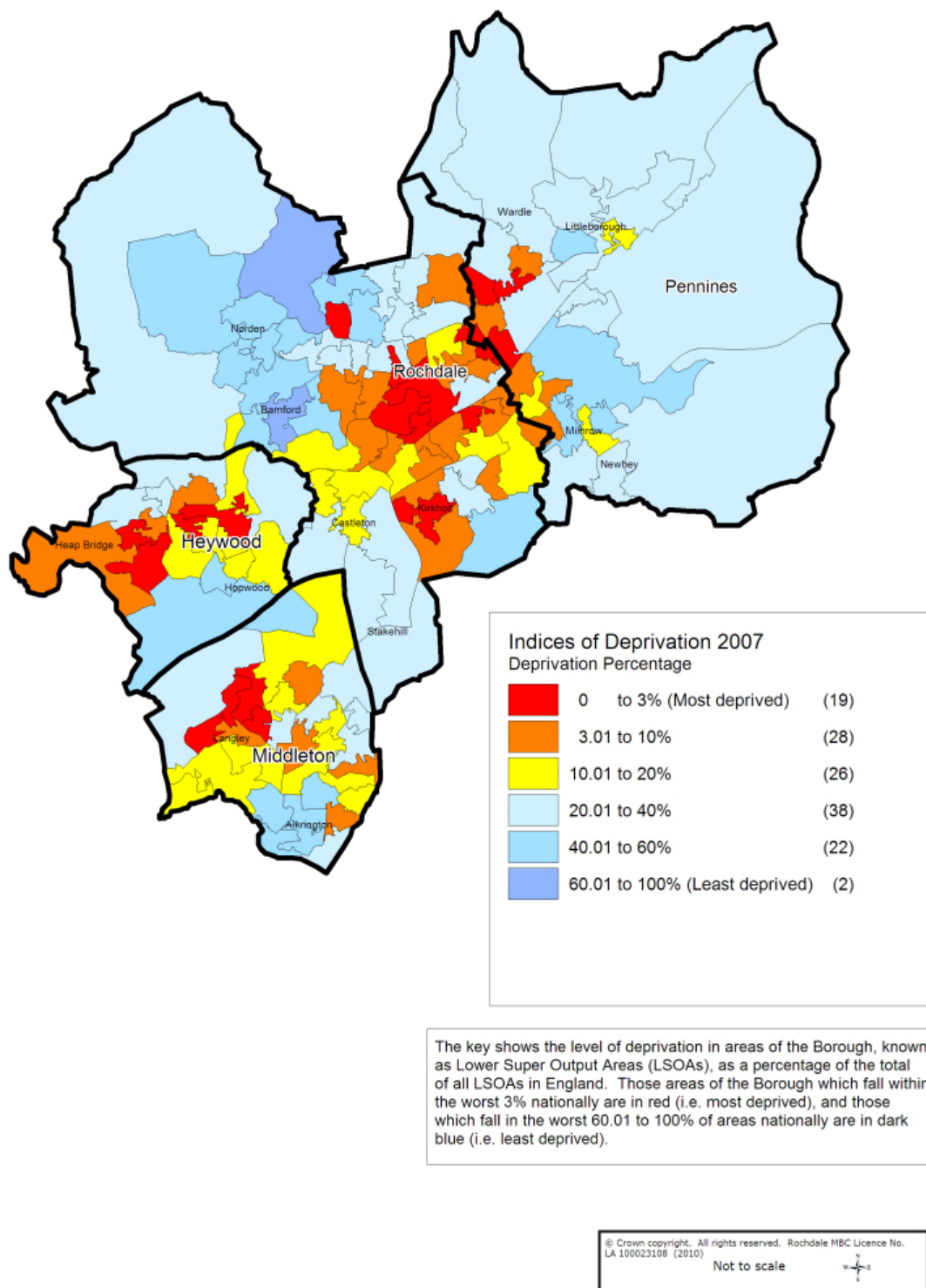
Our industrial heritage and levels of deprivation can be attributed to the borough's poor health compared with the rest of England and Wales. In some wards life expectancy is ten years less than in other parts of the borough. We have particular challenges in our most deprived neighbourhoods.

### General health as a percentage of all people

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

Source: Census 2001 from Stats and Maps

Map 12 IMD 2007 - Health deprivation and disability



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

### Drugs and alcohol

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

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

### Lifestyles

The lifestyles of individuals have a major impact on their health and well-being. Physical activity reduces the risk of heart disease and stroke, and improves mental health and general well-being. The recent healthy lifestyles survey showed that 49% of respondents have a sedentary lifestyle, i.e. they have less than three 15-minute sessions per week of vigorous or moderate exercise.

Being physically active has potential health benefits that are well evidenced, including avoiding joint and muscle conditions, obesity and diabetes. Physical activity is also effective in the treatment of mental illness and helps people feel better. People in Rochdale borough are less physically active than the national average (19.5% of adults participate in sport or physical activity for 30 minutes three times a week, compared with 21%).

Nationally it is estimated that around a quarter of all adults are obese. Within the borough, it is estimated that there are around 37,000 people with a Body Mass Index of more than 30. Heywood township had the highest percentage of overweight or obese people (56.5%) and Pennines township the lowest (49%). Poor diet is a serious health risk and is linked to coronary heart disease, cancer, diabetes, high blood pressure and behavioural and concentration problems. Only 18% of adults in the borough eat the recommended five or more portions of fruit or vegetables a day.

### Smoking

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

### Local people's health issues

There have been more than 30 health-related consultations in the borough since 2004, asking local people about the issues they are most concerned about. The evidence from these consultations shows that the top ten health issues for local people are:

- healthy lifestyles;
- mental health;
- access to facilities and services;
- drugs and alcohol;
- information on health issues and services;
- joint working;
- community and voluntary sector services and facilities;



- social care for older people;
- sexual health;
- smoking; and
- Obesity.

### Older people

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

The first stage of the Joint Strategic Needs Assessment in 2008 included research into the health and well-being needs of older people and services are using the results of this in their service planning. The key health issues identified by older people in the borough are:

- social care;
- information and awareness of services and issues;
- mental health, including social isolation;
- access to services and facilities; and
- promoting independence.

### Obesity

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

**Table 23 Adult and childhood obesity as a percentage of the adult and childhood populations respectively**

	Percentage of adult obesity	Percentage of childhood obesity <sup>(1)</sup>
Rochdale borough	9.2 <sup>(2)</sup>	12.0
North West	-	13.0
England	23.0	-

1. Treat data with caution; the text outlines the limitations of child obesity measures

2. Treat data with caution; this data is likely to be an under-representation as datasets are still being populated

Source: Heywood, Middleton and Rochdale PCT

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

### Children and young people

Levels of tooth decay in children in the borough are significantly higher than in England and Wales. The levels in Rochdale and Pennines townships are nearly twice the national level at age five. Infant health is an important issue in the borough. Healthy babies are likely to become healthy children and then healthy adults. Teenage pregnancy is a continuing priority since a teenage mother and her baby are more likely to suffer poorer socioeconomic, educational and health outcomes in life. There has been an overall reduction in under-18 conceptions since 1998 of 20.9%, the second largest fall in Greater Manchester.

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

For children and young people the main issues raised in consultations are:

- healthy lifestyles;
- drugs and alcohol;
- sexual health;
- mental well-being; and
- information about/awareness of health issues and services.

### **Black and minority ethnic groups**

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

### **Pennine Acute Hospitals NHS trust**

The Pennine Acute Hospitals NHS trust is reconfiguring its services following the 'Healthy Futures'<sup>(87)</sup> and 'Making it Better'<sup>(88)</sup> consultation reports which were published in August 2007. Rochdale will be the location of a local hospital on the present Rochdale Infirmary site, which will provide an urgent care centre for 85% of the current patients who attend Accident & Emergency. For the 15% more seriously ill, they will be stabilised and transferred with the ambulance service or directed to associate Accident & Emergency departments at Oldham and Bury. Oldham, Bury and north Manchester will provide women and children's services, including maternity.

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

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

### **Crime**

Crime is a major concern, with many people feeling unsafe in their own homes or neighbourhood. Rochdale has high levels of crime deprivation. Crime is more concentrated in the most deprived areas of the borough and particularly in town centre locations.

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

87 [www.healthyfutures.nhs.uk/](http://www.healthyfutures.nhs.uk/)

88 Making it better: for mother and baby (Department for Health), [www.dh.gov.uk/prod\\_consum\\_dh/groups/dh\\_digitalassets/@dh/@en/documents/digitalasset/dh\\_065128.pdf](http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/documents/digitalasset/dh_065128.pdf) (BP 237)

Map 13 IMD 2007 - Crime deprivation

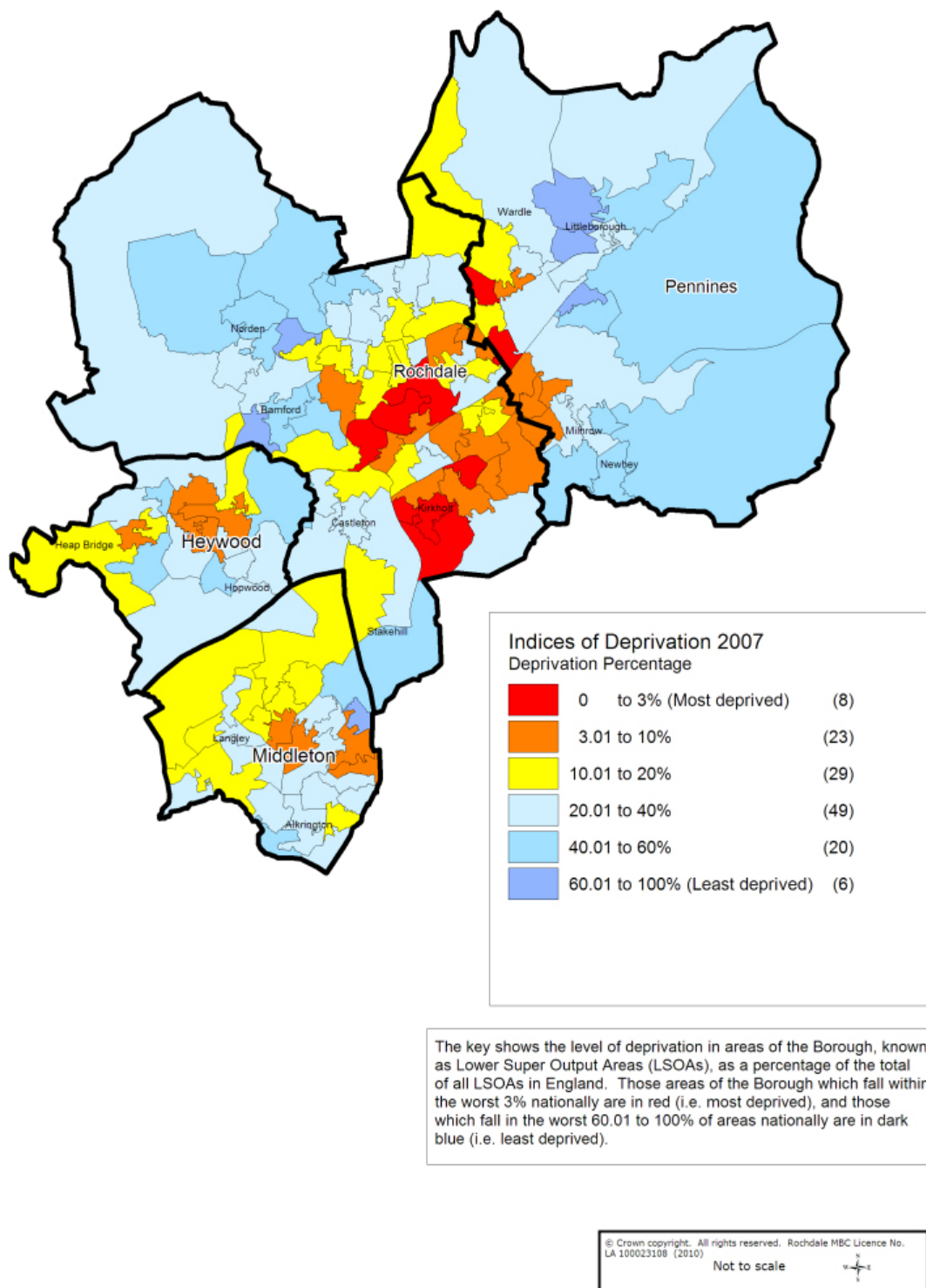
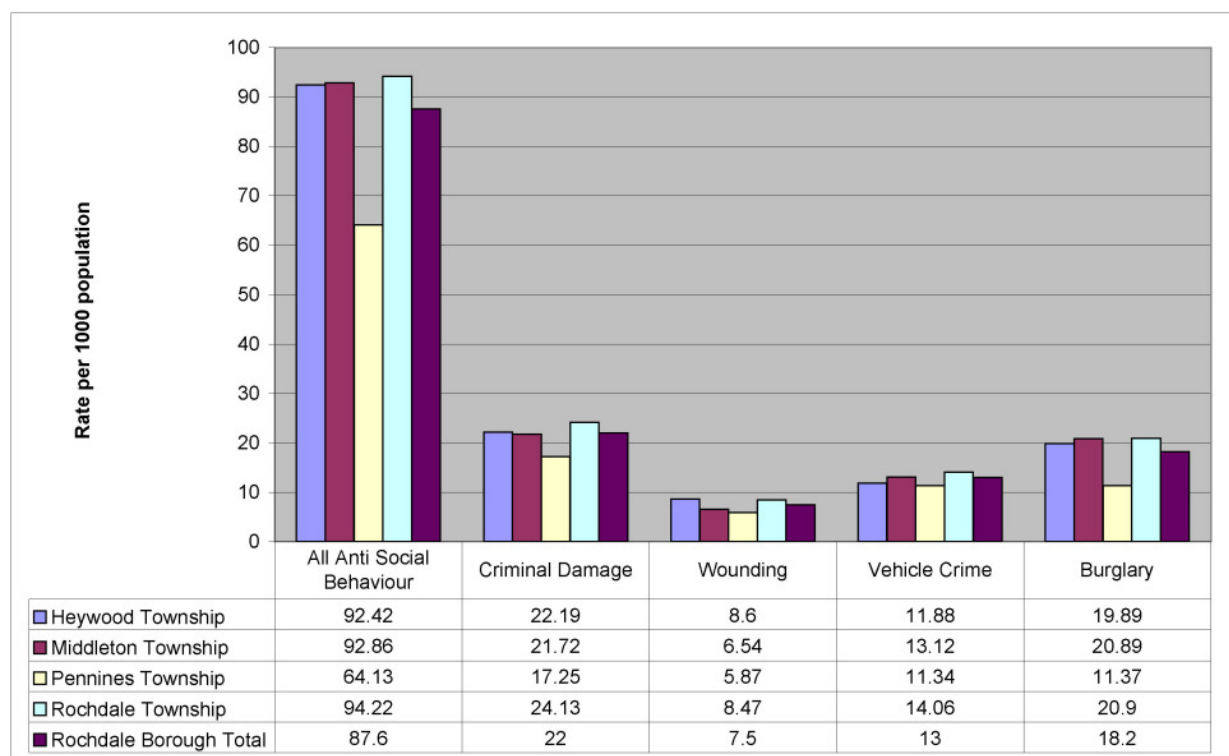


Figure 11 Crime rate per 1000 population



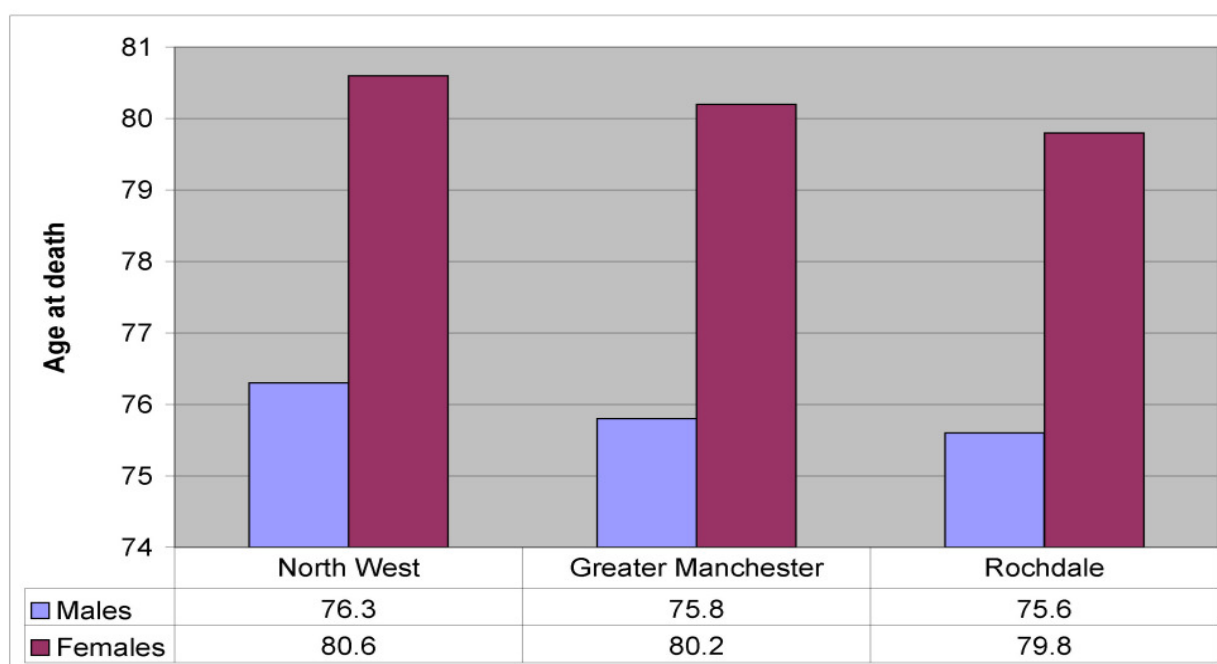
### Mental health and well-being

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

Poor mental health is both a cause and consequence of poor physical health and is associated with chronic illness such as heart disease and a range of unhealthy behaviours including smoking, drug and alcohol abuse and poor diet. 12.3% of residents in the borough consulted their GP about nerves or depression in 2006 as shown in the borough's health and well-being strategy. There are about 6,628<sup>(89)</sup> people out of work and claiming incapacity benefit due to mental health problems and there is a strong association between being on incapacity benefit, chronic ill health problems in later life and reduced life expectancy.

### Life expectancy

Figures for health and life expectancy in Rochdale compare poorly with the North West statistics, with an average life expectancy at 75.6 years for females and 79.8 years for males, although this is lower than some areas in Rochdale.

**Figure 12 Life expectancy at birth by gender****Proposed policies compliance with guidance**

<b>Planning Policy Statement 1 – “Delivering Sustainable Development” (90)</b>  Promote accessibility (location and physical access) for all to health and other facilities. This is to be achieved by ensuring that new development where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.	<b>How does the Core Strategy policy address this?</b>  Policies in the Core Strategy seeks major development to be in accessible locations such as main transport corridors or town centres. New development such as housing, shops, education and offices are all required to be in accessible locations so that it can be easily accessed by everyone in the borough. Policy C6 aims to promote health by co locating facilities in accessible locations, areas' of greatest demand and deprivation so it reduces the need to travel.
<b>Planning Policy Statement 3 – “Housing” (91)</b>  Housing should contribute to sustainable development by making use of locations which offer good access to facilities, jobs, services and infrastructure.	<b>How does the Core Strategy policy address this?</b>  Policy C6 recognises that providing a range of good quality housing in areas of greatest need will improve health and well being. Policy C1 seeks to focus the delivery of housing and new homes in those areas which are easily accessible and well related to jobs and services both within the borough.
<b>Planning Policy Statement 4 – “Planning for Sustainable Economic Growth” (92)</b>  Aims to identify deficiencies in the network of centres giving priority to deprived areas where there is a need for better access to services, facilities and employment by socially excluded groups.  Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.	<b>How does the Core Strategy policy address this?</b>  Policy C6 aims to promote access to essential services by walking, cycling and public transport. It encourages more facilities to be co-located to reduce the need to travel.  Policy C6 encourages development that promotes active living through creating places that are easily accessible, attractive and

90 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

91 Planning Policy Statement 3 – Housing (DCLG, 2010) [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf) (BP 309)

92 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

Planning Policy Statement 4 – “Planning for Sustainable Economic Growth” (92)	How does the Core Strategy policy address this?
	safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.
Local authorities should support shops, services and other important uses in local centres and villages.	Policy C6 encourages the location of shops, services and other facilities in appropriate central locations and in areas to address existing poorly serviced areas. Local centres are considered easily accessible as they are established centres with good transport corridors and generally development of shops and key services are encouraged in such locations.

Planning Policy Guidance 17 – “Planning for Open Space, Sport and Recreation” (93)	How does the Core Strategy policy address this?
Aims to open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages through play, sporting activities and interaction with others.	Policy C6 aims to promote healthy lifestyles by addressing existing deficiencies in provision, and aiming to improve the quality and quantity of sports and recreational facilities, playing pitches and children's play spaces throughout the borough and access to them. Further detail of how this will be delivered can be found in policy R4.
Ensures that open space, sports and recreational facilities (particularly in urban areas) are easily accessible by walking and cycling and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.	Policy C6 aims to promote healthy lifestyles by addressing existing deficiencies in provision, and aiming to improve the quality and quantity of sports and recreational facilities, playing pitches and children's play spaces throughout the borough and access to them. Further detail of how this will be delivered can be found in policy R4.

Planning Policy Guidance 13 – “Transport” (94)	How does the Core Strategy policy address this?
This aims to deliver an integrated transport policy, including integration of transport with land use planning and policies for education, health and wealth creation.	Policy C6 encourages development that promotes active living through creating places that are easily accessible, attractive and safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
C6 - Improving health and well being	There are a large number of strategies and agencies, which are continuously emerging and being updated, that deliver health and well being improvements in the borough.	The policy is flexible as it sets out the approaches the Core Strategy and Local Development Framework can take to improve health and well being without restricting it.	Improvements to health and well being across the borough will be monitored and demonstrated in updated and emerging health strategies.

92 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

93 Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (ODPM), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf) (BP 299)

94 Planning Policy guidance 13 – Transport (ODPM, 2001) [www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf) (BP 298)



## C7 - Delivering educational facilities

Skills and educational attainment are an acute issue in the borough. The borough has, amongst some of its wards the highest deprivation in terms of education in the country. It is essential that the Core Strategy addresses this issue to give people the best opportunities to achieve their aspirations and goals. To address this issue and improve the prospects of local people, new education and skills facilities are necessary. It should be accompanied by employment, training and skills and by the right types of housing and community facilities etc.

### Main sources of information

School Organisation Plan Update 2010- 2015<sup>(95)</sup>, Children and Young People's Plan 2010-2011<sup>(96)</sup>, Rochdale Borough Profile 2009<sup>(97)</sup>

## Evidence to justify policy approach

### Children and Young People's Plan 2010-2011

The Children and Young People's Plan is a Local Authority, NHS Primary Care Trust partnership which champions and leads the development of integration at the planning, commissioning and service delivery levels.

It sets out the key priorities and outcomes identified through a joint strategic needs assessment. It develops and reviews the annual set of commissioning intentions for children and young people's services, identifying areas of need and priorities for development and/or investment.

### Skills and qualifications

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

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

### GCSE's gained

**Table 24 GCSEs gained as a percentage of all eligible pupils**

	5 A* to C	5 A* to G
England	59.2	
Roch borough	50.3	90.12

95 Rochdale MBC School Organisation Plan update 2010-2015 (2010), Currently unavailable online (BP 174)

96 Children and Young People's Plan - One year interim plan 2010-2011 (Rochdale Borough Children's Trust Board, 2010), [www.rochdale.gov.uk/pdf/2010-04-09\\_Children%20and\\_young\\_peoples\\_plan\\_v1.pdf](http://www.rochdale.gov.uk/pdf/2010-04-09_Children%20and_young_peoples_plan_v1.pdf) (BP 91)

97 Rochdale Borough Profile 2009 [www.statsandmaps.org.uk/resource/view?resourceId=15](http://www.statsandmaps.org.uk/resource/view?resourceId=15) (BP 146)

	5 A* to C	5 A* to G
Heywood	49.03	88.44
Middleton	60.67	92.83
Pennines	56.03	92.99
Rochdale	47.31	92.22

Source: Census 2001 from Stats and Maps

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

### Higher and further education

Hopwood Hall College is in the early stages of developing a new and innovative accommodation strategy to completely rebuild its whole estate by 2011 to make way for improved new facilities. A newly developed sixth form centre stands on the Saint Mary's Gate site next to Hopwood Hall's new buildings. Some college courses relocated to Middleton campus, housed in a state-of-the-art skills centre planned for the site.

### School Organisation Plan Update 2010- 2015

The School Organisation Plan sets out how the local authority proposes to make sure there are enough primary and secondary school places for children in the borough, including for children with special educational needs. The Local authority has a legal duty to ensure there are sufficient school places in its area, to promote high educational standards, ensure fair access to educational opportunity and promote the fulfilment of every child's potential. Local authorities must also ensure there are sufficient schools in their area, promote diversity and increase parental choice. In terms of school places, this involves opening new schools or adding places to existing schools where extra capacity is needed, and reducing places or closing schools where places are not needed. This plan update covers the period 2010-2015, and gives conclusions about the need to add or remove places in that period. This plan update will focus on the demographic data and the implications of changes to pupil numbers.

The Plan will help the Local Authority, schools, parents, promoters and local communities to understand the need for school places. It will provide the basis for considering proposals for identifying the need for new educational facilities.

### School Capacity Data

The net capacity is the physical measure of space in a school, and relates the number, size and use of rooms to pupil places. Surplus places and overcrowding are measured in this way. The underlying aim is to link the physical space available to admission capacity. There is an annual School Capacity Survey, which measures the available places, by sector in each local authority area. The Survey excludes Academies.

The data for Rochdale from the School Organisation Plan update for 2009 and 2008 is as follows:

**Table 25 Primary schools**

Year	Number of places	Number of surplus places	Surplus as % of total	Number of primary schools	Number of schools with more than 25% surplus	% of schools with more than 25% surplus	Rural schools as % of total
2009	19,295	1,544	8	69	4	6	1
2008	19,862	2,107	11	70	6	9	1

**Table 26 Secondary schools**

Year	Number of places	Number of surplus places	Surplus as % of total	Number of Primary Schools	Number of schools with more than 25% surplus	% of schools with more than 25% surplus	Rural schools as % of total
2009	14,478	2,058	14	13	3	23	8
2008	14,589	1,898	13	13	2	15	8

For place planning purposes, there is an emphasis on the admission capacity of a school, that is the planned admission number. At primary school level, the focus is therefore on Reception capacity, and at secondary schools it is the Year 7 capacity.

Pupils numbers are developed using projections on birth Information, pupil numbers on roll and housing development.

Births in the borough reflect the national trend, there has been a fall in births from about 3100 in 1992/3 to about 2500 in 2000/1. The number of children born has increased since then, seeming to level out in 2003/4 and 2004/5 for admission to school in 2008/9 and 2009/10. However in 2006/7 (after the second stage of the Primary Review) births increased significantly and peaked in 2007-08. Births in 2008-09 show a reduction on the two previous years.

Across the borough in 2009-10, 268 new properties were completed, and 231 were demolished, which gives a net growth in the number of houses of 37. Any children of school age in those houses will be included in the pupil number projections. The Strategic Housing Land Availability Assessment for 2010<sup>(98)</sup> examines need for new homes in the borough and where they can be located. The report concludes that in the period 2010-2026 8,000 new homes will be provided to meet the target set out in the Core Strategy. The implications of the distribution of these homes will need to be considered in future school place planning.

#### Surplus Places

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

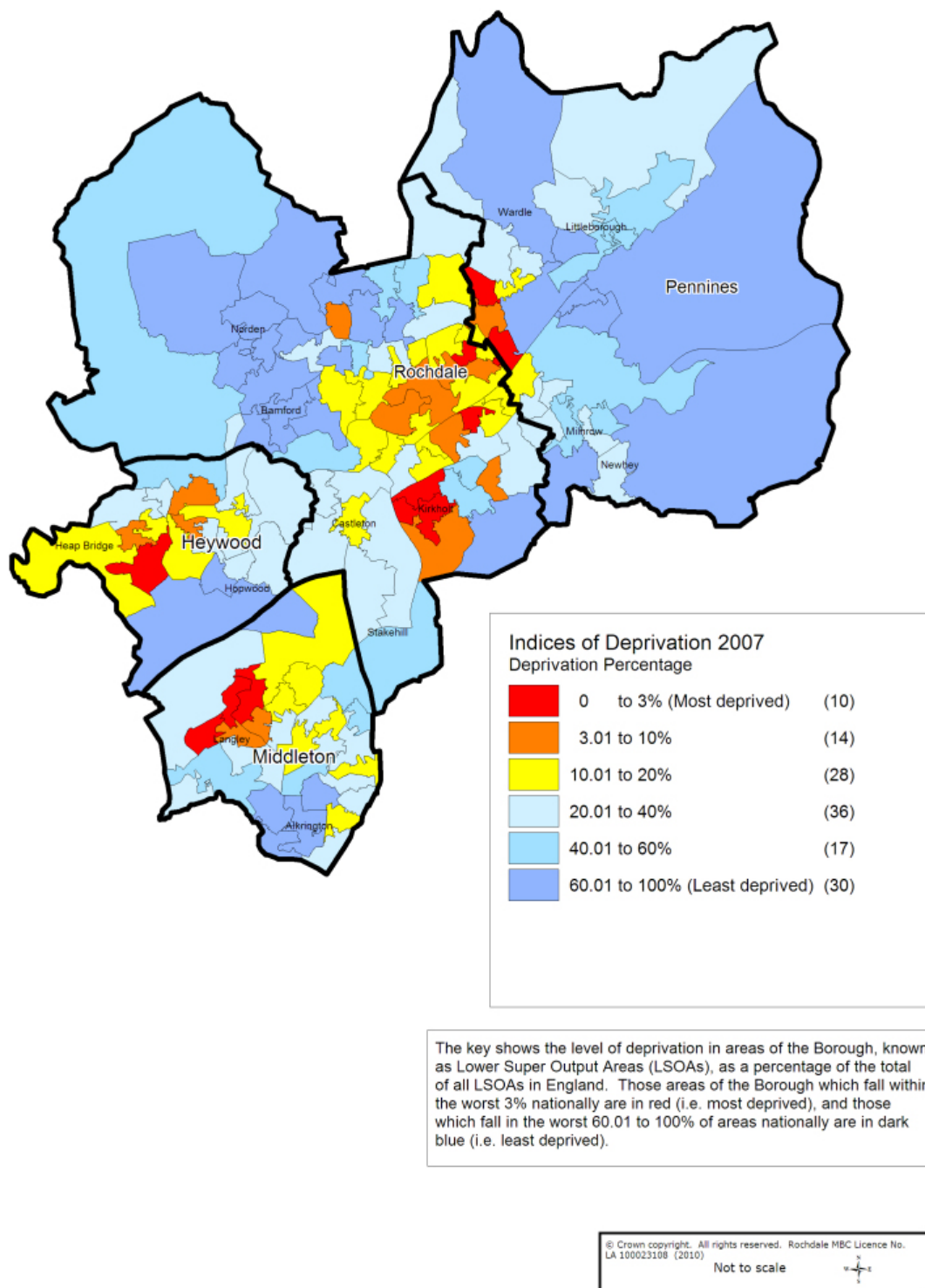
#### Long Term Aims

The strategy for education within Rochdale is set out in the education development plan. With the exception of the Building Schools for the Future programme<sup>(99)</sup>, there are no proposed schools, although additional accommodation may be required within some existing schools. Estimates of the future need for school places show that there will be more than 8% surplus capacity in schools in the borough. However, any significant new housing development or growth in population would require the planning of additional accommodation for schools into any proposals.

98 Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2010 (November, 2010), Currently unavailable online (copy available upon request) (BP 176)

99 Rochdale MBC Building Schools for the Future,  
www.rochdale.gov.uk/education\_and\_learning/schools\_and\_colleges/building\_schools\_for\_the\_futur.aspx (BP 161)

Map 14 IMD 2007 - Education, skills and training deprivation



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

The Building Schools for the Future programme means there will be significant changes over the next few years in terms of Secondary Schools. Under Building Schools for the Future there will be:

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

Heywood Community School closed on 31 August 2010 and its pupils were transferred to Siddal Moor. The closure of some of these schools will mean that the level of surplus capacity will be at around an acceptable 8% across the borough as a whole. Some areas will suffer from limited flexibility, notably in the Rochdale township, where over subscription in all remaining schools is likely. Map 14 shows the education, training and skills deprivation across the borough.

#### Proposed policies compliance with guidance

Planning Policy Statement 1 - "Delivering Sustainable Development" (100)	How does the Core Strategy policy address this?
Requires suitable locations are available for education facilities, and also addressing accessibility for all members of the community to facilities providing education and skills training.	Policies in the Core Strategy seek major development to be in accessible locations such as main transport corridors or town centres. New development such as housing, shops, education and offices are all required to be in accessible locations so that it can be easily accessed by everyone in the borough. Policy C6 aims to promote access to educational facilities by ensuring they are met in areas of the greatest need and demand where it reduces the need to travel.
Planning Policy Statement 4 - "Planning for Sustainable Economic Growth" (101)	How does the Core Strategy policy address this?
Aims to identify deficiencies in the network of centres giving priority to deprived areas where there is a need for better access to services, facilities and employment by socially excluded groups.	Policy C7 aims to promote access to essential services by walking, cycling and public transport. It encourages more facilities to be co-located to reduce the need to travel.
Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.	Policy C7 encourages development that promotes active living through creating places that are easily accessible, attractive and safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.

100 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

101 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

Planning Policy Guidance 13 – “Transport” <sup>(102)</sup>	How does the Core Strategy policy address this?
This aims to deliver an integrated transport policy, including integration of transport with land use planning and policies for education, health and wealth creation.	Policy C7 encourages development that promotes active living through creating places that are easily accessible, attractive and safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
C7 - Delivering educational facilities	Updates to education strategies for the borough will show progression in delivering educational facilities. Council policy on section 106 agreements will show evidence of their use to deliver educational facilities.	The policy is flexible as it sets out the approaches the Core Strategy and Local Development Framework can take to deliver educational facilities without restricting how this is done.	Delivering educational facilities across the borough will be monitored and demonstrated in updated and emerging education strategies and planning applications.  Developer contributions and how they are implemented will be monitored through the Annual Monitoring Report.

102 Planning Policy guidance 13 – Transport (ODPM, 2001) [www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf) (BP 298)



## C8 - Improving community, sport and leisure and cultural facilities

The borough's community, sport, leisure and cultural needs are met by a range of facilities provided by a range of public and private bodies and organisations including sports, community and village halls, health centres, places of worship and schools. They provide valuable assets for the community and a focus for a range of activities. The loss or under provision of such facilities could have a significant impact on the vitality of a community.

The existing population and the residents of proposed developments are likely to generate new demands for facilities. It will be important to ensure that wherever possible investment in new capacity is in step with the growth in population.

### Main sources of information

Rochdale Borough Profile 2009<sup>(103)</sup>, Rochdale Retail and Town Centres Study<sup>(104)</sup>, Annual Monitoring Report 2009<sup>(105)</sup>, Greenspace Audit<sup>(106)</sup>

## Evidence to justify policy approach

### Greenspace Audit

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

### Open space

Community access to amenities such as parks, open spaces and green infrastructure plays an important part in developing and shaping healthy and sustainable communities. Further information on the provision and evidence for open space can be found in G6 Enhancing Green Infrastructure.

### Rochdale Retail and Town Centres Study 2010

The Rochdale Retail and Town Centres Study identifies the retail capacity, and need for leisure facilities, in the borough up to 2026 (see evidence to support policy E1 in chapter 6 of this report).

### Annual Monitoring Report 2009

The impact of the retail, leisure and open space policies will be closely monitored to ensure that they are having the desired effect as detailed within the evidence base. Information will be collected, including planning applications data, and will be included in the Annual Monitoring Report.

### Sports and Leisure

The development of sport and physical activity in Rochdale is needed to improve the fitness and health levels in the borough. In Rochdale borough 16.5% of adults participate in sport and 2.9% volunteer, a lower level than in England for participation (21.6%), and volunteering (4.7%).

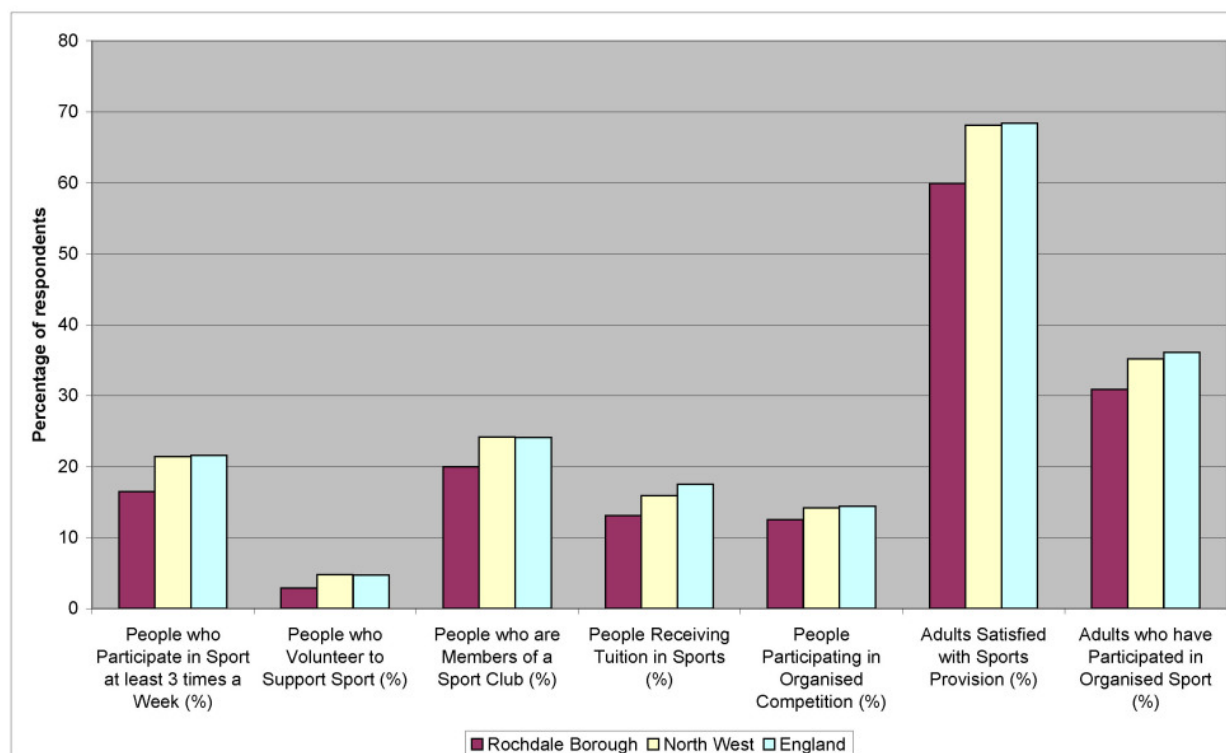
103 Rochdale Borough Profile 2009, [www.statsandmaps.org.uk/resource/view?resourceId=15](http://www.statsandmaps.org.uk/resource/view?resourceId=15) (BP 146)

104 Rochdale Retail and Town Centres Study (Nathaniel Lichfield and Partners, 2010) (Draft), Currently unavailable online (copy available upon request) (BP 181)

105 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

106 Green Space Audit of Rochdale Borough (2009) Currently unavailable online. Database and GIS layers maintained by Strategic Planning team (BP 97)

Figure 13 Level of sports participation



### Leisure assessment

There is an under provision of leisure in the borough and the Nathaniel Lichfield and Partners Rochdale Retail and Town Centres Study sets out the existing provision of leisure within the borough and identifies where there is a deficiency. For further information on sports and leisure provision within town and local centres please see the background information for policy E1 'Establishing thriving town and local centres' within section 6 of this Background Paper.

### Libraries

There are seventeen public libraries in Rochdale offering a wide range of services, with the largest of these being the library in Rochdale town centre. Libraries have diversified the services they offer to the public in recent years, now supplementing the traditional lending of books with electronic media (CDs, DVDs and computer games) and also internet and computer facilities for members of the public to use.

100% of households in Rochdale borough are within a 2 mile radius of a library where over 788,000 visits were made to the 17 libraries across the borough in 2008-09.

### Arts and Heritage

Rochdale has a number of museum, art and heritage galleries. The Nathaniel Lichfield and Partners Rochdale Retail and Town Centres Study sets out a number of recommendations regarding the provision of cultural facilities within the borough and identifies that there is a deficiency/surplus.

### Proposed policies compliance with guidance

Planning Policy Statement 1 - "Delivering Sustainable Development" <sup>(107)</sup>	How does the Core Strategy policy address this?
Requires suitable locations are available for education facilities,	Policies in the Core Strategy seek major development to be in accessible locations such as main transport corridors or town

Planning Policy Statement 1 - "Delivering Sustainable Development" <sup>(107)</sup>	How does the Core Strategy policy address this?
and also addressing accessibility for all members of the community to facilities providing education and skills training.	centres. New development such as housing, shops, education, community, sport and leisure are all required to be in accessible locations to address accessibility (location and physical) for all members of the community to leisure and community facilities.  Policy C8 aims to promote access to community facilities, sports and leisure by ensuring they are met in areas of the greatest need and demand where it reduces the need to travel.

Planning Policy Statement 4 - "Planning for Sustainable Economic Growth" <sup>(108)</sup>	How does the Core Strategy policy address this?
Aims to identify deficiencies in the network of centres giving priority to deprived areas where there is a need for better access to services, facilities and employment by socially excluded groups.	Policy C8 aims to promote access to essential services by walking, cycling and public transport. It encourages more facilities to be co-located to reduce the need to travel.
Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.	Policy C8 encourages development that promotes active living through creating places that are easily accessible, attractive and safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.

Planning Policy Guidance 13 - "Transport" <sup>(109)</sup>	How does the Core Strategy policy address this?
This aims to deliver an integrated transport policy, including integration of transport with land use planning and policies for education, health and wealth creation.	Policy C8 encourages development that promotes active living through creating places that are easily accessible, attractive and safe to move around by walking, cycling and public transport. More detail can be found in Policy T1 and T2 which looks at accessibility further.

Planning Policy Guidance 17 - "Planning for Open Space, Sport and Recreation" <sup>(110)</sup>	How does the Core Strategy policy address this?
Emphasises that open space, sport and recreation all underpin people's quality of life. It advises that local planning authorities should undertake audits of existing facilities as part of understanding the needs of local communities.	Policy C8 promotes the better provision of existing open space, sports and recreational buildings particularly where there may be opportunities to remedy deficiencies in provision. More detail on open space can be found in Policy R4.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
C8 - Improving community, sport and leisure and cultural facilities	Updates to the retail study in the future will show an improvements in the facilities. Future strategies on community, sport, leisure and cultural facilities will demonstrate any improvements.	The policy is flexible as it sets out how the Core Strategy and Local Development Framework will improve facilities without restriction.	Monitored through planning applications and the Annual Monitoring Report.

107 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement1.pdf) (BP 302)

107 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement1.pdf) (BP 302)

108 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement4.pdf) (BP 310)

109 Planning Policy guidance 13 – Transport (ODPM, 2001), [www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf) (BP 298)

110 Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (ODPM), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf) (BP 299)

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

### Introduction

The borough is endowed with a rich natural and cultural heritage, however poorer built developments in recent times have not respected their context and as a result the character and image of the borough has been degraded. Nonetheless, the heritage is very strong and includes a dramatic landscape characterised by hills and valleys and water bodies. The built and cultural heritage includes historic farm buildings, mills and housing from the 19th century industrial period, architectural gems from architects such as Edgar Wood, and the buildings which were central to the creation of the world famous co-operative movement.

### P1 - Protecting character and heritage; P2 - Improving image; P3 - Improving design of new development

#### Main source of information

Rochdale Borough Renaissance Masterplan<sup>(111)</sup>; Rochdale and Oldham Urban Design Guide Supplementary Planning Documents<sup>(112)</sup>

### Evidence to justify policy approach

#### Good design should:

- address the connections between people and places by considering the needs of people to access jobs and key services;
- be integrated into the existing urban form and the natural and built environments;
- be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
- consider the direct and indirect impacts on the natural environment.

Planning authorities should prepare robust policies on design and access. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics. Design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings and the local area more generally.

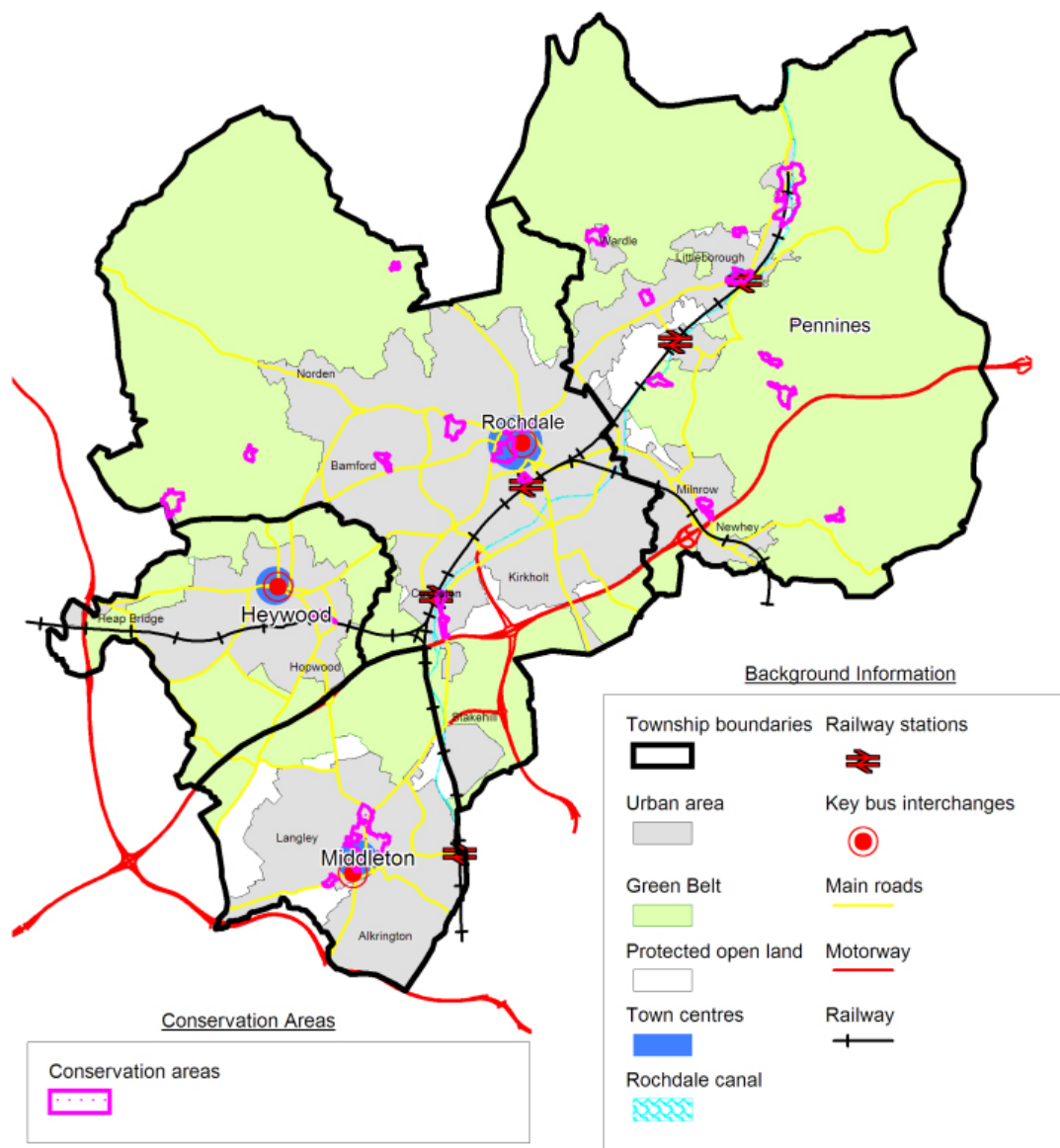
#### Definition of 'heritage asset'

'A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment' (Planning Policy Statement 5). They include designated heritage assets (as defined in Planning Policy Statement 5) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

111 Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005), [www.rochdale.gov.uk/pdf/2006-11-23\\_Rochdale\\_Masterplan\\_v1.pdf](http://www.rochdale.gov.uk/pdf/2006-11-23_Rochdale_Masterplan_v1.pdf) (BP 148)

112 Oldham and Rochdale Public Realm Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf) (BP 79); Oldham and Rochdale Residential Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf) (BP 80); Oldham and Rochdale Urban Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf) (BP 81)

Map 15 Conservation areas



## Heritage assessments

A series of heritage assessments<sup>(113)</sup> for the Oldham Rochdale housing market renewal pathfinder area have been produced. They ensure that recognising and building on the heritage value of the existing communities is a key component of the strategy for renewal. The phase 1 assessment looked at the Rochdale and Middleton pathfinder areas generally and East Central Rochdale and Langley in particular. This was followed by assessments of Kirkholt and Milkstone and Deeplish.

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

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

## Listed building in the borough

Just over half of the borough's listed buildings are within rural environments. A quarter of listed buildings are currently at risk through a lack of occupancy or structural decline and need new uses and investment. There are three listed buildings in the borough which are grade II\*<sup>(114)</sup> and are at risk.

**Table 27 Listed buildings at risk in the borough**

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

113 Oldham Rochdale HMR Pathfinder Heritage Assessment - Inner Rochdale Final Report (March 2008), Currently unavailable online (copy available upon request) (BP 138); Oldham Rochdale HMR Pathfinder Heritage Assessment - Middleton Final Report (September 2006), Currently unavailable online (copy available upon request) (BP 139); Oldham Rochdale HMR Pathfinder Heritage Assessment Executive Summary (September 2006), [www.oldhamrochdalehmr.co.uk/index.php/download\\_file/-/view/69](http://www.oldhamrochdalehmr.co.uk/index.php/download_file/-/view/69) (BP 140)

114 Heritage at Risk Register – North West (English Heritage, 2010), [www.english-heritage.org.uk/publications/HAR-2010-regional-registers/nw-HAR-register-2010.pdf/](http://www.english-heritage.org.uk/publications/HAR-2010-regional-registers/nw-HAR-register-2010.pdf/) (BP 280)



### Conservation areas

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

### Rochdale design awards

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

The design awards are now in their second year (2010). There are two awards annually: the 'Borough Design Award' decided on by a panel of experts from the nominated developments, and the 'People's Award', voted on by the public from the nominated developments.

### Lifetime homes

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

### Building for Life assessment

'Building for life'<sup>(115)</sup> is the national standard for well-designed homes and neighbourhoods. It consists of 20 criteria for functional, attractive and sustainable housing. The building for life assessment scores new or completed development against these criteria. In Rochdale borough, the housing market renewal pathfinder team has recently undertaken an assessment of several housing developments, with mixed results. However, the Council has now trained a building for life assessor, and scoring well against building for life criteria is proposed to be a requirement of the Core Strategy.

### Street design

Research carried out for the CABE document "Paved With Gold: the real value of good street design"<sup>(116)</sup> shows a direct link between retail rents and street quality. An achievable improvement in street design quality can add an average of 5.2% to residential prices on the case study high streets and an average of 4.9% to retail rents. The research clearly showed that good design was valued by the people who used the case study streets, and that this value can be measured.

Using street design is key to helping to address issues such as crime in the borough. "Development control [or management] is pivotal in implementing planning policies to prevent crime...Crime prevention can be a material consideration in the determination of planning applications. Local planning authorities should consider whether proposed development could be amended or planning conditions imposed that would contribute to the prevention of crime and disorder".<sup>(117)</sup>

115 Building for Life standards – 'a better place to live' (CABE/Home Builders Federation), [www.cabe.org.uk/files/building-for-life-standard-a-better-place-to-live.pdf](http://www.cabe.org.uk/files/building-for-life-standard-a-better-place-to-live.pdf) (BP 200)

116 Paved with Gold: the real value of good street design (CABE, 2007), [www.cabe.org.uk/files/paved-with-gold.pdf](http://www.cabe.org.uk/files/paved-with-gold.pdf) (BP 245)

117 Safer Places - The planning system and crime prevention (ODPM, 2004), [www.communities.gov.uk/documents/planningandbuilding/pdf/147627.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147627.pdf) (BP 257)

**Proposed policies compliance with guidance**

Planning Policy Statement 1 - "Delivering sustainable development" (118)	How does the Core Strategy policy address this?
Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development.	The Core Strategy reflects the borough's design guides by requiring high quality design that lasts the lifetime of the development
Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.	The Core Strategy expects opportunities for improving the character and quality of areas to be taken
Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole; a high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources.	The Core Strategy sets out the most valued heritage landscapes and townscapes and will promote their protection and enhancement
Planning Policy Statement 5 - "Planning for the historic environment" (119)	How does the Core Strategy policy address this?
PPS5 covers 'heritage assets', which are those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest, and which may or may not be designated. Determining significance can involve historical records and consultation with local communities. Change must be intelligently managed.	The Core Strategy advocates the protection of heritage assets in accordance with their significance

**Effectiveness of the policy**

Policy	Evidence of deliverability	Flexibility	Monitoring
P1 - Protecting character and heritage	The design quality of new developments	The policy adheres to the fundamental principles of protecting character and heritage which are likely to remain constant, and therefore offers flexibility in respect of future national guidance; it also allows for protection of heritage assets which may not have been identified yet.	Rochdale Borough Design Awards.
P2 - Improving image	Improvements to gateway areas and the design quality of new developments	This policy relates to specific areas of the borough, specifically key gateways; the principle of improving gateways is not likely to be contradicted by future guidance and the policy allows for flexibility in the list of sites to which it relates.	Rochdale Borough Design Awards; Public art in new developments.
P3 - Improving design of new development	The design quality of new developments	This policy relates to basic design principles which are broad enough to adapt to future policy changes and there is the capacity to include emerging design priorities under these key broad headings.	Rochdale Borough Design Awards; Developments adhering to 'Building for Life' standards.

118 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

119 Planning Policy Statement 5 - Planning for the historic environment (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf) (BP 311)



## 9 Promoting a greener environment (SO4)

The borough's environment is one of its strongest assets and we have a responsibility to protect and manage our land, minerals and water resources wisely in the interests of sustainability. The borough contains an extensive and diverse network of open spaces and countryside which provide a multi functional resource that supports the quality of life and place in the borough and contributes to sustainable development and growth. The sustainable use of resources is increasingly important due to the impact of climate change. It is necessary that new development does not exacerbate flood risk or contribute to pollution levels. Development should seek to minimise its impact on landscapes and natural resources.

### G1 - Tackling and adapting to climate change; G2 - Energy and new development; G3 - Renewable and low carbon energy developments

There is strong evidence that the global climate is changing rapidly and in the north west this is likely to mean hotter, drier summers and warmer, wetter winters, as well as more extreme weather events (UK Climate Impacts Programme). The government position is that this is caused to a large part by increased carbon dioxide emissions. Whilst there may be some opportunities arising, climate change is likely to cause many problems for people and biodiversity in the borough, such as increased flooding and increased health risks.

#### Main sources of information

UK Climate Impacts Programme<sup>(120)</sup>; The Association of Greater Manchester Authorities "Decentralised and Zero Carbon Energy Planning Study"<sup>(121)</sup>; Climate Change in the North West and its Impacts<sup>(122)</sup>

### Evidence to justify policy approach

#### Climate change

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

In 2007, the intergovernmental panel on climate change, the world's most authoritative body on climate change, concluded that most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in man-made greenhouse gas concentrations<sup>(123)</sup>. Carbon dioxide is believed to be responsible for the majority of this impact. Average annual temperature in the UK is expected to rise by between 1 and 5 degrees centigrade by the end of the century. Summers will get hotter and drier, winters will get milder and wetter. By the 2020s the UK can expect up to 10% more winter rain and by the 2080s winter rainfall could increase by between 10% and 35% more than today's levels. Summer rainfall in the North West could decrease by as much as 60% by the 2080s (UK Climate Impacts Programme)

The 2008 Climate Change Act<sup>(124)</sup> enshrined in law that carbon dioxide emissions in 2050 must be at least 80% below those of 1990 (34% by 2020). 98% of our carbon dioxide emissions emanate from the burning of fossil fuels to meet our energy needs. Therefore the problems associated with mitigating the effects of

120 UK Climate Impacts Programme (North West), <http://ukclimateprojections.defra.gov.uk/content/view/292/499/> (BP 293)

121 Decentralised and Zero Carbon Energy Planning (AGMA, 2010), [www.agma.gov.uk/cms\\_media/files/decentralised\\_energy\\_planning\\_summary.pdf](http://www.agma.gov.uk/cms_media/files/decentralised_energy_planning_summary.pdf) (BP 11)

122 Climate Change in the North West and its Impacts (Sustainability Northwest, March 2005), [www.climatechangenorthwest.co.uk/assets/\\_files/documents/jan\\_09/cli\\_1231759907\\_Climate\\_change\\_in\\_the\\_Northwest.pdf](http://www.climatechangenorthwest.co.uk/assets/_files/documents/jan_09/cli_1231759907_Climate_change_in_the_Northwest.pdf) (BP 277)

123 Consultation on a Planning Policy Statement: Planning for a low carbon future in a changing climate (CLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/1499780.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1499780.pdf) (BP 295)

124 Climate Change Act 2008, [www.decc.gov.uk/en/content/cms/legislation/cc\\_act\\_08/cc\\_act\\_08.aspx](http://www.decc.gov.uk/en/content/cms/legislation/cc_act_08/cc_act_08.aspx) (BP 205)

climate change are essentially those associated with the way we currently generate, supply and use energy.

The most economically damaging aspect of climate change to date has been extreme wet weather. The UK summer floods of 2007 caused 13 deaths, flooded 48,000 homes and 7,300 businesses, cost £3 billion and for a time left several urban areas without drinking water or power<sup>(125)</sup>.

In August 2003, 35,000 people across Europe died from the effects of heat, 2,091 of them in England. Increasing tree cover by 10% can reduce the surface temperature of an urban area by between three and four degrees centigrade (Hallmarks of a Sustainable City).

The Mini-Stern report<sup>(126)</sup> projected a loss of £20bn in Gross Value Added by 2020 if the City Region fails to achieve carbon reductions, suggesting that:

*'unless [the City Region] achieves significant emissions cuts, improves its resilience to Climate Change, and leverages its assets, the Manchester City Region could fall substantially short of its economic regeneration goals and targets. Early action is therefore needed to respond to legislative drivers by cutting emissions, improving resilience, and adapting economic priorities to take account of Climate Change legislation. In doing so the Manchester City Region has the potential to enhance its competitive advantage over those Cities that are slower to adapt.'*

The Mini-Stern highlighted the central role of spatial planning in seeking to adapt and realise this competitive advantage, stating that:

*'Manchester City Region [has] the opportunity to shape and align planning policy to direct development to deliver carbon efficiencies....[and] an opportunity for a collective approach to energy planning that can take advantage of the economies of scale in major development and regeneration projects within and across local authority boundaries. New approaches to energy generation and distribution are required and a more comprehensive approach to energy planning creates a significant economic opportunity for the Manchester City'.*

## Zero carbon

The government recently held a consultation on a revised definition of 'zero carbon'<sup>(127)</sup> in response to concerns raised by industry. This has raised the possibility that it may be possible to meet the target through the use a combination of on-site energy technologies and near site 'allowable solutions' which a building, or development, would source its energy from either directly or indirectly over local energy networks. This approach is further developed by the Consultation on a Planning Policy Statement: Planning for a Low Carbon Future in a Changing Climate (March 2010).

The Association of Greater Manchester Authorities "Decentralised and Zero Carbon Energy Planning Study" provides strategic evidence to allow the ten Greater Manchester districts to set minimum targets for low and zero carbon in respect of new developments, to ensure compliance with the national zero carbon targets. It sets out a proposed common approach towards planning for low and zero carbon energy, including identifying delivery mechanisms.

The Association of Greater Manchester Authorities study undertook an analysis of existing energy networks and future potential in the City Region. The methodology sought to develop an evidence base comprising a 'top-down' spatial review of the City Region's strategic potential and a 'bottom up' analysis of a representative selection of case studies. These two elements were considered against the wider context of planning policy and infrastructure provision, organised into the following work streams:

- the present position: a review of growth and development projections for the City Region and the issues raised going forward;

125 Hallmarks of a Sustainable City (CABE, 2009), [www.cabe.org.uk/files/hallmarks-of-a-sustainable-city.pdf](http://www.cabe.org.uk/files/hallmarks-of-a-sustainable-city.pdf) (BP 228)

126 Mini Stern for Manchester (Deloitte, 2008), [www.deloitte.com/assets/Dcom-UnitedKingdom/Local%20Assets/Documents/UK\\_GPS\\_MiniStern.pdf](http://www.deloitte.com/assets/Dcom-UnitedKingdom/Local%20Assets/Documents/UK_GPS_MiniStern.pdf) (BP 241)

127 Definition of Zero Carbon Homes and Non-Domestic Buildings (CLG, 2008), [www.communities.gov.uk/documents/planningandbuilding/pdf/1101177.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1101177.pdf) (BP 216)

- existing network infrastructure: a review of current and future electricity, gas and district heating networks across Manchester City Region;
- top-down evidence base: an outline spatial review of the main low and zero carbon energy technologies and their potential for application across Manchester City Region;
- bottom-up evidence base: development of outline carbon budget analysis and energy planning frameworks for 13 case studies representative of different 'character areas of change' across the City Region; and
- enabling mechanisms: a review of finance and delivery mechanisms for low and zero carbon energy technologies.

The Study concluded that a model for low, even zero, carbon growth was needed, decoupling growth from carbon emissions. A co-ordinated approach to infrastructure investment is required, designed to anticipate and plan for the City Region's response to future targets and milestones. The study recommended:

- carbon reduction targets: Targets that require reductions in regulated and unregulated carbon emissions;
- network connection requirements: Provision to require developers to connect buildings to existing or planned district heating networks;
- allowable solution funds: Provision to collect infrastructure contributions from developers in order to underwrite investment in 'allowable' solutions;
- infrastructure allocations and safeguards: Provision to allocate or safeguard existing low carbon infrastructure in order to support planning objectives; and
- greenbelt site allocations: Agreed policies relating to landscape character and cumulative impacts.

It is proposed that the targets are expressed in terms of carbon, and providing minimum and maximum targets from low and zero carbon energy infrastructure, with the potential for revision upwards where lower cost area and site-specific opportunities are available to developers. A strategic and technical justification for the targets, and the inclusion of unregulated emissions, including analysis of viability, is provided within the Study.

### Target Setting

The Planning Policy Statement 1 supplement "Planning for a Low Carbon Future in a Changing Climate", together with Planning Policy Statement 22 "Renewable Energy"<sup>(128)</sup>, is clear on the approach to target setting to be taken by local planning authorities. Targets should:

- express targets as a percentage of energy or reduction in carbon dioxide in new developments to come from decentralised renewable or low carbon energy, and should apply to the whole local authority area;
- avoid prescription on technologies and should be flexible enough to accommodate changes in technology, approach, economic circumstances and energy demands; and
- require a 10% contribution to total predicted energy demand from on-site decentralised renewable or low carbon energy technologies

Whilst there was already legal precedent for Councils to set targets, Royal assent of the Planning and Energy Act in 2008<sup>(129)</sup> has now formalised their legal ability to set targets.

### Peat

Upland peat soils provide a substantial carbon sink if managed properly. A study of a 550 km<sup>2</sup> peatland area in the UK indicated that it could potentially store approximately 160,000 tonnes of carbon dioxide per year<sup>(130)</sup>.

128 Planning Policy Statement 22 – Renewable Energy (ODPM, 2004) [www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf) (BP 305)

129 Planning and Energy Act 2008, [www.legislation.gov.uk/ukpga/2008/21/contents](http://www.legislation.gov.uk/ukpga/2008/21/contents) (BP 250)

130 European Commission, Durham University, December 2009



## Wind Power

The Landscape Capacity Study for Wind Energy Developments in the South Pennines<sup>(131)</sup> was commissioned by a partnership of South Pennine councils to examine landscape capacity and sensitivity to various scales of wind power development in and around the districts of Rochdale, Bury, Burnley, Rossendale, Calderdale and Kirklees; it will also provide useful source material for prospective developers to assist the site selection process. The study shows the upland areas in the borough to be a highly sensitive landscape character type.

## Local Commitments

### The Nottingham Declaration

The Council is a signatory to the Nottingham Declaration on Climate Change, which means that it is committed to developing plans to address the causes and impacts of climate change, securing maximum benefits for the local community.

### National Indicator 186 - Per capita reduction in CO2 emissions in the Local Authority area

Action by local authorities will be critical to the achievement of the Government's climate change objectives. Local authorities are uniquely placed to provide vision and leadership to local communities by raising awareness and to influence behaviour change. In addition, through their powers and responsibilities (housing, planning, local transport and powers to promote well-being) and by working with their Local Strategic Partnership, local authorities can have significant influence over emissions in their local areas.

### National indicator 188 - Adapting to Climate Change

The indicator allows authorities and partners to measure progress in adapting to climate change over five levels. The levels range from identifying the priority areas for adaptation through to developing and maintaining an adaptation action plan.

## Proposed policies compliance with guidance

Planning Policy Statement 1 - "Delivering sustainable development " (132)	How does the Core Strategy policy address this?
Local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change - through policies which reduce energy use, reduce emissions, promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.	The Core Strategy will require new developments to be zero carbon, through a framework which includes energy efficiency measures and renewable energy installations. It will also require that all new development is future - proofed against predicted climate change impacts
Planning Policy Statement - "Planning and Climate Change" (supplement to PPS1) (133)	How does the Core Strategy policy address this?
Central focus is on creating a policy framework to support delivery of the 'Building homes for a greener future' policy commitment to zero carbon homes, and in the future a proposed new series of carbon reduction milestones for non-residential buildings.	The Core Strategy will expect compliance with a framework towards zero carbon
Places a strong emphasis on the adaption of policies and targets to local opportunities, including the development of decentralised networks linking new and existing buildings, and describes a more pro-active 'criteria-based' planning to identifying opportunities for energy generation.	The Core Strategy will take a proactive approach to identifying and promoting opportunities for the development of local low carbon networks

131 Julie Martin Associates, January 2010

132 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

133 Planning Policy Statement – Planning and Climate Change (supplement to Planning Policy Statement 1) (DCLG, 2007), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppsclimatechange.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppsclimatechange.pdf) (BP 301)

Consultation on a Planning Policy Statement: "Planning for a Low Carbon Future in a Changing Climate"	How does the Core Strategy policy address this?
Planning policies should take account of adaptation to climate change.	The Core strategy will promote adaptation measures
Local authorities can expect proposed developments to connect to an identified network or be designed to connect in the future, where there are existing or firm proposals for decentralised energy supply systems.	The Core Strategy will expect connection to identified networks
Gives support to joint evidence base work across city regions.	The Core Strategy will align with evidence base produced at Greater Manchester level
Targets for carbon reduction or sustainable building should not be set across a whole area. They should be site or area specific.	The Core Strategy policy will include a target framework relating to specific areas
After 2013, authority wide targets will be unnecessary although authorities can still set site specific or development specific targets where local circumstances justify this. Over time, planning should move away from setting these types of targets, as the improvements will be secured through the move to zero carbon homes.	The Core Strategy will support the building regulations and the move to zero carbon

Planning Policy Statement 22 - "Renewable Energy"	How does the Core Strategy policy address this?
Calls for positive planning which facilitates renewable energy developments. Local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. They should set out the criteria that will be applied in assessing applications for planning permission for renewable energy projects. Local planning authorities may include policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments. Planning authorities should also take into account the cumulative impact of wind generation projects in particular areas.	The Core Strategy will promote and encourage renewable energy developments. Developments will be required to comply with a target framework which includes requirements for on-site renewable energy. The Core Strategy will take into account the cumulative impact of wind power developments.

### Effectiveness of policies

Policy	Evidence of deliverability	Flexibility	Monitoring
G1 - Tackling climate change	Measures taken in new developments to tackle climate change	The policy allows compliance in a variety of ways to ensure flexibility, and makes it clear that national targets and definitions should be adhered to, even if they change	Through databases of planning conditions and developer contributions.
G2 - Energy and new development	Measures taken by new developments to ensure energy efficiency and compliance with the target framework; the development of local low carbon networks in all appropriate locations	The target framework allows flexibility in how targets are met and includes 'allowable solutions', which can be set out in an SPD and changed as appropriate	Through planning application database, showing conditions and carbon budget statements.
G3 - Renewable and Low Carbon Energy Developments	Compliance with criteria outlined in the policy	The basic principles outlined in the policy are not flexible	Through examination of planning approvals.

## G4 - Managing Green Belt; G5 - Managing protected open land

In assessing long term development needs within the region and Greater Manchester, and the supply of available and suitable land within the urban area, the Regional Spatial Strategy had concluded from the evidence available that within Greater Manchester, there was no need for substantial change to the strategic green belt boundary before 2011. Work on Core Strategies in the Greater Manchester Districts concluded that a review of the Green Belt was not necessary and that local changes could be justified if there was strong evidence. The collective view of Greater Manchester Districts is that further substantial changes to the green belt, or a strategic review of the Greater Manchester green belt should be agreed through joint working. The Greater Manchester Spatial Framework could set the basis for this. In the current round of Core Strategies, some non-strategic changes and non-substantial changes can be justified through Core Strategies or Allocations Development Plan Documents.

### Main sources of information

Planning Policy Guidance Note 2 - Green Belts<sup>(134)</sup>; Greater Manchester Spatial Framework<sup>(135)</sup>

## Evidence to justify policy approach

### Protected Open Land and Green Belt

Although the towns of Rochdale, Heywood, Middleton, Littleborough, Milnrow and Newhey are relatively densely developed urban areas they are separated by areas of countryside. The largest area of countryside is the Pennine Edge fringe which lies to the north and east of the borough. It is this open setting and the many green wedges, corridors and river valleys that run through the urban areas to link with the wider countryside that gives it its special attractive character and identity.

Most of the countryside (10,100 ha representing 60% of the total land area) is classed as Green Belt, which fulfils five main purposes in that it:

- checks the unrestricted sprawl of large built up area;
- prevents neighbouring towns from merging into one another;
- preserves the setting and special character of historic towns; and
- assists in urban regeneration by encouraging the recycling of derelict and other urban land.

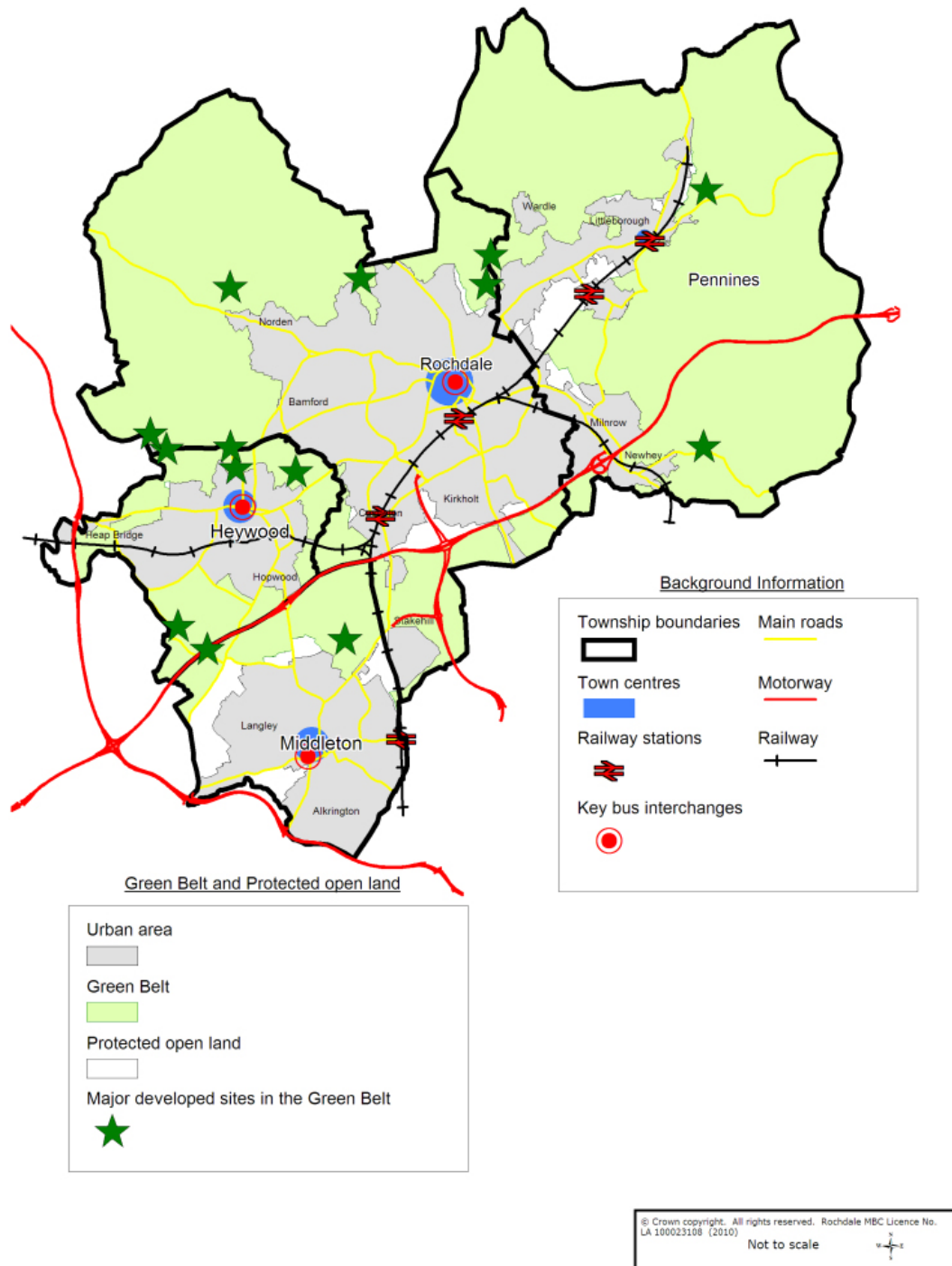
A further 1,000 ha of open land lies between the urban area and the green belt and is afforded similar protection against built development.

Within the Green Belt, development is restricted to those uses that are deemed appropriate forms of development by Planning Policy Guidance Note 2. All other development will, by definition be inappropriate and for such development to be permitted, very special circumstances must be demonstrated. A detailed policy on Green Belt is unnecessary as it would repeat national policy. However, where local circumstances require an interpretation of guidance, e.g., the future of major developed sites in the green belt, a local policy has been established and this identifies those sites to which national policy applies.

The **Greater Manchester Structure Plan in 1981** was the first attempt at looking at planning policies for green belt within Greater Manchester as a whole. This established the broad areas of green belt whose boundaries were to be determined in local plans. The **1984 Greater Manchester Green Belt Plan** established a minimum strategic Green Belt boundary and the **Heywood Local Plan** extended the green belt in Heywood in 1986.

<sup>134</sup> Planning Policy Guidance 2 – Green Belts (ODPM, 1995), [www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf) (BP 300)  
<sup>135</sup> Greater Manchester Spatial Framework (emerging) (AGMA), [www.agma.gov.uk/planning\\_housing\\_commission/gm\\_spatial\\_framework/](http://www.agma.gov.uk/planning_housing_commission/gm_spatial_framework/) (BP 26)

Map 16 Green Belt and Protected open land



The first Rochdale **Unitary Development Plan adopted in 1999** made only one significant change to the existing boundary by excluding land north of Hareshill Road, Heywood. The land was excluded to meet a need for strategic employment development and has now been substantially developed. The **second Unitary Plan adopted in 2006** effectively re-affirmed the green belt boundary and set out a policy on major developed sites in the green belt.

Protected open land between the green belt and the urban area may not perform a green belt role but is worthy of protection due to its value as vital green infrastructure (e.g., for its recreation, flood management, landscape or wildlife value) or because, like green belt, restrictions on development steer development to the urban area to assist urban regeneration. Some areas which have less value will provide a resource to meet future development needs.

Policies to restrict development within the green belt and areas and areas of protected open land have been successful and this has maintained the open character of our countryside and helped to support the regeneration of our urban areas.

### **Pressure on the Green Belt**

Pressures continue for built development and uses of various kinds but for the most part, Planning Policy Guidance 2 and the Unitary Development Plan<sup>(136)</sup> policies have provided an adequate basis for decision making. Farm diversification has resulted in some pressures on Green Belt in recent years but, in general, the types of diversification appropriate in much of Rochdale's countryside, having regard to landscape and other considerations, have been accommodated in line with Green Belt policy and have helped to maintain the rural economy and standards of land management. Examples include outdoor recreational facilities including equestrian activities and sensitive tourism development.

Another pressure has been for the infilling of gaps in road frontages in the green belt. Ribbon development is a feature along several roads linking towns within and outside the borough. Some roads present a generally unbroken frontage within the Green Belt, whilst others contain sporadic development giving open views into the countryside. Also within areas of open countryside, there are a number of small groups of dwellings, farm buildings and business premises. These are a historical feature of the borough's countryside and part of its character. Infilling between groups of buildings can damage that character and reduce the openness of the green belt and have therefore been resisted since the green belt was established.

The borough's Green Belt has remained strong in the face of development pressure since it was first introduced. The physical regeneration of the borough's urban areas has been considerably assisted in recent years by the effect of Green Belt policies in steering new development inwards towards urban areas and, in particular, to areas in need of regeneration. Farm diversification has resulted in some pressures on Green Belt in recent years but, in general, the types of diversification appropriate in much of Rochdale's countryside, having regard to landscape and other considerations, have been accommodated in line with Green Belt policy and have helped to maintain the rural economy and standards of land management. Examples include outdoor recreational facilities including equestrian activities and sensitive tourism development. The Council is keen to ensure that this role of Green Belt continues to assist regeneration and that it continues to meet its strategic role.

### **Major developed sites in the Green Belt**

There are some major developed sites in the green belt ranging from 1.3ha to 14.5ha. The larger sites include the Birch industrial estate south of Heywood, Hopwood College Campus, Middleton, and the Birch motorway service area. Nearly all other substantial sites are industrial premises and these vary in appearance, condition and scope for future change. Other smaller developed sites comprise farm building complexes, small mills occupied by industrial or storage activities, pubs and restaurants, stables and riding schools, and buildings that support outdoor recreational or tourism uses. The Green Belt also contains a limited number of sites occupied by public services/utilities.

Consistent with national policy in Planning Policy Guidance 2 and the guidance in Annex C of Planning Policy

136 Rochdale Borough Unitary Development Plan (Adopted June 2006) [www.cartoplus.co.uk/rochdale/](http://www.cartoplus.co.uk/rochdale/) (BP 155)

Guidance 2, the 2006 Unitary Development Plan included policies to deal with the future of substantial developed sites in the Green Belt. The policies identified two sites where redevelopment and regeneration will be permitted (i.e., at Healey Hall Mills, Rochdale and Rainshore Mill, Norden) and twelve sites where limited infilling and redevelopment of buildings will be permitted. It is likely that the future of some major developed sites will come into question in the future and that there will be some pressure for redevelopment of some sites for housing. It will be for the Site Allocations Development Plan Document to review a policy for these sites.

However, in assessing opportunities to meet the scale of development required by the Regional Spatial Strategy, particularly for employment uses, it has been necessary to assess the suitability of open land outside the urban area, including Green Belt. That assessment has had regard to a number of factors: the physical suitability of the land for development, its accessibility including accessibility by public transport, its intrinsic value for green infrastructure (e.g. flood management, impact on landscape etc), its relationship with adjoining uses, the extent to which it is consistent with the Core Strategy's spatial strategy, its deliverability and, in the case of green belt, its impact on the strategic role and visual amenity of the green belt.

### Sites identified through the Core Strategy

A significant number of sites were identified as 'options' in the **Issues and Options Report**<sup>(137)</sup>, some of which had been considered or put forward by landowners in response to consultations on previous plans. The Report on Consultation on Issues and Options details the arguments put forward for or against options and the Council's response. The **Sustainability Appraisal**<sup>(138)</sup> assesses the alternative areas against sustainability objectives and provides an overall score for comparison purposes. Resident objectors had not indicated preferable sites, but considered that the need could be met within the urban area. A small number of landowners suggested other sites in preference or in addition to the sites put forward in the Preferred Options Report.

In response to the representations received on the **Preferred Options**<sup>(139)</sup> and following further consideration of the existing overall land supply, options for releasing protected open land at Langley Lane, Middleton and Bowlee, Middleton have been discarded on the basis that locations south of Heywood and at Broad Lane, Rochdale are preferable and could deliver sufficient land.

The land south of Heywood - adjoins areas where demand for housing and employment uses would continue, is accessible and has the potential to be more accessible by sustainable forms of transport, and where access improvements (a new road linking Hareshill Road and Junction 19 of M62 could help to reduce problems caused by heavy goods traffic travelling through Heywood. The critical issue in terms of green belt is whether the loss of about 50ha of land, primarily to meet employment needs would significantly detract from the role of the green belt in separating Heywood and Middleton and preventing encroachment into the countryside.

The Council considers that this scale of development would not reduce the minimum strategic gap between the towns and that a logical and defensible physical boundary can be maintained. It will be important to ensure that if the principle of development is established through the Core Strategy, the identification of boundaries and the development principles to be applied help to minimise impact on the green belt overall and the visual amenity of the green belt. Development might also offer the opportunity to promote opportunities for improving access to open countryside, to secure some landscape improvements and areas of nature conservation interest, not only within an allocated area but on adjoining green belt, consistent with the objectives for the use of land in green belts set out in Planning Policy Guidance 2.

Although in land area 50 ha is substantial, its removal is not a 'strategic' change to the green belt overall since the purposes of the green belt in this area would not be compromised. Also, it would not set a precedent for further changes - being justified to meet a specific need. The land would not be released before 2011.

Further background information in support of the limited release of protected open land and green belt is contained in other parts of this background Paper dealing with housing and employment.

137 Core Strategy Issues and Options report (RMBC, September 2008), [www.rochdale.gov.uk/PDF/2008-09-08\\_LDF\\_Core\\_Strategy\\_Issues\\_&\\_Options\\_Report.pdf](http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_&_Options_Report.pdf) (BP 66)

138 Core Strategy Sustainability Appraisal Scoping Report (RMBC, April 2009), Currently unavailable online (BP 73)

139 Core Strategy - Preferred Options Report (RMBC, October 2009), <http://rochdale-consult.limehouse.co.uk/file/1015963> (BP 68)



**Proposed policies compliance with guidance**

Planning Policy Guidance Note 2 - "Green Belts"	How does the Core Strategy policy address this?
This PPG , issued in 1995 sets out government guidance on green belts sets the general intentions of green belt, the specific purposes of green belts, objectives for the use of land in green belts and explains the presumption against inappropriate development. The PPG also includes guidance on limited infilling and redevelopment of major developed sites in the Green Belt (e.g. Annex C). Plans are invited to include guidance on the future of major developed sites.	The policy identifies the need to change the green belt boundary to meet development needs in an appropriate location and in a sustainable way, and it meets the tests of PPG2: it retains a strategic area of green belt between Middleton and Heywood and a defensible long term boundary. The policy is also consistent with PPG 2's approach on major developed sites in the green belt in that it commits to identifying and reviewing such sites in an Allocations Development Plan Document.

**Effectiveness of policies**

Policy	Evidence of deliverability	Flexibility	Monitoring
G4 - Managing Green Belt	Land release from the green belt is based on evidence that development needs is justified and can be delivered in terms of viability, access etc.. A revised green belt boundary will be robust and will endure as this will be established in the Allocations DPD. (See policies E2 & E3 and C1-C3)	Not proposing green belt release will leave no scope to achieve the housing and employment levels required. The Green Belt is meant to be robust and flexibility can undermine the policy. However, the policy builds in the option to remove minor boundary anomalies (through an Allocations DPD) that do not affect the strategic role of the green belt .	The implementation and success of this policy will be monitored through the Annual Monitoring Report <sup>(140)</sup> . Developments refused or permitted in the green belt will also be monitored.
G5 - Managing protected open land	Land release is based on evidence that development is justified and can be delivered .(see Policy C1-C3)	Without the release of some protected open land, development needs will not be met. Other areas of protected open land exist and may be developable, but are not preferable.	The implementation and success of this policy will be monitored through the Annual Monitoring Report.

140 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

## G6 - Enhancing green infrastructure

### Main sources of information

Towards a Green Infrastructure Framework for Greater Manchester<sup>(141)</sup>; Prosperity for all: Greater Manchester Strategy<sup>(142)</sup>; Provision of Recreational Open Space in New Housing Supplementary Planning Document<sup>(143)</sup>

### Evidence to justify policy approach

#### Greenspace corridors

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

#### Green Infrastructure

Green infrastructure is a planned and managed network of natural environmental components and green spaces that intersperse and connect our city centres, towns and rural fringe. A Green infrastructure network consists of open spaces (parks, woodlands, natural reserves etc), linkages (river corridors and canals, pathways and cycle routes etc) and networks of urban green spaces (private gardens, pocket parks, street trees etc). The overall GI approach will make a community more attractive, vibrant, prosperous and less vulnerable to the negative effects of growth and climate change.

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

#### Heywood Green Infrastructure Plan

This sets out what we want to do in terms of Green Infrastructure in Heywood and identifies character areas. This is the first of four proposed Green Infrastructure plans, one for each Township, and will provide the template. It identifies the importance of the Roch Valley. The other green infrastructure plans will be adopted in 2011, and an overall 'umbrella' strategy in the following year.

#### Greenspace audit

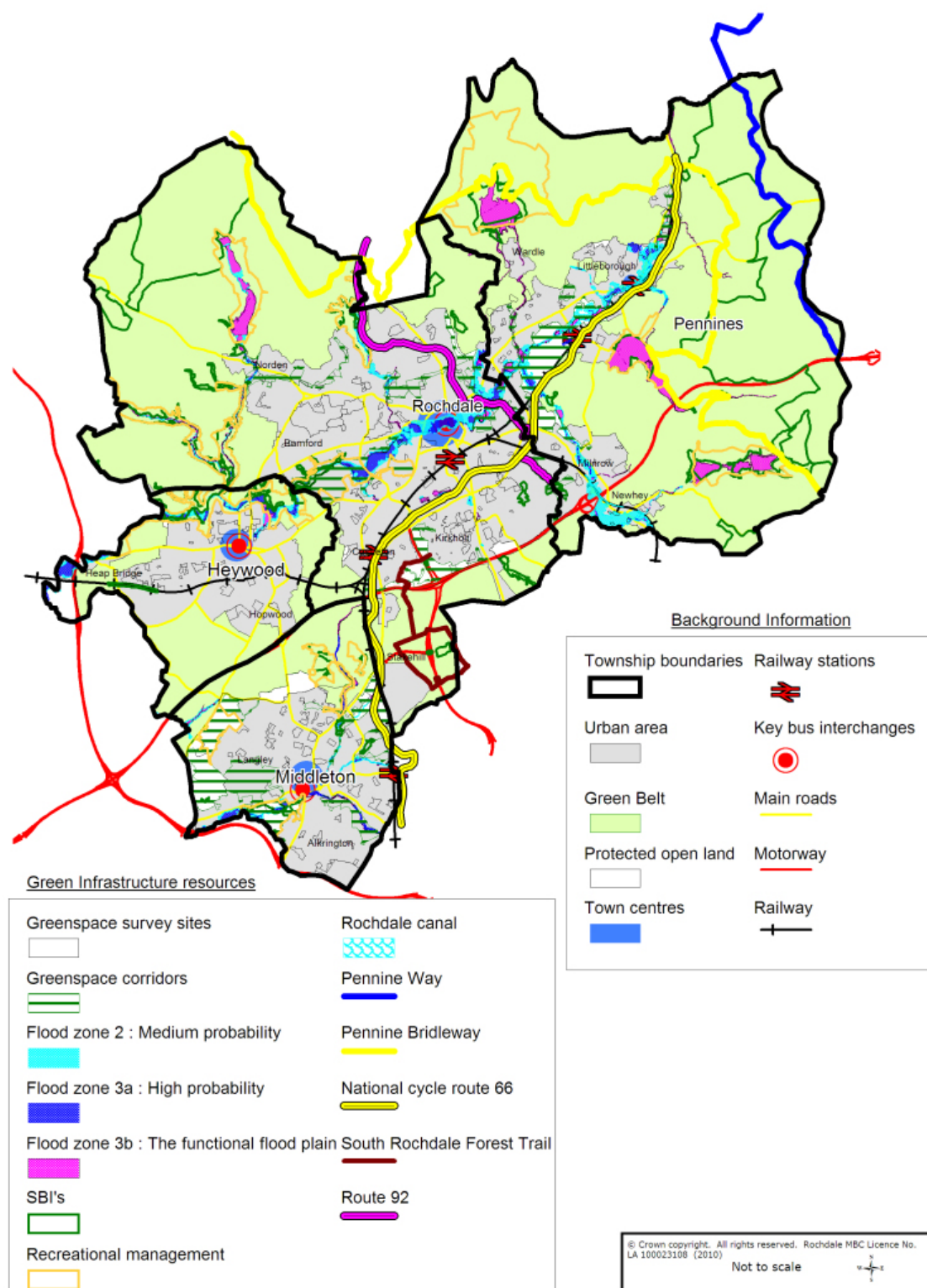
A greenspace audit has been completed by the Council as a part of the developing baseline for green infrastructure planning and delivery. The study examines all recreational open spaces in the borough in terms of their recreational role and quality. The study examines the extent to which communities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

141 Towards a Green Infrastructure Framework for Greater Manchester (TEP,2008), [www.greeninfrastructurenw.co.uk/resources/1547.058\\_Final\\_Report\\_September\\_2008.pdf](http://www.greeninfrastructurenw.co.uk/resources/1547.058_Final_Report_September_2008.pdf) (BP 47)

142 Prosperity for All: Greater Manchester Strategy (AGMA, August 2009), [www.neweconomymanchester.com/stories/842](http://www.neweconomymanchester.com/stories/842) (BP 42)

143 Provision of Recreational Open Space in New Housing Supplementary Planning Document (March 2008), [www.rochdale.gov.uk/pdf/2008-03-18\\_LDF\\_SPD\\_Open\\_Space\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Open_Space_Adopted.pdf) (BP 82)

Map 17 Green Infrastructure resources



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

### Provision of Recreational Open Space in New Development Supplementary Planning Document

This document outlines the requirements for new residential developments in terms of recreational open space, including the amount required on site and the contributions required for provision and improvement of both informal open space and formal sports provision off site. The requirements are based on the national standard and guidelines, as outlined in Planning and Design for Outdoor Sport and Play<sup>(144)</sup>.

### Proposed policies compliance with guidance

Planning Policy Statement - "Planning and Climate Change" (145)	How does the Core Strategy policy address this?
Spatial strategies should deliver patterns of urban growth which secure the fullest possible use of sustainable means of transport, and which provide resilience to climate change	It will promote green infrastructure which supports the borough's communities by protecting against risks from flooding and other climate change impacts and provides safe and attractive routes for cycling and walking.
Planning Policy Statement 9 - "Biodiversity and Geological Conservation" (146)	How does the Core Strategy policy address this?
Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests	The core Strategy will support green infrastructure which has a variety of functions including enhancing and protecting biodiversity
Planning Policy Statement 17 - "Planning for Open Space, Sport and Recreation" (147)	How does the Core Strategy policy address this?
Local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe.	The Green Infrastructure policy will sustain and enhance a green infrastructure network which will support growth and regeneration and provide a high quality environment which meets the needs of the community and visitors.
Consultation paper on a new Planning Policy Statement - "Planning for a Natural and Healthy Environment" (148)	How does the Core Strategy policy address this?
This PPS aims to ensure that the planning system delivers healthy sustainable communities which adapt to and are resilient to climate change and gives the appropriate level of protection to the natural environment. Green Infrastructure should be considered at a broader scale than is necessarily the case for individual areas of open space.	The policy sets out the local approach for creating, protecting and managing a green infrastructure network, linking with a wider Greater Manchester strategic green infrastructure network, and the emerging Greater Manchester spatial framework which incorporates Green Infrastructure as one of its core infrastructure priorities and objectives.

144 Planning and Design for Outdoor Sport and Play (Fields in Trust), [www.fieldsintrust.org/index.php?option=com\\_content&view=article&id=128&Itemid=157](http://www.fieldsintrust.org/index.php?option=com_content&view=article&id=128&Itemid=157) (BP 249)

145 Planning Policy Statement – Planning and Climate Change (supplement to Planning Policy Statement 1) (DCLG, 2007), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppsclimatechange.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppsclimatechange.pdf) (BP 301)

146 Planning Policy Statement 9 - Biodiversity and Geological Conservation (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf) (BP 314)

147 Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (ODPM), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf) (BP 299)

148 Consultation on a New Planning Policy Statement: Planning for a natural and healthy environment (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf) (BP 294)

Consultation paper on a new Planning Policy Statement - "Planning for a Natural and Healthy Environment" (148)	How does the Core Strategy policy address this?
Local development frameworks should set out a strategic approach for the creation, protection and management of networks of green infrastructure. In doing so, local planning authorities should build on work undertaken at the regional and subregional level.	

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
G6 - Enhancing Green Infrastructure	Green Infrastructure improvements resulting from new developments and planning agreements	There is a considerable range within what can be considered green infrastructure	Green space audits

148 Consultation on a New Planning Policy Statement: Planning for a natural and healthy environment (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf) (BP 294)

## G7 - Increasing the value of biodiversity and geodiversity

### Main sources of information

Greater Manchester Biodiversity Action Plan<sup>(149)</sup>; An Ecological Framework for Greater Manchester<sup>(150)</sup>

### Evidence to justify policy approach

#### Biodiversity Action Plan

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

#### Local biodiversity action plan

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

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

#### Biodiversity and Development Supplementary Planning Document

This defines biodiversity, describes the key biodiversity interests in the Borough and indicates key sites and spatial distributions. It also sets out a planning policy context, outlines potential threats and opportunities, illustrates good practice for protection and enhancement of biodiversity and signposts sources of further advice and support to help ensure a robust and positive approach to biodiversity.

#### The Greater Manchester Ecological Framework

A Greater Manchester Ecological Framework is being produced through Greater Manchester Ecological Unit and informed by research carried out through the University of Salford. It will form a part of the emerging Green Infrastructure Strategy for Greater Manchester and locally Greater Manchester Ecology Unit has been working with the Council to identify opportunity areas for biodiversity in the borough's principal greenspace corridors and other green infrastructure networks.

The biodiversity of Greater Manchester is extremely diverse and includes many different habitats and species. However, because of industrial and urban development since the industrial revolution, populations are often fragmented or isolated. The ecological framework sets out a series of principles and priorities to enable an increase in biodiversity in Greater Manchester. These are:

- conservation of the core (most natural) biodiversity areas such as the South Pennine Moors;
- identification, enhancement and creation of the key wildlife corridors;
- identification and enhancement of urban greenspaces which are of importance for biodiversity (gardens form a key part of this resource);
- restoration of the ecosystem in fragmented landscapes; and
- creation of new biodiversity resources.

149 Greater Manchester Biodiversity Action Plan [www.gmbp.org.uk/site/index.php?option=com\\_content&task=view&id=9&Itemid=27](http://www.gmbp.org.uk/site/index.php?option=com_content&task=view&id=9&Itemid=27) (BP 16)  
150 An Ecological Framework for Greater Manchester (AGMA, 2009) Currently unavailable online (BP 9)



### Designated sites

The borough has significant ecological interest which is reflected in the designated sites network. This includes both statutorily and non-statutorily designated sites. The statutorily designated sites are:

- south Pennine Moors Sites of Special Scientific Interest; and
- Rochdale canal sites of Special Scientific Interest.

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

### Sites of biological importance

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

The Council is required to monitor the ongoing biodiversity interest through the management of these sites for national indicator 197 which measures local biodiversity. Sites of biological importance cover a total land area of 2297ha. More information on sites of biological importance and where they are located in the borough is available in the Annual Monitoring Report<sup>(151)</sup>.

### Local nature reserves

The borough has three local nature reserves (LNR) which are managed for both their nature conservation and recreational interest. These are:

- Hopwood Woods LNR;
- Healey Dell LNR; and
- Alkington Woods LNR.

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

### Proposed policies compliance with guidance

Planning Policy Statement 9 - "Biodiversity and Geological Conservation" (152)	How does the Core Strategy policy address this?
Policies and planning decisions should maintain, enhance, restore or add to biodiversity; appropriate weighting should be given to sites designated as being of international, national and local importance; policies should take a strategic approach to biodiversity and the conservation, enhancement and restoration of sites, areas and features both individually and collectively; opportunities for sustaining and enhancing biodiversity, in particular priority habitats should be highlighted where appropriate by the local authority and supported by policies	This policy sets out how the Council will apply national policy and legislation at the local level and how the Council expects the provisions of Planning Policy Statement 9 to be taken into account in considering development proposals.

151 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

152 Planning Policy Statement 9 - Biodiversity and Geological Conservation (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf) (BP 314)

**Effectiveness of policy**

Policy	Evidence of deliverability	Flexibility	Monitoring
G7 - Increasing the value of biodiversity and geodiversity	New developments which protect and enhance biodiversity	There is flexibility in terms of the most appropriate measures for a particular site	Conditions placed on planning permissions and their discharge.

## G8 - Managing water resources and flood risk

Water is one of the key characteristics of the borough, and there are a variety of water bodies. They are asset which needs to be improved and managed. Recent flooding events have highlighted the risk for some areas of the borough in terms of flooding.

### Main sources of information

Greater Manchester Strategic Flood Risk Assessment (Level 1)<sup>(153)</sup>; Bury, Oldham and Rochdale Strategic Flood Risk Assessment<sup>(154)</sup>

### Evidence to justify policy approach

43.7% of the rivers in the borough are classed as good and 56.3% are classed as fair. There are no rivers in the borough where the quality was considered poor or bad. The target for the borough is to have 100% of the rivers classed as good by the year 2015<sup>(155)</sup>.

Further detailed flood risk mapping is available in the Bury, Oldham and Rochdale Strategic Flood Risk Assessment.

### Strategic Flood Risk Assessment

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

The Council has undertaken a more detailed Level 2 Strategic Flood Risk Assessment for the borough (in partnership with Bury and Oldham Councils) which examines actual and residual flood risk from all sources within higher risk communities i.e. where there is the greatest level of flood risk (flood zones 2, 3a and 3b). An allowance has also been made for the inevitable but as yet uncertain impact of climate change on flood risk. The Level 2 Strategic Flood Risk Assessment is accompanied by an initial assessment of strategic mitigation options and a user guide. A strategic Surface Water Management Plan for Greater Manchester will be produced in 2011.

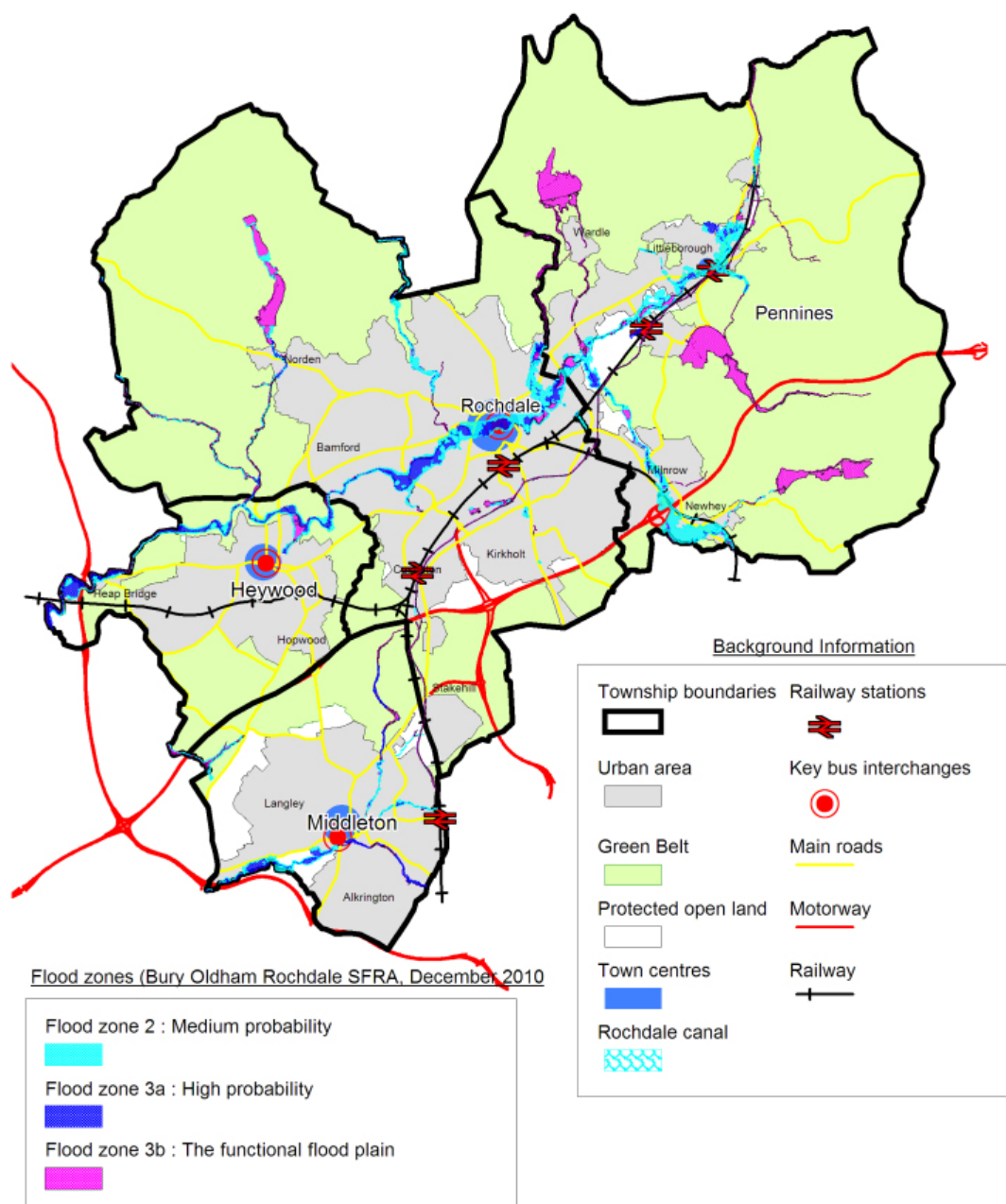
In summary, whilst there are pockets of flood risk throughout the borough, the main source of flood risk in Rochdale (town) is from the River Roch and its tributaries, notably Buckley Brook. In Littleborough, there are also risks from the River Roch and its tributaries including Ealees Brook, Featherstall Brook, Lydgate Brook and Townhouse Brook. There are also flood risks associated with the River Beal in Milnrow and Newhey. The Rochdale canal could also pose flood risk in parts of the borough if breached or flood waters overtopped its banks. Surface water flood risk can also be found in many parts of the borough but particular issues are concentrated in Littleborough and Heywood which have been identified as critical drainage areas in the Strategic Flood Risk Assessment. Future priorities for flood risk management in the borough will include producing a strategic flood risk management strategy which may form part of or accompany a surface water management plan. Map 18 shows the flood zones within the borough.

153 Greater Manchester Strategic Flood Risk Assessment Level 1 (AGMA, 2008), [www.agma.gov.uk/cms\\_media/files/greater\\_manchester\\_sfra\\_august\\_2008.pdf](http://www.agma.gov.uk/cms_media/files/greater_manchester_sfra_august_2008.pdf) (BP 27)

154 Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 1 – User Guide (2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume1\\_User\\_Guide\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume1_User_Guide_November_2009.pdf) (BP 88); Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 2 – Level 1 SFRA(2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume2\\_Level1\\_SFRA\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume2_Level1_SFRA_November_2009.pdf) (BP 89); Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 3 – Level 2 SFRA (2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume3\\_Level2\\_SFRA\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume3_Level2_SFRA_November_2009.pdf) (BP 90)

155 EU Water Framework Directive (2000), [www.ec.europa.eu/environment/water/water-framework/index\\_en.html](http://www.ec.europa.eu/environment/water/water-framework/index_en.html) (BP 53); General Quality Assessment of Rivers – Biology (Environment Agency), [www.environment-agency.gov.uk/research/library/publications/40909.aspx](http://www.environment-agency.gov.uk/research/library/publications/40909.aspx) (BP 224)

Map 18 Flood zones



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Not to scale



## Culverting

Environment Agency Policy is in general opposed to the culverting of watercourses. This is because:

- the ecology of the watercourse is likely to be degraded by culverting;
- culverting introduces an increased risk of blockage (with consequent increase in flood risk);
- it can complicate maintenance because access into the culvert is restricted (in some cases being classified as a confined space and requiring trained operatives and specialist equipment)<sup>(156)</sup>

### Proposed policies compliance with guidance

Planning Policy Statement 25 - "Development and flood risk" (157)	How does the Core Strategy policy address this?
Sets out the requirement for local authorities to play a more dominant role in flood risk management and demonstrate that they have a robust evidence base. This is to ensure that inappropriate development which could increase flood risk or danger to more vulnerable uses is avoided.	The Core Strategy will take on board the evidence base provided by the Strategic Flood Risk Assessments
A sequential test and exception test must be applied where required for development allocations and proposals.	The Core Strategy will emphasise the need for this approach
The Environment Agency has a strategic role in ensuring that flood risk from all sources is effectively avoided, mitigated and managed through defences as appropriate.	The Core Strategy will emphasise the role of the Environment Agency and also that of the Local Authority in managing flood risk.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
G8 - Managing water resources and flood risk	The compliance of new developments with the provisions of the policy	The policy allows for changes in legislation and changing circumstances	Planning conditions and associated documents.

<sup>156</sup> The Fluvial Design Guide, <http://evidence.environment-agency.gov.uk/FCERM/en/FluvialDesignGuide.aspx> (Environment Agency)

<sup>157</sup> Planning Policy Statement 25 – Development and Flood Risk (DCLG, 2006), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf) (BP 307)

## G9 - Reducing the impact of pollution

### Main sources of information

Planning Policy Statement 23 (Planning and Pollution Control)<sup>(158)</sup>; UK Air Quality Strategy<sup>(159)</sup>; Air Quality Local Strategy and Action Plan<sup>(160)</sup>

### Evidence to justify policy approach

Pollution can occur through the impact of new development including air, water, noise and light pollution.

#### Air Pollution

Air pollutants exacerbate respiratory conditions such as asthma and emphysema, and particulate matter has also been linked to cardiovascular disease. Air pollution caused up to 35,000 premature deaths in the UK in 2005 and in 2007 the UK Air Quality Strategy estimated that the health impact of man-made air pollution cost the UK between £8.5 billion and £20.2 billion. Air pollution disproportionately affects vulnerable groups of society, such as children, the elderly and people with existing medical conditions. It also tends to have a greater impact on areas of deprivation which are often located in urban areas, next to busy roads. Furthermore, poor air quality has a negative impact on biodiversity and is harmful to sensitive ecosystems. (UK Air Quality Strategy)

The borough contains an Air Quality Management Area, where levels of pollution exceed the standards and objectives of the Air Quality (England) Regulations 2007<sup>(161)</sup>.

#### Carbon footprint

Each person in the borough has a carbon footprint, which is the amount of carbon dioxide emitted per head per year. For the year 2005 – 2006 this was 6.1 tonnes per person<sup>(162)</sup>.

#### Other pollution

The World Health Organisation<sup>(163)</sup> states that research clearly links night noise with harm to health, including mental disorders from sleep disturbance to increased blood pressure and heart rate.

### Proposed policies compliance with guidance

Planning Policy Statement 23 - " Planning and pollution control"	How does the Core Strategy policy address this?
The planning system controls the development and use of land in the public interest. It plays an important role in determining the location of development which may give rise to pollution. Proposed development should, where possible, not be subjected to major existing or potential sources of pollution.	The Core Strategy will require pollution impacts to be taken into account in the location of new development

158 Planning Policy Statement 23 – Planning and Pollution Control (ODPM, 2004), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf) (BP 306)

159 Air Quality Strategy For England, Scotland, Wales And Northern Ireland (Defra, 2007), [www.defra.gov.uk/environment/quality/air/airquality/strategy/index.htm](http://www.defra.gov.uk/environment/quality/air/airquality/strategy/index.htm) (BP 196)

160 Rochdale MBC Air Quality Local Strategy and Action Plan, Currently unavailable online (BP 160)

161 [www.airquality.co.uk/standards.php](http://www.airquality.co.uk/standards.php)

162 The Audit Commission, [www.audit-comission.gov.uk](http://www.audit-comission.gov.uk)

163 [www.who.int/en/](http://www.who.int/en/)

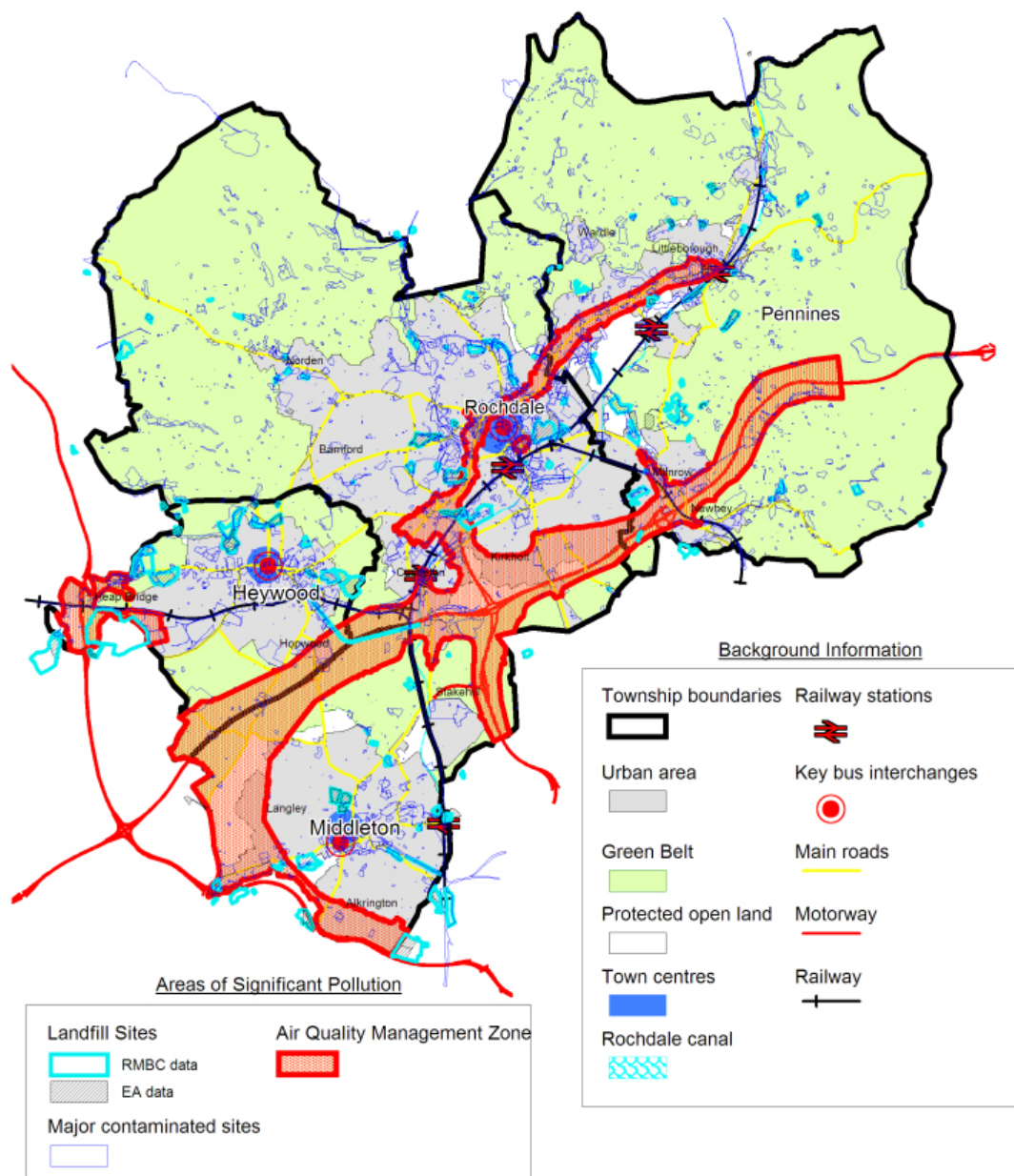


Planning Policy Statement 23 - " Planning and pollution control"	How does the Core Strategy policy address this?
<p>The statutory nuisance regime "is not intended to secure a high level of amenity but is a basic safeguarding standard intended to deal with excessive emissions.</p> <p>Nuisance does not equate to loss of amenity. Significant loss of amenity will often occur at lower levels of emission than would constitute a statutory nuisance. It is therefore important for planning authorities to consider properly, loss of amenity from emissions in the planning process in its wider context and not just from the narrow perspective of statutory nuisance.</p>	<p>The Core strategy will expect the wider context to be taken into account</p>

Effectiveness of policy approach

Policy	Evidence of deliverability	Flexibility	Monitoring
G9 - Reducing the impact of pollution	New developments taking into account the requirements of the policy	The policy allows for flexibility dependent on circumstances	Database of planning decisions.

Map 19 Areas of significant pollution



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Not to scale

## G10 - Managing mineral resources

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

### Main sources of information

Minerals Policy Statement 1 (Planning and minerals)<sup>(164)</sup>; Joint Minerals Development Plan Document for Greater Manchester<sup>(165)</sup>

### Evidence to justify policy approach

#### Minerals Policy Statement 1

The Minerals Policy Statements has the following objectives:

- to ensure, so far as practicable, the prudent, efficient and sustainable use of minerals and recycling of suitable materials, thereby minimising the requirement for new primary extraction;
- to conserve mineral resources through appropriate domestic provision and timing of supply;
- to safeguard mineral resources as far as possible;
- to prevent or minimise production of mineral waste;
- to secure working practices which prevent or reduce as far as possible, impacts on the environment and human health arising from the extraction, processing, management or transportation of minerals;
- to protect internationally and nationally designated areas of landscape value and nature conservation importance from minerals development, other than in the exceptional circumstances detailed in paragraph 14 of this statement;
- to secure adequate and steady supplies of minerals needed by society and the economy within the limits set by the environment, assessed through sustainability appraisal, without irreversible damage;
- to maximise the benefits and minimise the impacts of minerals operations over their full life cycle;
- to promote the sustainable transport of minerals by rail, sea or inland waterways;
- to protect and seek to enhance the overall quality of the environment once extraction has ceased, through high standards of restoration, and to safeguard the long-term potential of land for a wide range of after-uses;
- to secure closer integration of minerals planning policy with national policy on sustainable construction and waste management and other applicable environmental protection legislation; and
- to encourage the use of high quality materials for the purposes for which they are most suitable.

#### Greater Manchester Minerals Plan

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

The minerals plan will provide a sound, sub-regional, planning policy framework that provides a clear guide to minerals operators and the public about: the locations where mineral extraction may take place; the safeguarding of sensitive environmental features and of mineral resources with potential for future extraction;

164 Minerals Policy Statement 1 - Planning and minerals (DCLG, November 2006), [www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf) (BP 296)

165 Greater Manchester Minerals Plan - Preferred option approach (AGMA, October 2010), [www.gmmmineralsplan.co.uk/docs/Oct10/Final\\_Report\\_reduced\\_file\\_size.pdf](http://www.gmmmineralsplan.co.uk/docs/Oct10/Final_Report_reduced_file_size.pdf) (BP 23)

and all aspects of environmental and resource protection including the sustainable transportation of minerals.

The minerals plan objectives are to:

- provide sustainable supply of minerals to meet national and regional needs, in particular ensure provision of aggregates to meet regional requirements;
- promote reuse and recycling of secondary aggregate products;
- safeguard potentially economically viable mineral resources from sterilisation and encourage the best use of high quality materials;
- protect local communities and the natural and built environment from the impacts of minerals development and recognise the importance of high quality restoration once operations have ceased;
- encourage the sustainable transportation of minerals; and
- support the development of local energy minerals (excluding peat) where required to supplement the energy mix nationally and regionally.

Further background and supporting evidence can be found in the evidence base for the Greater Manchester Minerals Plan.

### Minerals and Climate Change

Carbon dioxide contributes to climate change and is mainly emitted due to burning of fossil fuels, for example in power stations or vehicles. Heavy goods vehicles transporting minerals into Greater Manchester may also contribute to this. Moving minerals from road to rail or canal where this is possible may reduce the number of mineral-related road journeys. As well as having a high biodiversity value, deposits of peat, such as those found in Salford, Wigan and Bolton, act as carbon sinks. Peat harvesting can result in the release of this carbon into the atmosphere as carbon dioxide. Preserving existing peat areas and restoring former peat workings to lowland raised bog can therefore lock in the carbon and assist with tackling climate change. (Greater Manchester Minerals Plan: Issues and Options Report)

### Proposed policies compliance with guidance

Minerals Policy Statement 1 - " Planning and minerals"	How does the Core Strategy policy address this?
In order to secure the long-term conservation of minerals it is necessary to make the best use of them. This can be achieved by adopting a hierarchical approach to minerals supply, which aims firstly to reduce as far as practicable the quantity of material used and waste generated, then to use as much recycled and secondary material as possible, before finally securing the remainder of material needed through new primary extraction.	The Core Strategy sets out a strategic approach for implementing national policy within Rochdale but consistent with an approach across Greater Manchester. More detailed policies will be covered by the Greater Manchester Joint Minerals Plan and supplemented by an Allocations Plan.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
G10 - Managing mineral resources	The policy is primarily a development management policy aimed at preventing reserves from being sterilised by other uses/development and to ensure the sustainable extraction and use of minerals. The policy will be supported by the GM Joint Minerals Plan. It is based on robust evidence on supply and demand.	The policy is has in-built flexibility; whilst the demand for minerals is uncertain, it seeks to safeguard those resources in the event they are needed. It also takes a strategic and co-ordinated view across Greater Manchester in order to ensure a flexible approach.	The policy will be monitored in terms of supply, take up and movement of minerals through the Core Strategy and GM Minerals Plan and Annual Monitoring Reports <sup>(166)</sup> .

<sup>166</sup> Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

## G11 - Managing waste

### Main sources of information

Greater Manchester Joint Waste Development Plan Document<sup>(167)</sup>; Greater Manchester Municipal Waste Management Strategy<sup>(168)</sup>

### Evidence to justify policy approach

Within the borough there are ten waste treatment facilities and these are generally within or adjacent to older employment areas. Some of these sites will be reviewed and may be more suitable for other uses. New sites to deal with a range of waste types are needed and their location will depend on how many of a particular type of waste facility are needed, how accessible they are (bearing in mind the need to reduce the transportation of waste) and the suitability of sites for different types of waste treatment or processing. It is clear that a sustainable approach to waste management means addressing waste management through a spatial planning framework, looking across authority boundaries. Thus a Greater Manchester Joint Waste Development Plan Document, known as the Waste Plan, is being developed and is now at Pre-submission stage with the Core Strategy.

There is evidence that disposal capacity is declining and that even if waste arisings are reduced and recycling increases, the need for new sites for waste management is becoming urgent. A waste 'needs assessment' has been developed to model the gap between existing and predicted future waste management capacity and this has been used to inform the Waste Plan.

### Greater Manchester Municipal Waste Management strategy

The Greater Manchester Municipal Waste Management Strategy has identified targets for municipal waste and if such targets are met, existing facilities and committed schemes will be sufficient to fill any capacity gap for this waste stream. Therefore it is other waste streams that waste policies must address within Core Strategies and the Waste Plan. Commercial and industrial waste is the largest waste stream generated within Greater Manchester and the needs assessment forecasts waste arisings for different elements. Other types of waste include construction, demolition and excavation waste, hazardous waste, sewage sludge wastes and agricultural waste.

In general, because newer methods of waste treatment often take place in a completely enclosed and controlled environment, built facilities will not have a negative impact on adjoining uses unless they are considered particularly sensitive. In this context existing facilities need to be safeguarded or if unacceptable need to be relocated.

Further background and supporting evidence can be found in the evidence base for the Greater Manchester Joint Waste Development Plan Document. The Greater Manchester Geological Unit<sup>(169)</sup> holds and manages that information.

### Delivery

Waste facilities allocated within the Waste Plan will be delivered by private businesses or operators but only if sites are identified and available. Sustainable waste management also relies on waste generators to reduce waste at source, recycle and minimise waste through a combination of measures.

The construction and operation of waste management facilities will fall to several parties including waste planning authorities, Greater Manchester waste disposal authorities as well as, the Environment Agency, landowners and the private waste industry.

<sup>167</sup> Greater Manchester Joint Waste Development Plan Documents (GMGU), [www.gmwastedpd.co.uk/coredocs.html](http://www.gmwastedpd.co.uk/coredocs.html) (BP 22)

<sup>168</sup> Greater Manchester Municipal Waste Management Strategy (GMWDA, 2007), [www.gmwda.gov.uk/clientfiles/File/headline-strategyfinal.pdf](http://www.gmwda.gov.uk/clientfiles/File/headline-strategyfinal.pdf) (BP 24)

<sup>169</sup> [www.gmgu.org.uk](http://www.gmgu.org.uk)

The primary responsibility for implementation of policies lies with the local planning authorities through the planning process. Once adopted the Core Strategy and waste plan policies and allocations will become part of the Local Development Framework of each of the ten Greater Manchester planning authorities. Planning decisions on waste management facilities and development likely to have an impact on waste plan allocations must be consistent with Core Strategies and other Development Plan Documents.

Rochdale borough as a Waste Collection Authority, Greater Manchester Waste Disposal Authority and the waste industry in general will need to optimise waste collection and recycling systems, promote waste minimisation and develop new waste management infrastructure to meet the needs of the sub region.

The sites/areas which will be identified for built facilities in the Waste Plan and the Rochdale Site Allocations Document have been informed by sites put forward by landowners and operators as part of a 'call for sites' exercises and one-to-one meetings. The Environment Agency has a two-fold role in terms of promoting waste minimisation and in regulating and monitoring how each facility is operated and managed via the Environmental Permitting System.

For the nine Greater Manchester local authorities that comprise the Greater Manchester Waste Disposal Authority, the implementation and development of sites for the processing of Local Authority Collected Waste is being funded through a Private Finance Initiative, managed through a contract let by the Greater Manchester Waste Disposal Authority to Viridor Waste Ltd. It is anticipated that all other waste facilities required throughout the plan period will be funded by private commercial funding.

#### Proposed policies compliance with guidance

Planning Policy Statement 10 - "Planning for sustainable waste management" <sup>(170)</sup>	How does the Core Strategy policy address this?
Sets out requirements for achieving sustainable waste management	The policy sets out a strategic approach for implementing national policy within Rochdale but consistent with an approach across Greater Manchester. More detailed policies will be covered by the Greater Manchester Joint Waste Plan and supplemented by an Allocations Plan in terms of sites and areas for built waste facilities.
National Waste Strategy 2007 <sup>(171)</sup>	How does the Core Strategy policy address this?
Sets targets for waste and recycling	The policy and the GM Joint Waste Plan uses this to help identify the number, type and distribution of waste treatment facilities across GM.

#### Effectiveness of policies

Policy	Evidence of deliverability	Flexibility	Monitoring
G11 - Managing waste	The policy sets a strategic approach consistent with policies in the GM Joint Waste Plan. This plan and Rochdale's Allocations Plan will identify sites and areas where waste facilities could be delivered to meet overall needs. These have been identified as part of work on the joint Waste Plan through consultation with owners, and operators and are therefore deliverable.	The policy allows flexibility by recognising that sites and areas to be identified in the Waste Plan present alternatives to operators and for a range of facilities.	The take up and need for facilities will be constantly monitored through the Waste Plan and Core Strategy Annual Monitoring Reports <sup>(172)</sup> .

170 Planning Policy Statement 10 – Planning for Sustainable Waste Management (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf) (BP 303)

171 Waste Strategy for England (Defra, 2007), [www.official-documents.gov.uk/document/cm70/7086/7086.pdf](http://www.official-documents.gov.uk/document/cm70/7086/7086.pdf) (BP 273)

172 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)





## 10 Improving accessibility and delivering sustainable transport (SO5)

### Introduction

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

### T1 - Delivering sustainable transport; T2 - Improving accessibility

#### Main sources of information

Local Transport Plan 3 Guidance<sup>(173)</sup>, Guidance on Transport Assessment<sup>(174)</sup>, Rochdale Borough Transport Strategy<sup>(175)</sup>, 2001 Census Special Workplace Statistics Travel to Work<sup>(176)</sup>, Transport Statistics - Rochdale 2008<sup>(177)</sup>; Rochdale MBC Movement and Accessibility Study<sup>(178)</sup>

### Evidence to justify policy approach

The Core Strategy strategic objectives are a fundamental influence to the policy approach of improving accessibility and delivering a sustainable transport network. The main sources of information above inform the interventions that will assist in:

- meeting travel needs;
- contributing to improving social mobility;
- enhancing access to jobs and education opportunities;
- reducing the need to travel;
- strengthening the sustainable transport network to address poor air quality;
- tackling climate change;
- improve journey reliability, town centre vibrancy and vitality; and
- providing wider choices in accessing to local services.

The proposals in Policy T1 are consistent and informed by the Rochdale Borough Transport Strategy which sets out the Council's transport and accessibility aspirations. They are strongly biased towards improving sustainable travel and accessibility in, to and from the borough. Of 24 initiatives put forward in Policy T1, only 5 are to improve or maximise use of the highway network. In all cases, the highway proposals will be an element of a package of measures that will encourage trips by sustainable transport or reduce the need for travel. This approach is consistent with the Delivering a Sustainable Transport System approach<sup>(179)</sup> and the government's national transport goals set out Local Transport Plan 3 Guidance.

173 Guidance on Local Transport Plans (Department for Transport, July 2009) (LTP3 Guidance), [www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf](http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf) (BP 226)

174 Guidance on Transport Assessments (Department for Transport, March 2007), [www.dft.gov.uk/pgr/regional/transportassessments/guidanceonta](http://www.dft.gov.uk/pgr/regional/transportassessments/guidanceonta) (BP 227)

175 Future source of information, yet to be finalised

176 Office for National Statistics

177 Transport Statistics Rochdale 2008 (AGMA, Greater Manchester Transportation Unit, 2009), [www.gmtu.gov.uk/reports/transport2008/GMTU\\_Report\\_1481\\_Transport\\_Statistics\\_Rochdale\\_2008\\_no\\_appendices.pdf](http://www.gmtu.gov.uk/reports/transport2008/GMTU_Report_1481_Transport_Statistics_Rochdale_2008_no_appendices.pdf) (BP 191)

178 Rochdale MBC Movement and Accessibility Study (Mouchel 2009), Currently unavailable online (copy available upon request) (BP 170)

179 Delivering a Sustainable Transport System: main report (Department for Transport 2008), [www.liftshare.com/business/pdfs/Dft%20-%20Delivering%20a%20Sustainable%20Transport%20System%20-%202008.pdf](http://www.liftshare.com/business/pdfs/Dft%20-%20Delivering%20a%20Sustainable%20Transport%20System%20-%202008.pdf) (BP 219)

## Development Control

Policy T2 comprises development control policies outlining what transport improvements and initiatives are expected to deliver. The proposals in Policy T1 are not just improvements to the network but aim to contribute to wider social, environmental or economic objectives. Policy T2 directs development and scheme promoters in how they will be expected to contribute to these. The Council's accessibility hierarchy seeks to ensure that access by non- carbon and low carbon travel modes are given priority consideration ahead of motorised travel and car commuting, rather than being an afterthought. Together with the accessibility thresholds in Appendix 4 of the Core Strategy, they aim to maximise use of the existing transport network by minimising the number of additional car journeys so maintaining journey reliability and minimising additional delays at bottlenecks.

## South Heywood Economic Corridor - Transport Proposals Justification

The Council commissioned Mouchel through its Impact Partnership to carry out an assessment of the transport proposals for the South Heywood Economic Corridor. A transport model has been created for the Heywood Area to assess the impact of the proposals, developing the Greater Manchester Highway Model previously developed for the Highways Agency<sup>(180)</sup>.

This local model covers the areas that will be impacted by the link road proposal and includes sections of the adjacent motorway network and models the AM peak hour, PM peak hour and average inter-peak hour traffic. These are modelled individually. The assessments for each period are composed of 3 transport user classes: cars, light goods vehicles and heavy goods vehicles. A more detailed micro-simulation model has been created for the M62 Motorway Junction 19 interchange<sup>(181)</sup>.

In order to correct initial deficiencies in the model, expected when converting part of a strategic model to a more detailed application, the zoning system was refined. More detailed representation of heavy goods vehicles movements in the area particularly from the Distribution centre was also incorporated. Inaccurate modelling of some traffic flows and travel times were rectified, so that the model more closely replicated actual traffic behaviour. As a result of this work the model is close to meeting national model validation criteria in the extent to which it replicates observed traffic flows and speeds in the study area. The model is robust enough to provide a sound basis for forecasting the effects of traffic generation from future land uses and changes to the transport network proposed in the Core Strategy.

A design year of 2023 is used for forecasting purposes in line with the land allocations, if approved are anticipated to be fully developed. These forecasts include background traffic growth, the new traffic generated from the Heywood developments and the new link road from M62 Junction 19 to the junction of A6045 Manchester Road and Hareshill Road and the widening Hareshill Road to a width of 7.3m. It will remain a single carriageway two-way route between A6045 Manchester Road and Pilsworth Road.

The report has made traffic forecasts for 3 scenarios:

- Completion of the Link Road to M62 in isolation (tested at 2008 base year), (do Minimum),
- Completion of the South Heywood Development Proposals (excluding the link road) at Design Year 2023 (development only), and
- Completion of the South Heywood Development proposals (including the development and link road) at Design Year 2023.

The results indicate the new link road will be effective in providing a direct link between the M62 and the South Heywood Industrial Areas and help to reduce the need for local business traffic to travel via the M66 motorway. This is evident in the significant reductions in distances travelled by heavy goods vehicles as a result of the proposed link road, in turn reducing emissions and air pollution from this traffic, locally.

Despite the growth in housing and commercial development, the link road proposals will assist in protecting

180 South Heywood Economic Corridor: Transport Assessment - Model development report (Mouchel, 2010), Currently unavailable online (copy available upon request) (BP 186)

181 South Heywood Economic Corridor: Transport Assessment - M62 J19 Operational assessment report (Mouchel, 2010) (model to test the operation of J19 M62), Currently unavailable online (copy available upon request) (BP 185)

local communities and provide greater flexibility in managing the local road network in Heywood. The new link road will provide immediate reductions in traffic on A6046 Middleton Road and A6045 Manchester Road, radial routes to/from Heywood Town Centre. It is also unlikely to act as a short cut between M66 and M62 motorways, as the scale of development proposed and the limited additional capacity of the improved road will ensure the route is well utilised, to the extent that little would be gained by trips cutting through the area.

The analysis of M62 Junction 19 Interchange indicates that the roundabout will continue to function satisfactorily after completion of the development proposals with no significant increases in congestion / delay.

To support this assessment work has been carried out exploring the supporting measures that could be included in a travel plan to minimise the impact of additional development traffic on local communities and opportunities to enhance accessibility to the area on foot, by cycle and by improvements to public transport<sup>(182)</sup>. The link road construction will include footways and cycleways in line with the Council's Accessibility Hierarchy and the proposed developments will also be required to address these issues.

This work will inform a Masterplan which is being prepared providing "A prospectus for the Future - South Heywood".

### Transport Assessments and Travel Plans

Transport assessments and travel plans are standard requirements in planning application submissions for major developments<sup>(183)</sup>. They aim to minimise the need to travel and address the traffic impact of development as well as maximising access to the development by sustainable transport.

Policy T2 sets out what developers will be expected to contribute to mitigate traffic impact of their developments and meet their responsibilities in maintaining journey reliability on the transport network and addressing their impacts on the local community.

### Travel to work patterns from the Rochdale Borough Movement and Accessibility Study

#### Existing travel to work patterns

Travel patterns in the borough are relatively self-contained. 77.2% of commuter trips made are within the borough, the third highest in the Manchester city region. Almost 67% of these are car trips, also a high proportion, when compared with other Greater Manchester authorities. There is potential to promote sustainable travel alternatives for these short journeys.

	Total employed population. Aged 16-74	Work mainly from / at home	Train / Tram	Bus / Minibus / Coach	Powered 2-wheeled vehicles	Car / Van	On Foot / Bicycle	Other
England & Wales	23,627,754	9.19	7.09	7.40	1.09	61.49	12.76	0.99
Gtr M'cr	1,077,347	7.74	2.85	10.67	0.82	64.95	11.74	1.23
Rochdale borough	86,867	7.75	1.64	8.95	0.82	66.89	11.93	2.03
Heywood		6.94	0.80	9.59	0.88	65.06	14.64	2.09
Middleton		6.72	0.89	14.64	0.66	64.36	10.68	2.05
Pennines		8.01	2.75	6.75	1.13	68.95	10.80	1.62
Rochdale		8.30	1.67	7.62	0.68	66.05	13.17	2.52

182 South Heywood Economic Corridor: Transport Assessment - Sustainable transport scope for Heywood (Mouchel, 2010), Currently unavailable online (copy available upon request) (BP 187)

183 Delivering Travel Plans through the Planning Process (Addison & Associates, September 2008), [www.dft.gov.uk/pgr/sustainable/travelplans/tpp/goodpractice-researchreport.pdf](http://www.dft.gov.uk/pgr/sustainable/travelplans/tpp/goodpractice-researchreport.pdf) (BP 220)

The information in the above table (2001 Census Special Workplace Statistics and Rochdale Borough Movement and Accessibility Study) forms part of the reasoning behind the Policy T1 and T2 and producing the Travel Planning and New Development Supplementary Planning Document<sup>(184)</sup>. The Supplementary Planning Document encourages consideration of access options and delivery of measures to encourage less reliance on car commuting in favour of travel by sustainable means. Achieving this helps to prevent further congestion at bottlenecks and maintaining highway network operation.

Analysing existing travel to work trips, a high proportion of short journeys within the borough indicates a relatively self-contained travel to work journey pattern. Two thirds of those trips are made by car, compared with 65% in Greater Manchester and 61.5% in England and Wales. Proposals that encourage sustainable travel in Policy T1, will tackle this by promoting travel mode shift, but this is likely to vary depending on the alternatives to car travel available in different parts of the borough. For example, in Heywood, over 30% of travel to work journeys are already on foot and infers bus services do not have wide appeal and the town is not served by a public rail service. Heywood also has the highest proportion of households that do not own a car (37.5%).

The most common method of travel to work in the borough is by car or van. These are higher levels than both national and Greater Manchester levels. The township with the highest proportion of car or van journeys to work is Pennines, the lowest is Middleton. The second most popular mode of travel to work in the borough is on foot or bicycle, except for in Middleton where it is the bus. This reflects the quality of the network and frequency of services particularly to and from Manchester city centre and Rochdale. The greater choice of travel options at the sub-regional centre means that Rochdale Township non-car travel is more evenly split although pedestrian journeys to work are the highest.

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

The breadth of proposals put forward in Policy T1 builds on the strengths these travel patterns offer, tackling gaps in the transport network that will encourage more short trips by modes other than the car, releasing highway capacity, relieving congestion bottlenecks and reducing traffic's contribution to emissions and carbon release.

#### Travel to work patterns in Rochdale borough

Locations from which Rochdale borough attracts most travel to work journeys are:

- Oldham (6 200);
- Bury (4 200);
- Rossendale (2 513 trips);
- Manchester (1 867 trips);
- Calderdale (1 116 trips);
- Bolton (1098 trips);
- rest of England and Wales (1 008 trips); and
- Tameside (897 trips).

For travel work movements out of the borough the most popular destinations are:

- Oldham (7 599 trips);
- Manchester (outside the city centre – 5 374 trips);

<sup>184</sup> Draft Travel Planning and New Development Supplementary Planning Document (RMBC, February 2009), [www.rochdale.gov.uk/pdf/2009-02-26\\_LDF\\_SPD\\_Travel.pdf](http://www.rochdale.gov.uk/pdf/2009-02-26_LDF_SPD_Travel.pdf) (BP 74)

- Manchester City Centre (4 461 trips);
- Bury (3 689 trips);
- Salford (2 075 trips);
- rest of England and Wales (1677 trips);
- Trafford (1 488 trips);
- Tameside (996 trips); and
- Bolton (969 trips).

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

#### Travel to work patterns in Rochdale borough

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

The wards from which the most travel to work trips within the borough are made, in total and by car are from:

- Healey (4041 in total, 2648 by car);
- Littleborough (3710 in total, 2343 by car);
- Milnrow (3077 in total, 1914 by car);



- Norden & Bamford (3062 in total, 2400 by car); and
- Heywood South (2791 in total 1495 by car).

The wards generating the most travel to work trips within the borough by bus are from

- Balderstone (346 trips);
- Littleborough (303 trips);
- Middleton Central (299 trips);
- Wardle (295 trips);
- Castleton (294 trips); and
- Healey (266 trips).

The wards that make the most travel to work trips within the borough on foot are

- Heywood South (667, 23.9%);
- Central & Falinge (609, 31.1%);
- Littleborough (586, 15.8%);
- Heywood North (557, 22.8%);
- Healey (547, 13.5%); and
- Smallbridge and Wardleworth (546, 20.3%).

#### Township Travel to Work Patterns

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

- Heywood Township Travel to Work patterns

Origin	Destination	Car Driver (%)	Public Transport (%)	Other (%)
To Heywood Township				
Heywood Township	Heywood Township	47.7	4.1	48.2 (30.2% on foot)
Rochdale Township	Heywood Township	62.8	6.6	30.6
Bury	Heywood Township	79.0	4.0	17.0
Middleton Township	Heywood Township	63.7	13.8	22.5
Oldham	Heywood Township	87.3	3.5	9.2
Pennines Township	Heywood Township	79.5	7.1	13.4
Manchester	Heywood Township	73.9	5.4	20.9
Bolton	Heywood Township	86.8	6.0	7.2
Rossendale	Heywood Township	86.4	4.1	9.5
Bolton	Heywood Township	80.3	8.2	11.5
From Heywood Township				
Heywood Township	Heywood Township	47.7	4.1	48.2 (30.2% on foot)
Heywood Township	Rochdale Township	54.2	11.8	34.0
Heywood Township	Bury	63.4	18.8	27.8
Heywood Township	Manchester	83.1	5.0	11.9
Heywood Township	Oldham	82.0	6.9	11.1

Origin	Destination	Car Driver (%)	Public Transport (%)	Other (%)
To Heywood Township				
Heywood Township	Manchester City Centre	51.5	23.2	25.3
Heywood Township	Middleton Township	76.1	7.7	16.2
Heywood Township	Salford	84.8	4.7	10.5
Heywood Township	Bolton	78.1	9.4	12.5
Heywood Township	Rest of England & Wales	80.7	6.5	12.8

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

- Middleton Township Travel to Work patterns

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

Origin	Destination	Car Driver (%)	Public Transport (%)	Other (%)
To Middleton Township				
Middleton Township	Rest of England & Wales	69.5	12.5	18.0

The commuting pattern for Middleton township indicates the strong links with Manchester. There are almost as many commuting journeys made to the regional centre and the wider Manchester City Council area as within the township. The core bus routes to the larger centres of Rochdale, Oldham and Manchester attract significant commuter travel, but local bus travel passenger volume are much lower. People living in Middleton use the bus network mainly to travel out of the township, possible due to lack of access to cars and people are familiar with using the local public transport network.

- Pennines Township Travel to work patterns

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

There is more commuting to Rochdale township from Pennines township than within the township itself. This could be due to the limited number jobs market offered by the township so people travel elsewhere for employment. It is also an attractive area to live and so people with the means choose to commute. Travel by public transport to Manchester and Salford is significant, mainly by rail. This highlights the strategic importance of the Calder Valley rail line to Pennine communities in accessing the regional centre.

- Rochdale Township Travel to Work patterns

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

Rochdale township travel to work patterns indicate a high proportion of trips on foot around the town centre. Commuting by public transport is also high where there are good services such as to Manchester city centre, to and from Oldham, Pennines and Middleton townships and from Heywood township. The proportion of car journeys within the township is just over half and is relatively low, reflecting the range of feasible sustainable transport choices available.

### Car ownership

Despite increasing levels of awareness about the environmental impacts of travel, car ownership is an aspiration of many people. Car ownership levels in the borough are similar to those of Greater Manchester as a whole, but significantly lower than the national average. This could be a reflection on household affluence in the borough. Of the four townships, Heywood has the lowest levels of ownership, followed by Middleton and Rochdale. Pennines has the highest car ownership rates, above the average for England and Wales and symptomatic of the rural nature of the township. Closer analysis indicates the the ward of Norden and Bamford have significantly high car ownership levels (1.53 cars per household) with Wardle being the next highest (1.13 cars per household).

	Total Population	No Car or Van	Car Ownership	1 Car or Van	2 Cars or Vans	3 Cars or Vans	4 or more Cars or Vans
England & Wales	21,660,475	26.75	73.21	43.80	25.53	4.51	1.38
Gtr M'cr	1,040,231	32.81	67.19	43.02	20.09	3.23	0.84
Rochdale borough	83452	33.46	66.54	42.70	19.82	3.27	0.76
Heywood		37.52	62.48	42.51	16.61	2.55	0.82
Middleton		36.56	63.44	43.13	17.10	2.72	0.49
Pennines		26.24	73.77	44.51	24.10	4.22	0.93
Rochdale		33.13	66.87	41.77	20.84	3.41	0.85

### Congestion

Traffic congestion and its effects on journey reliability are an issue in parts of the borough. The longest delays occur on the M62 and M60 and the A58 corridor. These are also where nitrogen dioxide emissions and fine particles are high and set to exceed government guideline air quality standards. The Highways Agency manages the motorways, but measures to reduce the number of car trips generated by the borough on the motorway network will assist in relieving congestion and emissions from traffic across the whole transport network.

There is an ongoing programme of proposals to address delays on the A58, but some measures require land acquisition and will take longer to deliver. The improvements to date along the route have marginally reduced journey times by reducing delays without increasing speeds<sup>(185)</sup>.

Air quality has improved in recent years due to better regulation of industry and tighter controls to meet vehicle emission standards but further improvement can be achieved through changes in travel behaviour and developing the sustainable transport network as a viable alternative to the car.

### Accessibility and journey times

Most areas of the borough are accessible, based on criteria that residential development should be within 30 minutes travel by public transport to / from key facilities. As a result, all new development built in 2008-2009 was within 30 minutes of a GP surgery, primary school, employment area and major retail centre<sup>(186)</sup> with over 93% of it being within 30 minutes travel by public transport to a secondary school. Areas of the borough where meeting this accessibility criteria is difficult are the rural Pennine areas of Rochdale and Pennines townships where infill and conversion developments are difficult to serve by public transport with hilly terrain and journey distances making travel to work by cycle or on foot time consuming and unappealing.

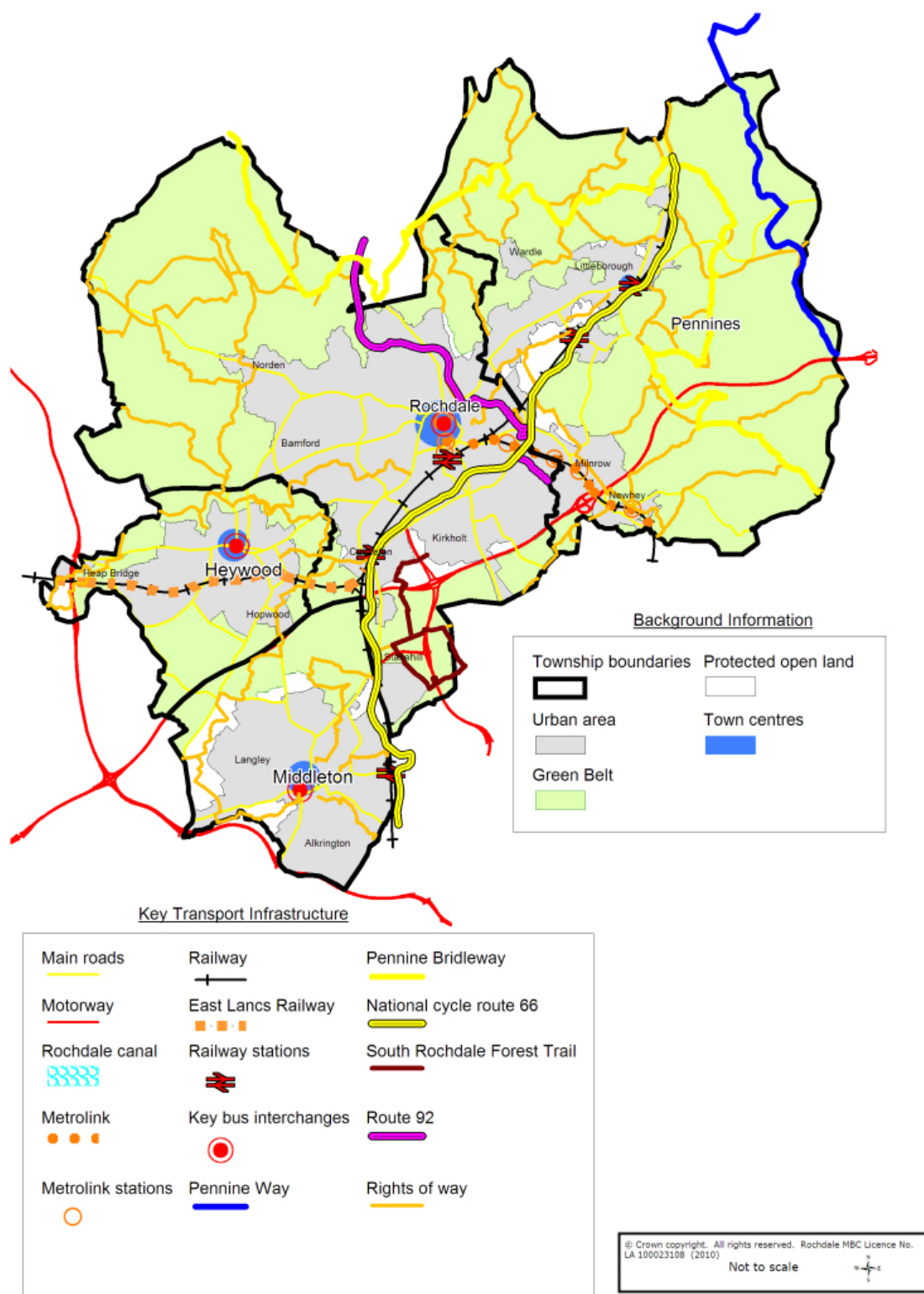
Around 38% of new residences built are within 30 minutes travel time of at least one of the four hospitals serving the borough. This proportion is influenced not only by public transport service coverage and frequency, but also by the re-organisation of local health services concentrating them in particular hospitals. Following the closure of Birch Hill Hospital the proportion of new developments within 30 minutes of a hospital fell from 43% in 2005-2006 to 14.1% in 2006-2007. This has gradually risen as public transport network changes progressively address this.

The Council, supported by a range of partners and stakeholders, is continuing to develop walking and cycle networks with the Connect 2 proposals. Rochdale canal is the spine corridor of a network that connects the four township centres in the borough and neighbouring centres by March 2012.

185 Analysis of Quarterly Average Journey Times on Congestion Routes between 1/9/2006 and 31/8/2009, GMTU Report No 1547 November 2009, [www.gmtu.gov.uk/reports/congestion/gmtu\\_report\\_1547\\_quarterly\\_analysis\\_GM\\_congestion\\_routes.pdf](http://www.gmtu.gov.uk/reports/congestion/gmtu_report_1547_quarterly_analysis_GM_congestion_routes.pdf) (BP 10)

186 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

Map 20 Key transport infrastructure





The creation of a coherent low carbon travel network links existing cycle routes and local schools, shops, health centres etc<sup>(187)</sup>. The Connect 2 cycle network scheme is part of Sustrans<sup>(188)</sup> successful Big Lottery Fund bid, securing £50 million towards developing a coherent strategic cycle network across the UK. Rochdale Council's allocation is £450 000, matched funded from public or private sources.

### Town centres

The contribution transport offers in revitalising and regenerating town centres is through removing traffic, rationalising parking and removing conflict between traffic and pedestrians, providing a public realm and street environment that is attractive to shoppers, visitors and tourists. Access in Rochdale town centre will prioritise pedestrians, cyclists and public transport (Metrolink, bus and taxis) access and the construction of a new public transport interchange, further pedestrianisation, traffic management and parking measures as well as an enhanced route to the railway station. These works are an integral part of the town centre regeneration proposals and includes a modest highway improvement between Wood Street and Drake Street to support the regeneration of Central Retail Park and accommodate through traffic diverted out of the town centre. This scheme will tie into the Metrolink Phase 3b proposals linking the railway station to Rochdale Town Centre.

Improvements to sustainable transport are proposed in Heywood to enhance the town centre shopping environment, public realm and provide focal points for bus services through the town. Traffic management measures will assist access to and from the town to the M62 and the proposed relief road south of Heywood between M62 Junction 19 and the junction of A6046 Manchester Road and Hareshill Road will relieve the town centre of some heavy traffic<sup>(189)</sup>.

In Middleton and Littleborough town centre public realm and environmental improvements are planned to improve the urban centre environment. These will include improving connectivity within the centres, to employment areas and transport interchanges.

### Bus Services

There has been a steady rise in both subsidised and commercially viable bus services operating in the borough since 2004 and weekday off peak patronage is well above average Greater Manchester levels (56% above 1985 levels, compared with 38% above 1985 levels for Greater Manchester). Evening bus mileage has increased by 4% in 2008. Work to upgrade bus stops, shelters, waiting facilities and access facilities on core quality bus corridors is complete as are major junction improvements at Townhead, Sudden and Oldham Road/Kingsway to improve bus journey reliability. Patronage has also risen by 15% on the Rochdale, Oldham, Tameside bus corridor since quality bus measures were completed and have slightly narrowed the gap between bus and car journey times (Transport Statistics Rochdale 2008).

A travel plan has been approved and is being implemented for Kingsway Business Park and will be required for all major development proposals in the borough. 88% of the borough's schools (84 in number) had travel plans in place at the end of 2008/2009, as shown in the Annual Monitoring Report, which is ahead of the Council Performance indicator and the 2nd best in Greater Manchester.

### Traffic Flows

With regard to the strategic highway network, motorways account for 19% of the borough's major highway network but they carry 61% of the traffic. The busiest local road in the borough is the A58 Manchester Road in Sudden with a 2009 average annual weekday traffic flow of 43,500 down 3 500 on 2008.

Traffic flows on Rochdale borough's A and B roads in 2009 were 1% higher than 2008 but have risen 7% between 1993 and 2009 compared with no change over the same period in Greater Manchester<sup>(190)</sup>. This

187 Memorandum of Understanding between Rochdale MBC and Sustrans for the Rochdale Greenways Connect 2 scheme, Currently unavailable online (copy available upon request) (BP 132)

188 [www.sustrans.org.uk](http://www.sustrans.org.uk)

189 South Heywood Economic Corridor: Transport Assessment - Model development report (Mouchel, 2010), Currently unavailable online (copy available upon request) (BP 186)

190 Transport Statistics Rochdale 2009, September 2010, GMTU Report no 1585, [www.gmtu.gov.uk/reports/transport2009/GMTU%20Report%201585%20Transport%20Statistics%20Rochdale%202009%20main%20report.pdf](http://www.gmtu.gov.uk/reports/transport2009/GMTU%20Report%201585%20Transport%20Statistics%20Rochdale%202009%20main%20report.pdf) (BP 192)

indicates that although transport policies are having some impact the need to encourage people to travel more by sustainable mode remains.

### Car parking provision

In the early part of the Core Strategy period car parking provision will be key, particularly in Rochdale during redevelopment of the town centre. It is anticipated that there will be an increase in short stay parking of 0.5% per annum as a result of new developments in the town. There is also increasing competition for parking spaces adjacent to railway stations and is becoming particularly acute at Rochdale Railway Station where the implementation of a residents parking scheme (a condition associated with the construction of the nearby Health Centre) and construction of the Metrolink stop on Maclure Road will reduce on-street places. The Council has provided parking at Central Retail Park temporarily and is working with Greater Manchester Public Transport Executive to find a more permanent solution that will meet rail passenger demand.

### Proposed policies compliance with guidance

Planning Policy Guidance 13 - "Transport" <sup>(191)</sup>	How does the Core Strategy policy address this?
Planning and Transport Guidance should be integrated to promote sustainable transport choices to move people, freight and information; access jobs, shopping, education, leisure, health and community facilities by public transport, walking and cycling, and reduce the need to travel, especially by car.	Policy T1 sets out a sustainable programme of transport improvements to widen travel choice to existing and proposed regeneration areas set out in the spatial strategy. Highway improvements will be promoted as options of last resort and will be supported by packages of sustainable transport measures. Policy T2 sets out development control policies applied to deliver the requirements of PPG13 and access to the regeneration areas in the Core Strategy spatial strategy.
Planning Policy Statement 1 - "Delivering sustainable development" <sup>(192)</sup>	How does the Core Strategy policy address this?
Local Planning Authorities should ensure development plans contribute to global sustainability, by addressing the causes and impacts of climate change with policies that reduce emissions and energy use (e.g. by encouraging development patterns that reduce the need to travel by private car and move freight by road).	Core Strategy policies prioritise travel by sustainable modes through the accessibility hierarchy set out in Policy T2. This is supported by travel planning, accessibility and parking standards. Policy T1 provides a programme of proposals to deliver this by enhancing sustainable travel choices and access to regeneration areas.
Planning Policy Statement 3 - "Housing" <sup>(193)</sup>	How does the Core Strategy policy address this?
In achieving high quality housing, matters to consider in the design quality of proposed developments include: ease of accessibility and good public transport links, community facilities and services, good layout with efficient use of space, safe accessible and user-friendly means of access for travel other than the private car.	The Core Strategy accessibility policies provide a framework consistent with the objectives set out in PPS3 in providing high quality well designed, sustainable and well connected residential developments. They will assist in delivering the Core Strategy objectives.
Planning Policy Statement 4 - "Planning for sustainable economic growth" <sup>(194)</sup>	How does the Core Strategy policy address this?
In planning for sustainable economic growth, local development plans will identify, protect and promote key distribution networks and locate development generating substantial transport movements, in accessible locations (including by rail and water), avoiding congestion and preserving local amenity. Plans for the delivery of sustainable transport and other infrastructure are needed to support planned economic development.	The focus of Policies T1 and T2 are to provide a supportive transport framework to deliver economic growth while prioritising sustainable modes of travel and maximising use of the existing transport network. Selective highway improvements in Policy T1 are specific and included to serve new development and are supported by a package of sustainable transport measures. Their delivery relies external funding generated by associated development.

191 Planning Policy guidance 13 – Transport (ODPM, 2001), [www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf) (BP 298)

192 Planning Policy Statement 1 - Delivering sustainable development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

193 Planning Policy Statement 3 - Housing (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf) (BP 309)

194 Planning Policy Statement 4 - Planning for sustainable economic growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

Local Transport Plan 3 Guidance	How does the Core Strategy policy address this?
It is critical that transport and spatial planning are closely integrated. Both need to be considered from the outset in decisions on location of key destinations such as housing, hospitals, schools, leisure facilities, shops and businesses, to help reduce the need to travel and to bring environmental, health and other benefits. It is essential Local Transport Plans reflect and support Local Development Frameworks and a key consideration in the planning process including in two-tier areas where Local Transport Authorities should work closely with districts to ensure alignment between Local Development Frameworks and Local Transport Plans.	Policies T1 and T2 are closely integrated and vital in delivering the Core Strategy development proposals. Policy T1 schemes have been developed to provide access to regeneration areas, closely align to the action plan in the Rochdale Borough Transport Strategy and will influence proposals in the Greater Manchester Local Transport Plan 3 for the borough. The proposals also contribute to the wider environmental, health and social aspirations of the Core Strategy. Policy T2 outlines the framework within which the proposals in Policy T1 and other measures in the Local Development Framework Implementation Plan will be delivered. They are also consistent with the Delivering a Sustainable Transport System and contribute to delivering National Transport Goals.

### Effectiveness of policies

Policy	Evidence to deliverability	Flexibility	Monitoring
T1 - Delivering sustainable transport	Greater Manchester LTP3; Greater Manchester Transport Fund; Rochdale Borough Transport Strategy; Rochdale Sustainable Community Strategy	GMLTP3 being prepared for submission to DfT in March 2011. Settlements awards are expected to be reduced. Greater emphasis to seek funding to deliver Policy T1 from external sources.  Greater Manchester Transport Fund programme delivery will depend on the settlement in the Comprehensive Spending Review. Delivery of the highway schemes will depend on this. If development does not come forward then some proposals will not be implemented.  Policy T1 delivery depends on long term funding availability and so flexibility is required.	GMLTP3 and GM Transport Fund reviewed and updated annually and Rochdale Borough Transport Strategy every few years in response to changing priorities and progress on scheme delivery.
T2 - Improving accessibility	Rochdale Borough Transport Strategy;  PPG 13: Transport; Guidance on Transport Assessment; Delivering Travel Plans through the Planning Process.	This policy brings together relevant policy and good practice guidance interpreted to meet local circumstances. It is flexible. Its content is consistent with national requirements without being prescriptive to developers on how they ensure their proposals are accessible.	Successful policy delivery will depend on consistent monitoring / enforcement.  Some of these procedures are in place and these will be strengthened when a Development Liaison Manager is recruited to monitor delivery of agreements with developers.

## 11 Managing delivery and monitoring progress

It is important that new development is delivered and managed in an appropriate way to deliver sustainable growth and create high quality places. It is also important to undertake regular monitoring to ensure that the policies are being effective in delivering the overall strategy and strategic objectives. Therefore the final section of the Core Strategy Publication Draft document deals with the following:

- how the plan and its policies will be delivered;
- general requirements that apply to all development;
- delivery of planning contributions and infrastructure; and
- how we will monitor its implementation.

### DM1 - General development requirements; DM2 - Delivering planning contributions and infrastructure

#### Main Sources of Information

Planning Policy Statement 1 - "Delivering Sustainable Development"<sup>(195)</sup>; Circular 05/2005 'Planning Obligations'<sup>(196)</sup>

### Evidence to justify policy approach

#### Delivery

It is important that the policies in the Core Strategy are assessed to take account of their deliverability. The assessment in the Core Strategy takes account of key elements of the policies or where appropriate key projects within them. In considering deliverability, the following factors have been considered:

- How - this includes the mechanisms for delivery and the sources of funding
- Who - who are the main bodies, agencies and partners who will be involved in the delivery?
- When - is the delivery of the project likely in the short term (0-5 years), medium term (6-10 years) or long term (11-15+ years). (Where a project or policy will be delivered throughout the Core Strategy period, short term to long term has been entered in the delivery table)
- Risk / contingency - this highlights some of the key risks to delivering the policy/project and the implications for not delivering it in relation to the overall strategy. Where appropriate contingency measures have been included.

The delivery table can be seen in chapter 11 of the Core Strategy Publication Draft document. This delivery table also forms a key element of the infrastructure plan.

#### Managing development

Many of the policies within the Core Strategy include a development management element. However, there are a number of basic planning considerations that apply to all development. The purpose of policy DM1 of the Core Strategy is to set out these general development requirements in one policy to avoid repetition across a number of policies. The main purpose of the policy is to reduce any adverse impact of development and protect amenity.

#### Delivering planning contributions and infrastructure

Delivering growth and new development places pressure on existing infrastructure and often requires new infrastructure to be provided. Policy DM2 of the Core Strategy seeks to ensure that new development

195 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

196 Circular 05/2005 'Planning Obligations', [www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf)

contributes to necessary infrastructure. It is important that contribution sought meets the tests set out in paragraph B5 of Circular 05/2005 'Planning Obligations'. More guidance regarding evidence of need and the scale of contributions will be set out in a Supplementary Planning Document where appropriate.

The introduction of a Community Infrastructure Levy<sup>(197)</sup>, to force developments to contribute to infrastructure improvements in a standardised way, may affect how policy DM2 is implemented.

The Community Infrastructure Levy may ensure that the burden of contributing to development is spread more fairly. Whatever approach is adopted to securing developer contributions it is important that the demands on development to support new infrastructure are appropriate and do not affect delivery through reducing the viability of development.

### Monitoring

In order to ensure that the policies and projects are being implemented in a timely and effective way and delivering the required outcomes it is important to undertake monitoring on a regular basis. This will be done through subsequent Annual Monitoring Reports. In order to assist this process an initial monitoring table is included at Appendix 1 of this document.

### Proposed policies compliance with guidance

Planning Policy Statement 1 - "Delivering Sustainable Development"	How does the Core Strategy policy address this?
Ensure that the impact of development on the social fabric of communities is considered and taken into account	Policy DM1 seeks to ensure that new development does not have a negative impact on amenity. Policy DM2 ensures that new development can be supported by existing or new infrastructure.
Address accessibility (both in terms of location and physical access) for all members of the community to jobs, health, housing, education, shops, leisure and community facilities.	Policy DM1 ensures that new development is supported by an appropriate level of community infrastructure. Policy DM2 requires contributions to improving this infrastructure if it is necessary to make the development acceptable.
Deliver safe, healthy and attractive places to live	The principal aims of these two policies is to deliver safe, healthy and attractive places to live by ensuring that new development addresses general planning requirements and is supported by an appropriate level of infrastructure.

### Effectiveness of policy

Policy	Evidence of deliverability	Flexibility	Monitoring
DM1 - General development requirements	The quality of new development	Flexibility within this policy is limited given that it seeks to ensure that all development contributes to, but does not detract from, the quality of place and the quality of life for residents.	This policy is difficult to monitor but could be considered generally through customer satisfaction surveys, reduced enforcement and peoples overall perception of the borough.
DM2 - Delivering planning contributions and infrastructure	The provision of additional infrastructure and contributions to infrastructure improvements. Specific evidence will be through numbers of affordable homes provided, standards for open space being met, sufficient school place to meet demand etc.	There is some flexibility in the policy to take account of local priorities and the overall viability of development. However, flexibility will be limited where failure to provide infrastructure would have a detrimental impact on the local area.	The effectiveness of this policy will monitored through s.106 receipts and evidence of adverse impacts of new development e.g. Traffic congestions, lack of school places in a particular are etc.

197 The Community Infrastructure Levy (DCLG, 2008), [www.communities.gov.uk/documents/planningandbuilding/pdf/communityinfrastructurelevy.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/communityinfrastructurelevy.pdf)

## 12 National policies and guidance

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

### Planning Policy Statements and Guidance

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

**Planning policy statement 1 (PPS1) – 'Delivering sustainable development'**<sup>(198)</sup> emphasises the urgency of action on climate change and the importance of planning in delivering this action. It sets out how regional and local planning can best support achievement of the zero-carbon targets alongside meeting community needs for economic and housing development. Plans such as the Core Strategy should:

- deliver patterns of urban growth which reduce the need to travel (especially by car) and secure energy efficient and climate-resilient new development;
- consider identifying areas for renewable and low carbon energy sources;
- identify opportunities for decentralised renewable and low carbon energy supply systems;
- expect renewable and low carbon sources to supply the energy for a proportion new development; and
- anticipate levels of building sustainability in advance of those set out nationally.

**Planning policy statement - 'Planning and climate change' (Supplement to PPS1)**<sup>(199)</sup> aims to deliver sustainable development in a way that responds to climate change. The government believes that climate change is one of the greatest challenges we face today and therefore climate change is one of their principal concerns for sustainable development. Local planning authorities should provide the highest viable resources, energy efficiency and reduction in emissions in terms of homes, jobs, services and infrastructure for communities. Patterns of growth should help secure sustainable transport and new development should shape places resilient to climate change. The Core Strategy should add to the Regional Spatial Strategy's policies and inform local strategies on climate change, including the Sustainable Community Strategy.

**Planning policy guidance 2 (PPG2) – 'Green belt'**<sup>(200)</sup> gives the general intentions of green belt policy, including its contribution to sustainable development objectives. Green belts must be protected as far as can be seen ahead. The Council should identify the use of boundaries and safeguarded land for longer-term development. There is a presumption against inappropriate development in the green belt and PPG2 refines the categories of appropriate development, including providing for the future of existing major developed sites. The main aim of green belt policy is to prevent urban sprawl by keeping the land open. This ensures that development takes place in areas allocated in the development plan.

**Planning policy statement 3 (PPS3) – 'Housing'**<sup>(201)</sup> sets out the national planning framework for delivering the government's housing objectives. The planning system should deliver high quality housing that is well-designed and built to a high standard. It should provide:

- mixed housing, both market and affordable to support a wide variety of households in all areas;
- sufficient housing taking into account need and demand and seeking to improve choice;
- suitably located housing developments offering a good range of community facilities with good access to jobs, key services and infrastructure; and
- flexible, responsive supply of land, managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

198 Planning Policy Statement 1 – Delivering sustainable Development (ODPM, 2005),

[www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf) (BP 302)

199 Planning Policy Statement – Planning and Climate Change (supplement to Planning Policy Statement 1) (DCLG, 2007),

[www.communities.gov.uk/documents/planningandbuilding/pdf/153119.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/153119.pdf) (BP 301)

200 Planning Policy Guidance 2 – Green Belts (ODPM, 1995), [www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf) (BP 300)

201 Planning Policy Statement 3 – Housing (DCLG, 2006), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf) (BP 309)



**Planning policy statement 4 (PPS4) – ‘Planning for Sustainable Economic Growth’<sup>(202)</sup>** sets the government’s comprehensive policy framework for planning for sustainable economic growth in urban and rural areas. This provides an integrated framework for all types of economic development in all types of areas. The government’s objectives include:

- building prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural;
- reducing the gap in economic growth rates between regions, promoting regeneration and tackling deprivation;
- delivering more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change;
- promoting the vitality and viability of town and other centres as important places for communities; and
- raising the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all.

**Planning policy statement 5 (PPS5) - ‘Planning for the historic environment’<sup>(203)</sup>**. The Government’s overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. To achieve this, the Government’s objectives for planning for the historic environment are:

- to deliver sustainable development by ensuring that policies and decisions concerning the historic environment:
  - recognise that heritage assets are a non-renewable resource;
  - take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and
  - recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term.
- to conserve England’s heritage assets in a manner appropriate to their significance by ensuring that:
  - decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset;
  - wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation
  - the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and
  - consideration of the historic environment is integrated into planning policies, promoting place-shaping.
- to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost.

**Planning policy statement 7 (PPS7) – ‘Sustainable development in rural areas’<sup>(204)</sup>** aims to raise the quality of life and improve the environment in rural areas through inclusive and sustainable communities. This needs to include decent places to live, a sustainable and diverse economy, good quality development that respects and enhances local distinctiveness and continuous protection of the open countryside.

The location of development should promote sustainable patterns of development. Development should:

- be in or next to existing settlements;
- prevent urban sprawl;
- restrict the use of Greenfield land; and
- promote farm diversification and sustainable, environmentally friendly agricultural development.

202 Planning Policy Statement 4 – Planning for Sustainable Economic Growth (DCLG, 2009), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf) (BP 310)

203 Planning Policy Statement 5 - Planning for the historic environment (DCLG, 2010), [www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf) (BP 311)

204 Planning Policy Statement 7 – Sustainable Development in Rural Areas (ODPM, 2004), [www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf) (BP 313)

**Planning policy statement 9 (PPS9) – ‘Biodiversity and geological conservation’<sup>(205)</sup>** states that up-to-date information about the characteristics of areas should be the basis for Development Plan policies. This should include biodiversity and geological resources. There needs to be an assessment of the potential there is to sustain and enhance them. Policies should aim to maintain, enhance, restore and add positively to biodiversity and geological conservation. International, national and local importance, protected species and the wider environment should be given appropriate weight. Policies should promote opportunities for the incorporation of beneficial biodiversity and geological conservation within the design of development.

**Planning policy statement 10 (PPS10) – ‘Planning for sustainable waste management’<sup>(206)</sup>** highlights why the planning system is important in providing adequate and timely new waste facilities. The planning system needs to provide appropriate strategies for growth, regeneration and the prudent use of resources as well as providing new facilities as and when they are required. Waste management should rise up the sustainable development agenda, provide a framework for communities to manage their own waste and assist in implementing the national waste strategy. The Core Strategy should inform and be informed by any relevant waste management strategy.

**Planning policy statement 12 (PPS12) – ‘Local spatial planning’<sup>(207)</sup>** sets out the government’s policy on the different aspects of spatial planning and local development frameworks. This PPS reflects the lessons learned from the first three years of the new planning system in England and defines local spatial planning and how it benefits communities. It sets out key elements of local spatial planning and key government policies detailing their preparation.

**Planning policy guidance note 13 (PPG13) – ‘Transport’<sup>(208)</sup>** provides guidance on how local authorities should integrate transport and land use planning. They should reduce the number and length of motorised journeys and reduce reliance on the private car in the interests of fulfilling sustainability objectives. This document will influence priorities for transport infrastructure investment and the accessibility of new development.

**Planning policy guidance note 17 (PPG17) – ‘Planning for open space, sport and recreation’<sup>(209)</sup>** provides guidance on how local authorities provide local networks of high quality, well managed and maintained open spaces and recreational facilities. They should help create attractive and safe urban environments and assist with nature conservation and biodiversity. Open spaces can contribute towards the quality of life of all those living in both urban and rural areas. The local authority should generally resist developments on, enhance and improve existing open spaces. New developments should contribute towards local open space and recreational networks. Open space, sports and recreational facilities should be easily accessible by walking and cycling and public transport should serve larger heavily used facilities well.

**Planning policy statement 22 (PPS22) – ‘Renewable energy’<sup>(210)</sup>** provides guidance on the target set by government to generate 10% of UK electricity from renewable energy sources by 2010. The government’s aspiration is to double that figure to 20% by 2020, with more renewable energy needed beyond that date. Positive planning should facilitate renewable energy developments. Viable technology and adequately addressed impacts should accommodate renewable energy. Local development documents should contain policies that promote and encourage renewable energy resources. There needs to be recognition of the full range of energy sources and their differing characteristics and location requirements.

**Planning policy statement 23 (PPS23) – ‘Planning and pollution control’<sup>(211)</sup>** aims to ensure the sustainable and beneficial use of land, particularly brownfield land, and bring forward remediation. Development plans should set out the assessment criteria for potentially polluting developments. Plans have

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- 205 Planning Policy Statement 9 - Biodiversity and Geological Conservation (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf) (BP 314)
- 206 Planning Policy Statement 10 – Planning for Sustainable Waste Management (ODPM, 2005), [www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf) (BP 303)
- 207 Planning Policy Statement 12 – Local Spatial Planning (DCLG, 2008), [www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf) (BP 304)
- 208 Planning Policy guidance 13 – Transport (ODPM, 2001), [www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf) (BP 298)
- 209 Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (ODPM), [www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf) (BP 299)
- 210 Planning Policy Statement 22 – Renewable Energy (ODPM, 2004), [www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf) (BP 305)
- 211 Planning Policy Statement 23 – Planning and Pollution Control (ODPM, 2004), [www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf) (BP 306)

a positive role to play in steering development onto previously developed land and should include appropriate policies for dealing with the potential for contamination. Where there are substantial concentrations of land affected by contamination, there should be more detailed attention possibly through area action plans.

**Planning policy statement 25 (PPS25) – ‘Development and flood risk’<sup>(212)</sup>** aims to ensure that flood risk is taken into account at all stages in the planning process so that development in flood risk areas is appropriate and kept out of high risk areas. When new development is necessary in a flood risk area, policies must help to make sure that it is safe and does not simply direct the risk to another location. Local authorities should prepare and implement strategies that will help to deliver sustainable development by appraising, managing and reducing risk by way of a partnership approach.

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212 Planning Policy Statement 25 – Development and Flood Risk (DCLG, 2006),  
[www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement25.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolycystatement25.pdf) (BP 307)

## 13 Regional policies, guidance and evidence

### The North West

#### Please Note

The status of regional planning has changed under the new Coalition Government. The Regional Spatial Strategy, which set the development programme for the region, has been abolished. All regional strategies and policies set by government were revoked as part of this. However the evidence base that informed and supported these strategies is still relevant to the Core Strategy. As more information becomes available on the changes in regional guidance this section will be updated.

**The Northern Way<sup>(213)</sup>:** The Northern Way Growth Strategy (NWGS) identifies the city regions as the key way of reducing the disparities in the north of England. Manchester and Leeds, the two city regions with the greatest potential, have "the momentum and capacity to develop most quickly into European-level competitive cities<sup>(214)</sup>". Therefore, to help drive the north forward as a whole the Greater Manchester city region requires particularly high levels of growth.

The future of Greater Manchester is of immense strategic significance both to the north of England and to the UK more generally. The NWGS objective of closing the productivity gap between the north and the rest of the UK should be realised. Despite the recession, the Greater Manchester sub-region intends to secure significant growth over the next 15 years. It is therefore important to ensure that any strategy or spatial framework for Greater Manchester supports that level of economic development but in a way that is consistent with social and environmental objectives.

**North West Regional Economic Strategy 2006<sup>(215)</sup>:** A rolling 20-year strategy that shapes the future economic direction of the North West. The latest strategy, published in 2006, has particular focus on activities between the years 2006 to 2009. At the heart of the regional economic strategy is the concept of achieving sustainable development. The vision for the Region is:

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

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

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

The regional economic strategy divides the region into a number of sub regions, with the Manchester city region being the relevant one for Rochdale. The context to the regional economic strategy lists what it considers to be the key assets and opportunities for the Manchester city region. These are:

213 Moving Forward: The Northern Way (Northern Way Steering Group, 2004), [www.thenorthernway.co.uk/downloaddoc.asp?id=419](http://www.thenorthernway.co.uk/downloaddoc.asp?id=419) (BP 281)

214 Northern Way Growth Strategy, B1.26

215 North West Regional Economic Strategy 2006 (NWDA, 2006), [www.nwda.co.uk/PDF/RES06v2.pdf](http://www.nwda.co.uk/PDF/RES06v2.pdf) (BP 285)

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

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

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

**The North West Regional Rural Delivery Framework<sup>(216)</sup>:** Regional rural delivery frameworks are derived from the government's rural strategy, 2004. The rural strategy has the following priorities to create sustainable rural communities:

- Economic and social regeneration;
- Social justice for all; and
- Enhancing the value of our countryside.

The North West Regional Rural Delivery Framework developed a rural evidence base from which the following regional priorities were derived:

- maximising the economic potential of the region's rural areas;
- supporting sustainable food and farming;
- improving access to affordable housing;
- ensuring fair access to services for the rural community;
- empowering rural communities and addressing rural social exclusion; and
- enhancing the value of our rural environmental inheritance.

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

**Towards Broad Areas for Renewable Energy Development<sup>(217)</sup>:** Identifies strategic regional constraints and opportunities for renewable energy development.

**Rising to the Challenge - A Climate Change Action Plan for England's Northwest 2010-2012<sup>(218)</sup>:** Aims to make the North West the leading region in respect of tackling and adapting to climate change. The vision is for a low-carbon region that has adapted well to climate change by 2020 and rises to the challenge of achieving sustainable growth within a carbon reduction of 80% by 2050.

216 The North West Regional Rural Delivery Framework (GONW, April 2006), [www.gos.gov.uk/497468/docs/276882/400859](http://www.gos.gov.uk/497468/docs/276882/400859) (BP 291)

217 Towards Broad Areas for Renewable Energy Development (ARUP on behalf of 4NW, 2008), [www.4nw.org.uk/downloads/documents/nov\\_08/ps\\_1225881712\\_Towards\\_Broad\\_Areas\\_for\\_Renewa.pdf](http://www.4nw.org.uk/downloads/documents/nov_08/ps_1225881712_Towards_Broad_Areas_for_Renewa.pdf) (BP 292)

218 Rising to the Challenge: a climate change action plan for England's North West 2007-2009, <http://nwda.eu/pdf/Climate%20Change%20CC.pdf> (BP 287)

## Greater Manchester

**Prosperity for All: Greater Manchester Strategy<sup>(219)</sup>**: the vision for Greater Manchester is derived from that which aims to create “A world-class city-region at the heart of a thriving north west”. Based on the analysis of the Greater Manchester economy and informed by the strategic influences, six key themes or drivers have been identified for the Plan, within which are a series of strategic objectives:

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

**Greater Manchester Strategic Housing Market Assessment<sup>(220)</sup>**: An overarching document for the Manchester city region, which provides an evidence base to support the formulation of policy and strategies. It provides a robust and evidenced assessment of numbers, types, sizes, tenures, prices and the spatial distribution of dwellings required within Greater Manchester in order to support the Association of Greater Manchester Authorities’ objectives for sustainable growth and regeneration.

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

The assessment shows that within the north eastern housing market area there is demand for all types of properties, except terraced. It adds that there is above average demand for detached and semi-detached homes reflecting the comparatively low supply of these properties currently.

**Greater Manchester Local Transport Plan**: is the primary source of funding in delivering local transport safety improvements, maintaining the existing transport infrastructure and minor capital improvements to the network. It is unlikely that Rochdale Council will increase highway capital spend significantly during the early part of the Local Development Framework period. Greater Manchester authorities have decided to top slice a larger proportion of the Local Transport Plan integrated transport funding until 2018 to support delivery of the Greater Manchester transport fund programme.

The most recent capital investment settlements secure for the borough through the Local Transport Plan are:

- 2009/2010 - £4.257m fund: £1.906m for Integrated Transport, £2.351m for maintenance
- 2010/2011 - £4.725m fund: £2.021m for Integrated Transport, £2.704m for maintenance

**The second Greater Manchester Local Transport Plan<sup>(221)</sup>** is a statutory document prepared under the Transport Act 2000. It is a 5-year strategy for the management, maintenance, development and monitoring of the County's transport system and was put together by the ten local authorities and the Greater Manchester Passenger Transport Authority, with the input of local stakeholders.

The second GMLTP identifies the regional centre, Manchester airport, and strategic development sites (including Kingsway Business Park) as key drivers, with major town centres (including Rochdale) also providing a local focus. LTP2, backed by a long-term integrated transport strategy has started to tackle transport impacts on climate change by addressing congestion along key corridors and establishing a core network of bus quality corridors.

219 Prosperity for All: Greater Manchester Strategy (AGMA, August 2009), [www.neweconomymanchester.com/stories/842](http://www.neweconomymanchester.com/stories/842) (BP 42)

220 Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008), [www.agma.gov.uk/cms\\_media/files/gmshma\\_final\\_dec.pdf](http://www.agma.gov.uk/cms_media/files/gmshma_final_dec.pdf) (BP 28)

221 The Second Greater Manchester Local Transport Plan (LTP2), [www.gmltp.co.uk/pdfs/2006/GMLTP2.pdf](http://www.gmltp.co.uk/pdfs/2006/GMLTP2.pdf) (BP 46)



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

**The third Greater Manchester local transport plan:** The third Greater Manchester local transport plan (LTP3) draft guidance incorporates recommendations from the Eddington<sup>(222)</sup>, Stern<sup>(223)</sup> and 'Towards a sustainable transport system'<sup>(224)</sup> reports. It provides a shift in the Department of Transport's strategic vision, with implications for long-term regional and local policy. The document will include a three year local implementation plan, in line with local government financial settlements and local area agreements. The five transport goals are:

- Tackling climate change;
- Supporting economic growth;
- Promoting equality of opportunity;
- Contributing to better safety, security and health; and
- Improving quality of life.

The LTP3 implementation plan also will detail the expected impact on the 10 specific Local Area Agreement transport indicators and authorities will be required to facilitate behavioural change and reduce the need to travel through "smarter choices" measures.

The method to prioritise major transport schemes nationally will change from 2014/2015. The new process will still assess proposals over £5 million put forward for major Local Transport Plan scheme funding. LTP3 will be submitted to the DfT by end of March 2011.

**Greater Manchester transport fund:** The Greater Manchester transport fund<sup>(225)</sup> information on original scheme set up in May 2009, is a replacement for the transport innovation fund which did not gain public or business support in Greater Manchester in a public vote in December 2008. It comprises a re-prioritised programme of schemes based on delivering maximum economic benefit to Greater Manchester, consistent with positive social and environmental outcomes. Local authorities agreed to contribute:

- A 40% top slice of Greater Manchester Local Transport Plan integrated transport funding until 2018; and
- Finance generated by annual increases in the Greater Manchester integrated transport authority levy on local authorities each year.

Schemes in Rochdale borough included in the Greater Manchester transport fund are:

- Rochdale Metrolink phase 3b (railway station to town centre);
- Contribution to station improvements; and
- Rochdale west package (includes Mills Hill park and ride, improved public transport links between Heywood / Middleton and Manchester).

The fund assumes that Phase 3a of Metrolink will be delivered with a Kingsway Metrolink stop and the Rochdale public transport interchange is already committed. These schemes are also included in an action plan developed through the Rochdale Borough Transport Strategy<sup>(226)</sup>

**Greater Manchester land use planning and public transport<sup>(227)</sup>:** The land use planning process is vital in achieving more sustainable travel patterns that will assist in a shift away from the car. In Rochdale borough

222 The Eddington Transport Study – Executive Summary (Sir Rod Eddington, December 2006), Currently unavailable online (copy available upon request) (BP 264)

223 The Stern Review Of Economics of Climate Change – Executive Summary (2006), [www.hm-treasury.gov.uk/stern\\_review\\_report.htm](http://www.hm-treasury.gov.uk/stern_review_report.htm) (BP 268)

224 Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (Department for Transport, October 2007), [webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/hmtlsustaintranssys?page=2](http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/hmtlsustaintranssys?page=2) (BP 270)

225 Greater Manchester Transport Fund (information in AGMA Executive Board meeting papers), [www.agma.gov.uk/executive\\_board/executive\\_board\\_meeting\\_papers/index.html](http://www.agma.gov.uk/executive_board/executive_board_meeting_papers/index.html) (BP 31), Ongoing - latest version as electronic copy; Greater Manchester Transport Fund (in momentum magazine, issue 1, September 2009), [www.gmpte.com/upload/library/momentum\\_issue1.pdf](http://www.gmpte.com/upload/library/momentum_issue1.pdf) (BP 30)

226 Rochdale Borough Transport Strategy (RMBC, June 2010), [www.rochdale.gov.uk/PDF/2010-07-19\\_Transport\\_Strategy\\_June\\_2010.pdf](http://www.rochdale.gov.uk/PDF/2010-07-19_Transport_Strategy_June_2010.pdf) (BP 154)

227 Land Use Planning and Public Transport (GMPT), [www.gmpte.com/upload/library/Land\\_Use\\_Planning\\_Guide.pdf](http://www.gmpte.com/upload/library/Land_Use_Planning_Guide.pdf) (BP 36)

the majority of journeys at peak times are local, a high proportion of these journeys are by car. Increasing the amount of these journeys made by forms of travel other than the car will improve journey reliability and remove bottlenecks. The document reflects changing government guidance and Greater Manchester local transport plan policies. The document:

- Encourages public transport use and considering it at an early stage in developing policy or designing development proposals;
- Sets out standards greater Manchester public transport executive would seek regarding access to public transport and new developments; and
- Makes information on public transport services and accessibility readily available to developers.

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

**Manchester City Region Sub-Regional Action Plan<sup>(228)</sup>**: The Manchester city region sub-regional action plan contains the priorities and programmes needed in order to realise economic growth aspirations for Greater Manchester over the next three years. The action plan sets out nine economic development priorities, the key challenges and opportunities that they present, the progress made so far on these priorities and the gaps in provision that need to be addressed.

This reflects targets and objectives which were set out in the Regional Economic Strategy<sup>(229)</sup> and also plays a key role in supporting the successful delivery of the Northern Way<sup>(230)</sup> initiative. This action plan builds on and seeks to add value to the region's economic strategies and puts the city regions at the heart of driving faster economic growth. The action plan sets out:

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

**The Manchester City Region Development Programme (2006)<sup>(231)</sup>**: This document builds on the work done in the 2005 city region development plan with a vision for the Manchester city region to become 'a world class city region at the heart of a thriving north' by 2025. The documents sets out what actions are needed by regional and local partners on order to develop priority actions for the Northern Way as well as national government. The Manchester City Region Development Plan is designed to as to unleash the full potential of the Manchester city region's economy to help accelerate economic growth rate of the north of England as a whole.

**Greater Manchester Employment Land Position Statement (2009)<sup>(232)</sup>**: The Greater Manchester Employment Land Position Statement examines the employment land requirements for the whole of Greater Manchester. It concludes that Rochdale needs to provide an employment land supply of around 210 -215 ha up to 2026.

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

228 Manchester City Region Sub-Regional Action Plan 2008-2011 (Manchester Enterprises, 2007), [www.manchester.gov.uk/egov\\_downloads/MCR\\_Sub\\_Regional\\_Action\\_Plan\\_-\\_Consultation\\_Draft\\_18th\\_July\\_2007.pdf](http://www.manchester.gov.uk/egov_downloads/MCR_Sub_Regional_Action_Plan_-_Consultation_Draft_18th_July_2007.pdf) (BP 38)

229 North West Regional Economic Strategy 2006 (NWDA, 2006) [www.nwda.co.uk/PDF/RES06v2.pdf](http://www.nwda.co.uk/PDF/RES06v2.pdf) (BP 285)

230 Moving Forward: The Northern Way (Northern Way Steering Group, 2004) [www.thenorthernway.co.uk/downloaddoc.asp?id=419](http://www.thenorthernway.co.uk/downloaddoc.asp?id=419) (BP 282)

231 The Manchester City Region Development Programme - Accelerating the Economic Growth of the North (2006), Currently unavailable online (copy available upon request (BP 44)

232 Greater Manchester Employment Land Position Statement – Final Report (AGMA, August 2009), [www.rochdale.gov.uk/pdf/2010-04-12\\_LDF\\_GM\\_Employment\\_Land\\_Position\\_Statement\\_August\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-12_LDF_GM_Employment_Land_Position_Statement_August_2009.pdf) (BP 18)

order to ensure there is a satisfactory land supply across Greater Manchester, which meets the Regional Spatial Strategy requirements.

**Manchester Independent Economic Review<sup>(233)</sup>:** The Manchester Independent Economic Review provides a detailed and rigorous assessment of the current state and future potential of Manchester's economy. It provides evidence to inform the actions of public and private sector decision makers to help achieve long-term sustainable economic growth. The Manchester Independent Economic Review provides the elements that have been identified to help Manchester emerge from recession in the best way possible. It addresses areas of structural weakness and looks to enhance future opportunities. Evidence shows that Manchester's size and potential make it the leading city region in terms of its potential long term growth rate.

**Greater Manchester Forecasting Model<sup>(234)</sup>:** The Greater Manchester Forecasting Model is a complex statistical tool that forecasts likely future trends based upon a series of assumptions. It is built upon past trends, assumptions, relative impacts and local intelligence. Assumptions are made on past relationships and behaviours and how they will affect the future by considering the effect they had on the past. The Greater Manchester Forecasting Model is an integrated econometric model of the economy, demographics and housing in the Manchester city region intended to provide a common element of the evidence base for a range of policies and strategies across the city region. The latest information produced by the Greater Manchester Forecasting Model is the district data for 2010<sup>(235)</sup>.

**Greater Manchester Rural Economic Baseline (2008)<sup>(236)</sup>:** This study was commissioned by Manchester Enterprises (now Economic Commission for Greater Manchester) to improve understanding of the dynamics of rural areas and to inform economic policy and strategy development. A number of headline issues which affect rural communities nationally including:

- Population growth;
- Reliance on private transport; and
- Dispersed and hidden poverty.

In Greater Manchester, the report identified a number of trends including:

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

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

**The Greater Manchester Spatial Framework<sup>(237)</sup>:** The Association of Greater Manchester Authorities (AGMA) is currently preparing the Greater Manchester Spatial Framework to underpin the delivery of the Greater Manchester Strategy<sup>(238)</sup>. As part of the process of preparation, the Greater Manchester Authorities are being consulted upon the key issues which the Greater Manchester Spatial Framework should address and the outcomes it should deliver. Following the three initial Topic Papers (Introduction, Low Carbon and Housing) in August, further Topic Papers looking at the economy, town centres and infrastructure have been

233 Manchester Independent Economic Review [www.manchester-review.org.uk/projects/view/?id=720](http://www.manchester-review.org.uk/projects/view/?id=720) (BP 40)

234 Greater Manchester Forecasting Model [www.neweconomymanchester.com/stories/1119-greater\\_manchester\\_forecasting\\_model](http://www.neweconomymanchester.com/stories/1119-greater_manchester_forecasting_model)

235 Greater Manchester Forecasting Model District Data 2010 (New Economy, 2010), <http://ne.stardotserver.co.uk/downloads/877-GMFM-District-data.xls> (BP 19)

236 Greater Manchester Rural Economic Baseline (EDAW) [www.neweconomymanchester.com/stories/1020-greater\\_manchester\\_rural\\_economic\\_baseline](http://www.neweconomymanchester.com/stories/1020-greater_manchester_rural_economic_baseline) (BP 25)

237 Greater Manchester Spatial Framework (emerging) (AGMA), [www.agma.gov.uk/planning\\_housing\\_commission/gm\\_spatial\\_framework/](http://www.agma.gov.uk/planning_housing_commission/gm_spatial_framework/) (BP 26)

238 Prosperity for All: Greater Manchester Strategy (AGMA, August 2009), <http://neweconomymanchester.com/downloads/441-The-Greater-Manchester-Strategy-2009-pdf> (BP 42)

produced and are now being circulated to partnerships and groups within the AGMA.

The timescales for producing the Greater Manchester Spatial Framework have been confirmed by AGMA's Executive board and will see:

- The consultation of the draft Greater Manchester Spatial Framework approved by the Executive Board in December
- A wide ranging consultation exercise with AGMA partners and districts in January and February
- The final version of the Greater Manchester Spatial Framework reported to Executive Board in March

This will identify the priorities for investment consistent with the Core Strategies of Greater Manchester but will guide future spatial strategies and delivery.

**On the edge? Perceptions of Greater Manchester's rural and fringe communities<sup>(239)</sup>:** This report is in two parts. The first section is research based, using statistics to generate a picture of the rural population in each of the 10 boroughs of Greater Manchester. The second part is based on the perceptions of rural stakeholders of the difficulties and issues which they face.

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

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

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

**Towards a Green Infrastructure Framework for Greater Manchester (2008)<sup>(240)</sup>:** This document was commissioned by Association of Greater Manchester Authorities and Natural England to advise how a green infrastructure (GI) approach might be embedded into the city region spatial planning policy and practice; in order to both enable growth and also to sustain growth. The document aims to provide a "route-map" for the Greater Manchester approach to GI planning and how this may be incorporated into the emerging local development frameworks.

The document aims to:

- Define GI in language relevant to the city region;
- To describe the city region's existing GI;
- To define priority areas in the city region for GI;
- To advise how principles and practice can be incorporated into documents, in particular Local Development Frameworks;
- To highlight specific plans, strategies and programmes which need to incorporate GI principles and practices;

239 On the Edge? Perceptions of Greater Manchester's Rural and Fringe [www.gmcvo.org.uk/files/OntheEdge.pdf](http://www.gmcvo.org.uk/files/OntheEdge.pdf) (BP 41)

240 Towards a Green Infrastructure Framework for Greater Manchester (TEP, 2008), [www.greeninfrastructurenw.co.uk/resources/1547.058\\_Final\\_Report\\_September\\_2008.pdf](http://www.greeninfrastructurenw.co.uk/resources/1547.058_Final_Report_September_2008.pdf) (BP 47)

- To assess case studies of how GI is planned and delivered in other urban areas; and
- To recommend next steps in the development of the city region wide approach to GI.

**Strategic Flood Risk Assessment Level 2 (Rochdale and Oldham)**<sup>(241)</sup>: The Council has undertaken a detailed Level 2 Strategic Flood Risk Assessment (SFRA) for the borough (in partnership with Bury and Oldham Councils). This assessment examines actual and residual flood risk from all sources within higher risk communities. An allowance has also been made for the inevitable but as yet uncertain impact of climate change on flood risk. The Level 2 SFRA is accompanied by an initial assessment of strategic mitigation options and a user guide and will be available in 2009. Further information on SFRAs is available in section 5.4 of this document.

**Greater Manchester Joint Waste Development Plan Document**<sup>(242)</sup>: A Joint Waste Plan Development Plan Document is being prepared to provide a planning strategy to 2026 for sustainable waste management which enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous wastes. This will identify sites and areas for potential waste facilities and development management policies to assess applications outside allocated sites/areas, including areas within Rochdale borough. The plan is required to meet government policy and targets and to meet the requirements of the Regional Spatial Strategy for the North West. The evidence base will include an up-to-date needs assessment, national and regional studies, information provided by the ten Greater Manchester Districts, operators, consultation outputs and sustainability appraisal. Background information is available in the Waste Plan Issues and Options Report, Preferred Options Report and related documents. There is a dedicated web site for the Waste Plan.

**Greater Manchester Joint Minerals Development Plan Document**<sup>(243)</sup>: is Greater Manchester's preferred approach to implementing the principles of Minerals Planning Statement 1: Planning for Minerals<sup>(244)</sup>. The level of minerals produced within the area of Greater Manchester has been fairly steady over recent years. The area of Greater Manchester has the largest population within the Northwest, and has seen an increase in the activity of the construction industry over recent years through residential and retail/commercial and industrial development. This means the area is placing a high demand on the supply of raw materials. However, Greater Manchester is not self sufficient in the production of the primary minerals required to sustain this activity. Consequently the area has relied upon imports of materials from neighbouring areas. The Joint Minerals Development Plan Document will eventually replace the Minerals policies contained within the Unitary Development Plan and will provide the basis for the provision for a steady and sustainable supply of minerals to meet the regions needs.

**Decentralised and Zero Carbon Energy Planning study (January 2010)**<sup>(245)</sup> Sets out a practical way forward for developing a spatial planning approach to decentralised and zero carbon energy for the city region. Provides strategic evidence to enable District Core Strategies to set targets for low and zero carbon energy use; identifies opportunities for linking new development and supporting energy infrastructure with existing communities; identifies the most appropriate energy mix for delivering new development and growth aspirations across Greater Manchester; sets out the spatial planning actions required to deliver this 'new' critical infrastructure; proposes targets which relate to the need to achieve zero carbon buildings by 2016 and 2019 through on and off site delivery mechanisms.

241 Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 1 – User Guide (2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume1\\_User\\_Guide\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume1_User_Guide_November_2009.pdf) (BP 88); Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 2 – Level 1 SFRA (2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume2\\_Level1\\_SFRA\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume2_Level1_SFRA_November_2009.pdf) (BP 89); Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 3 – Level 2 SFRA (2009), [www.rochdale.gov.uk/pdf/2010-03-09\\_LDF\\_BRO\\_SFRA\\_Volume3\\_Level2\\_SFRA\\_November\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume3_Level2_SFRA_November_2009.pdf) (BP 90)

242 [www.gmwastedpd.co.uk/](http://www.gmwastedpd.co.uk/)

243 Greater Manchester Minerals Plan - Preferred option approach (AGMA, October 2010), [www.gmmaterialsplan.co.uk/docs/Oct10/Final\\_Report\\_reduced\\_file\\_size.pdf](http://www.gmmaterialsplan.co.uk/docs/Oct10/Final_Report_reduced_file_size.pdf) (BP 23)

244 Minerals Policy Statement 1 - Planning and minerals (DCLG, November 2006), [www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf](http://www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf) (BP 296)

245 Decentralised and Zero Carbon Energy Planning (AGMA, 2010), [www.agma.gov.uk/cms\\_media/files/decentralised\\_energy\\_planning\\_summary.pdf](http://www.agma.gov.uk/cms_media/files/decentralised_energy_planning_summary.pdf) (BP 11)



## 14 Local Development Framework components

### Supplementary Planning Documents

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

**Affordable Housing Supplementary Planning Document<sup>(246)</sup>**: ‘To provide for the affordable housing needs of Rochdale borough as part of creating mixed and balanced communities’.

**Biodiversity and Development Supplementary Planning Document<sup>(247)</sup>**: “To ensure that no net loss of ecological interest or assets occurs and that opportunities to enhance such interest are incorporated within development proposals where possible”.

**East Central Rochdale Framework Supplementary Planning Document<sup>(248)</sup>**: “To create a sustainable, high quality, mixed use neighbourhood that offers choice in terms of property type and tenure and provides an attractive, vibrant and diverse community where people want to live”.

**Energy and New Development Supplementary Planning Document<sup>(249)</sup>**: “To give detailed advice on how new developments can be constructed, designed and laid out to maximise energy efficiency...To set out specific requirements for new developments in terms of energy efficiency and the use of renewables”

**Littleborough Town Design Statement Supplementary Planning Document<sup>(250)</sup>**: “To ensure that the town develops in ways that maintain its attractiveness and protect its heritage. To ensure Littleborough is an attractive place in which to live, work and play”.

**Milkstone, Deepdish and Newbold Supplementary Planning Document<sup>(251)</sup>**: “To help convey the vision for this area as an important part of town, with unique features and opportunities that can assist in developing its role strategically. To promote the area to investors and developer in order to bring about high quality development that can help regenerate the area”.

**Oldham and Rochdale Public Realm Design Guide, Oldham and Rochdale Residential Design Guide SPD and Oldham and Rochdale Urban Design guide Supplementary Planning Document<sup>(252)</sup>**: “To provide clear guidance to everyone involved in development (including architects, designers, public and private sector developers, house builders and engineers) on the quality of design expected by both boroughs”.

**Provision of Recreational Open Space in Hew Housing Supplementary Planning Document<sup>(253)</sup>**: “To expand upon and provide further detail in respect of the requirements of policy H/6 from the Unitary Development Plan (BP 190) “Provision of recreational open space in new housing development”.

**Rochdale Town Centre East Area Framework Supplementary Planning Document<sup>(254)</sup>**: “To achieve the comprehensive redevelopment of the east central part of Rochdale town centre in a way that successfully integrates with the existing centre to create a vibrant and attractive town centre that meets the needs and aspirations of those who live, work, shop in or visit Rochdale”.

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- 246 Affordable Housing SPD (March 2008) [www.rochdale.gov.uk/pdf/2008-03-18\\_LDF\\_SPD\\_Aff\\_Housing\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Aff_Housing_Adopted.pdf) (BP 55)
- 247 Biodiversity and Development SPD (January [www.rochdale.gov.uk/PDF/2008-01-29\\_LDF\\_SPD\\_Biodiversity\\_Adopted.pdf](http://www.rochdale.gov.uk/PDF/2008-01-29_LDF_SPD_Biodiversity_Adopted.pdf)) (BP 57)
- 248 East Central Rochdale Framework SPD (May 2008), [www.rochdale.gov.uk/pdf/2008-06-30\\_LDF\\_SPD\\_ECR\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_ECR_Adopted.pdf) (BP 75)
- 249 Energy and New Development SPD (May 2008), [www.rochdale.gov.uk/pdf/2008-06-30\\_LDF\\_SPD\\_Energy\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_Energy_Adopted.pdf) (BP 76)
- 250 Littleborough Town Design Statement (Littleborough Civic Trust, 2005), Currently unavailable online (copy available upon request) (BP 110)
- 251 Milkstone, Deepdish and Newbold Supplementary Planning Document (September 2010), Currently unavailable online (copy available upon request) (BP 78)
- 252 Oldham and Rochdale Public Realm Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf) (BP 79), Oldham and Rochdale Residential Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf) (BP 80), Oldham and Rochdale Urban Design Guide SPD (September 2007), [www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf](http://www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf) (BP 81)
- 253 Provision of Recreational Open Space in New Housing SPD (March 2008), [www.rochdale.gov.uk/pdf/2008-03-18\\_LDF\\_SPD\\_Open\\_Space\\_Adopted.pdf](http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Open_Space_Adopted.pdf) (BP 82)
- 254 Rochdale Town Centre East Area Framework SPD (December 2007), [www.rochdale.gov.uk/PDF/2009-01-08\\_LDF\\_SPD\\_TCE\\_Adopted.pdf](http://www.rochdale.gov.uk/PDF/2009-01-08_LDF_SPD_TCE_Adopted.pdf) (BP 85)



**Travel Planning and New Development Supplementary Planning Document (draft)<sup>(255)</sup>**: “To offer practical guidance to deliver workplace, residential and school travel plans”. It will provide guidance on when a planning application for development is likely to require the submission of a Travel Plan, what a Travel Plan should include and how a Travel Plan should be monitored.

### Other parts of the Local Development Framework

**Annual Monitoring Report<sup>(256)</sup>**: looks at the progress that is being made on the preparation of Local Development Documents and the extent to which the policies set out within them are being achieved or need alteration / replacement. The Annual Monitoring Report indicates what changes need to be made to the Local Development Framework programme through revision of the Local Development Scheme.

**Local Development Scheme<sup>(257)</sup>**: sets out the project plan for preparing the Local Development Framework. Its purposes include to:

- Set out what planning policy documents exist and which new ones will be prepared as part of the Local Development Framework;
- Set out the timescales for production and review of Local Development Framework documents and
- Indicate when public consultations on documents will take place.

**Statement of Community Involvement<sup>(258)</sup>**: sets out how the council proposes to involve the community and other stakeholders in the preparation of Local Development Framework documents and the consideration of planning applications.

255 Draft Travel Planning and New Development SPD (February 2009), [www.rochdale.gov.uk/pdf/2009-02-26\\_LDF\\_SPD\\_Travel.pdf](http://www.rochdale.gov.uk/pdf/2009-02-26_LDF_SPD_Travel.pdf) (BP 74)

256 Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year, [www.rochdale.gov.uk/pdf/2010-04-30\\_LDF\\_AMR\\_December\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf) (BP 56)

257 Local Development Scheme (March 2009) [www.rochdale.gov.uk/pdf/2009-11-26\\_LDF\\_Local\\_Development\\_Scheme\\_2009.pdf](http://www.rochdale.gov.uk/pdf/2009-11-26_LDF_Local_Development_Scheme_2009.pdf) (BP 77)

258 Rochdale Borough Statement of Community Involvement (RMBC, November 2010), Currently unavailable online (copy available upon request) (BP 83)

## 15 Local policies, guidance and evidence

**Rochdale Borough Unitary Development Plan<sup>(259)</sup>:** The current Unitary Development Plan (UDP) sought to address the regeneration of the borough and to promote sustainable growth. It sought to address the legacy of the borough's reliance on declining traditional industries and to expand, modernise and diversify an under performing economy in order to generate wealth locally and assist regeneration. The UDP also sought to tackle the physical fabric of older housing and employment areas which had suffered from a lack of maintenance and investment.

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

**Rochdale Community Strategy - 'Pride Of Place'<sup>(260)</sup>:** Work on the Core Strategy has taken account of the existing Sustainable Community Strategy (known as Pride of Place) approved in July 2007). Work has been progressing in parallel with the development of the LDF Core Strategy on the third Community Strategy for Rochdale which sets out our partnership commitment to improving our borough. It highlights the critical areas where some of the main service providers working in the borough feel that collectively and through collaborative working across the public, private and voluntary and community sectors we can make a real difference and have a positive impact on the quality of people's lives. Consultation on both documents so far has been used to ensure alignment between the two documents. In delivering the Community Strategy, the borough's Local Strategic Partnership focus on three borough-wide priorities;

- **People** -we will promote healthy, safe and happy lives through prevention and personalisation of care, growing self esteem, confidence and responsibility.
- **Place** - we will create high quality places where people choose to be.
- **Prosperity** - we will grow enterprise, ambition and the skills to succeed.

The Core Strategy shows how its Strategic Objectives align with these priorities.

The Community Strategy vision is "Rochdale growing stronger and more prosperous through ambition and co-operation - a place of choice" and this is reflected in the Core Strategy Vision as the Core Strategy is essentially the spatial expression of the Core Strategy. Although the Vision has the same timespan as the Core Strategy, objectives and targets will be set for the next three years. The emerging key objectives and targets are reflected in the policies and the delivery projects referred to in the Core Strategy.

The Community Strategy is expected to be approved in April 2011.

**Rochdale Corporate Plan - 'Aiming High'<sup>(261)</sup>:** 'Aiming high' is the Council's corporate plan and describes how the Council will seek to deliver the community strategy and how through its organisation, management and priority setting it will lead the process of change in its regeneration and its services. This will be refreshed to take account of the new Community Strategy and the implications of the government's comprehensive spending review. In delivering the community strategy it identifies priorities for the next three years including creating a positive sense of place for all our communities and making a greater contribution to the success of the Manchester city region.

259 Rochdale Borough Unitary Development Plan (Adopted June 2006), [www.cartoplus.co.uk/rochdale/](http://www.cartoplus.co.uk/rochdale/) (BP 155)

260 Rochdale MBC - Sustainable Community Strategy - 'Pride Of Place' 2007-2010, [www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf](http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf) (BP 177)

261 Rochdale MBC 'Aiming High' – The Strategic Plan for Rochdale Borough 2007-2010, [www.rochdale.gov.uk/PDF/2008-04-17-Aiming-High-all.pdf](http://www.rochdale.gov.uk/PDF/2008-04-17-Aiming-High-all.pdf) (BP 180)

**Rochdale Renaissance Borough Masterplan - refresh version (2010)**<sup>(262)</sup>: The first Rochdale Borough Renaissance Masterplan was published in 2005 and established a new course for the physical development of Rochdale borough. It was a visionary document that set out the key directions and priorities that are essential in order to make a dramatic change in the borough's economy, its physical environment, its residents' quality of life, and its image and reputation.

Since 2005 much has changed – new policy directions have been established; new economic circumstances have emerged; and new environmental challenges have been defined. Also many ideas which were aspirations in 2005 have been converted into actual projects or firm commitments. action.

The original Masterplan has been refreshed, therefore, to take account of these new circumstances and to set new priorities for action. It sets a clear framework so that public and private sector investment can deliver a true transformation of the borough. The Refresh focuses more on major proposals and seeks to set priorities for the delivery of these consistent with the Local Development Framework Core Strategy and other regeneration objectives. Its themes are:

- Creating Successful Neighbourhoods
- Developing 21<sup>st</sup> Century Employment
- Establishing Thriving Town Centres
- Capitalising on our Environmental Assets
- Focussing on Gateways and Corridors
- Accessible and Sustainable Transport
- Design and Image

In delivering these schemes it focuses on major proposals and initiatives. The refresh has been prepared alongside work on the Core Strategy and the two documents are appropriately aligned. The Masterplan will be vitally important in helping to deliver the Core Strategy and specific area-based proposals and physical regeneration initiatives.

**Local area agreements**<sup>(263)</sup>: Local area agreements (LAA) are between local authorities and their partners and are structured around four themes: children and young people; safer and stronger communities; healthier communities and older people and economic development and enterprise. The Rochdale borough LAA, an agreement between central and Rochdale MBC and its partners was approved by central government in March 2007 and will be implemented between 2007 and 2010. The LAA is consistent with the community strategy and has established four priorities which cover children and young people, better health and well being, improving community safety, increasing jobs and prosperity and the environment. The structure of the LAA includes thematic partnerships that focus on seven areas and where appropriate these will be a major contributor to the work required within the four blocks of the LAA. The partnership aims to use the development of the LAA to add additional momentum and focus to the change process and to transform some of the borough's worst neighbourhoods by focusing the development of our joint activity on prioritised areas through the most effective and appropriate levels of intervention. This work will focus on narrowing the gap between national picture and the borough and between our most deprived and more affluent areas. Performance management of the LAA was to be done via the new Comprehensive Area Assessment but this has now been abandoned.

## Township plans and strategies

The borough of Rochdale is divided into four different townships. Each township has its own township plan which sets out its themes and priorities.

262 Rochdale Borough Renaissance Masterplan Refresh– Final Draft (RMBC, 2009), Currently unavailable online (copy available upon request) (BP 149)

263 Local Area Agreement – Rochdale borough 2008-2011 (Pride Partnership)  
[www.pridepartnership.co.uk/pdf/LAA%202008-2011%20Refresh%202008-09%20Final%20Version.pdf](http://www.pridepartnership.co.uk/pdf/LAA%202008-2011%20Refresh%202008-09%20Final%20Version.pdf) (BP 111)

**Heywood Township Plan<sup>(264)</sup>:**

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

**Heywood Vision and Strategic Framework<sup>(265)</sup>:** This Heywood Vision and Strategic Framework draws on the direction and structure provided by the Rochdale Borough Renaissance Masterplan and provides an interpretation of how Heywood can develop strategically over the next 10 years. The document therefore draws heavily on the Masterplan, and is informed by two other forward looking plans - the New Heart for Heywood New Deal for Communities Strategy and the Heywood Township Blueprint

**Middleton Township Plan<sup>(266)</sup>:**

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

**Middleton Town Centre Spatial Masterplan<sup>(267)</sup>:** The Spatial masterplan illustrates here new development, refurbishment of existing properties and improvements to public realm proposed will be. Again the Rochdale Borough Renaissance Masterplan provides the direction and structure.

**Pennines Township Plan<sup>(268)</sup>:**

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

**Rochdale Township Plan<sup>(269)</sup>:**

- encourage healthy living to target areas and people;
- improve the quality of life for vulnerable people;
- consider ways of meeting the increased demand for housing;
- increase recycling and waste minimisation;

264 Heywood Township Action Plan 2009/10 – 2011/12, Currently unavailable online (BP 103)

265 Heywood Vision & Strategic Framework (Heywood NDC), [www.heartofheywood.org/pdf/heywoodvision.pdf](http://www.heartofheywood.org/pdf/heywoodvision.pdf) (BP 104)

266 Middleton Township Plan 2009-2011, Currently unavailable online (BP 134)

267 Middleton Town Centre Spatial Masterplan, [www.rochdale.gov.uk/PDF/middleton\\_masterplan.pdf](http://www.rochdale.gov.uk/PDF/middleton_masterplan.pdf) (BP 133)

268 Pennines Township Plan 2008-2011, Currently unavailable online (BP 141)

269 Rochdale Township Plan 2008-2011, Currently unavailable online (BP 183)

- raise the quality of township parks and countryside facilities;
- prioritise safe links for pedestrians and cyclists;
- develop, promote and market the cultural arts and tourism potential of the town hall and
- involve young people in decision making.

**Rochdale Borough Profile (2009)<sup>(270)</sup> and Rochdale Borough Townships Profile (2008)<sup>(271)</sup>:** The Rochdale borough profile provides statistical information on the borough and the township profile provides this information split by the four townships that make up the borough. The profiles show comparisons with national and regional averages and changes over time. The profiles provide evidence of need and evidence of successes and challenges within the borough and each township. Statistics are provided to put the borough and the townships into context and then more detailed information is provided on the following topic areas (which are based on those in the Pride of place strategy):

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

### Other local strategies and evidence

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

**Rochdale Air Quality Local Strategy and Action Plan<sup>(272)</sup>:** There are three declared air quality management areas across the borough and Rochdale MBC has collaborated with other Greater Manchester local authorities to create the Greater Manchester Air Quality Action Plan to introduce actions to reduce the amount of nitrogen dioxide produced and therefore its concentrations. The air quality management areas for the borough closely follow the major transport routes and air quality became one of the priorities of the second round of local transport plans.

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

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

**Rochdale Biodiversity Action Plan<sup>(273)</sup>:** is currently being produced. The plan, which will be completed during 2010, outlines the key habitats and species for the borough and sets a series of targets for the next 10 years for the priority habitats. The Rochdale Biodiversity Action Plan works in partnership with the Greater Manchester Biodiversity Action Plan which sets priorities for Greater Manchester as a sub-region.

270 Rochdale Borough Profile 2009, [www.statsandmaps.org.uk/resource/view?resourceId=15](http://www.statsandmaps.org.uk/resource/view?resourceId=15) (BP 146)

271 Rochdale Borough Townships Profile 2008 (RMBC), [www.statsandmaps.org.uk/resource/view?resourceId=16](http://www.statsandmaps.org.uk/resource/view?resourceId=16) (BP 153)

272 Rochdale MBC Air Quality Local Strategy and Action Plan, Currently unavailable online (copy available upon request) (BP 160)

273 Rochdale Biodiversity Action Plan, Currently unavailable (future source of information) (BP 5)

**Rochdale Building Schools for the Future - Refresh version – July 2008-March 2010<sup>(274)</sup>:** This is a long term programme of investment and change (up to 2013) which will help transform secondary education in the borough. In addition to the provision of four brand new schools, all our other schools will be upgraded and enhanced through remodelling and where necessary some new build. It is vital that these and future plans are integrated with, and that new educational provision takes account of, population growth and the pattern of new development promoted by the Local Development Framework. The programme enables local authorities and partners to agree clear targets and priorities for all services to identify actions and how to achieve them. There is a need to better coordinate services and to secure better outcomes to raise aspirations and offer the best inclusive services for children and young people.

**Rochdale Canal Corridor Regeneration Strategy<sup>(275)</sup>:** The brief for this strategy was aimed at maximising the benefits that the canal offers in terms of economic regeneration, environment and heritage, leisure and tourism, the community and transport; and movement. The vision for the strategy, as agreed by the steering group and other key stakeholders, is for “a distinctive canal corridor of regional and local significance, linking and containing a network of economic, tourism and community focal points”. The canal should have a range of quality, accessible canal-side living and working environments and visitor attractions and facilities. There also needs to be a green waterside framework. The strategy made clear that the canal must be viewed as an asset and maintained, managed and marketed in a sustainable manner.

Specific objectives that came out of the strategy were:

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

**Rochdale Children and Young Peoples Plan 2006-2010<sup>(276)</sup>:** The Children and Young People's Plan sets out clear targets and priorities for all services and identifies the actions and activities needed to achieve them. Since 2003, the government has embarked on a comprehensive reform of the way the deliver children's services. This reform marks a significant change to the ways in which partner agencies deliver services for children and young people. The Department for Children, Schools and Families has developed the 'outcomes framework' to help focus everyone on five main outcomes for children and young people:

- Be healthy: to enjoy good physical and mental health and to live a healthy lifestyle;
- Stay safe: to be protected from harm and neglect, to feel safe in their communities and grow up able to look after themselves;
- Enjoy and achieve: to get the most out of life, achieve at school and develop a range of broad skills that help prepare them for adulthood;
- Make a positive contribution: to be recognised for the active and useful part they play in the community and in society as a whole and to be involved in decision making; and
- Achieve economic well-being: to achieve their full potential, to be able to access training and jobs and to have a decent standard of living.

**Rochdale Community Cohesion Strategy<sup>(277)</sup>:** has a vision to create a thriving borough where all of its residents have a sense of pride and belonging based on a mutual respect for one another. The five outcomes and their key targets of the strategy are:

274 Rochdale MBC Building Schools for the Future, [www.rochdale.gov.uk/education\\_and\\_learning/schools\\_and\\_colleges/building\\_schools\\_for\\_the\\_futur.aspx](http://www.rochdale.gov.uk/education_and_learning/schools_and_colleges/building_schools_for_the_futur.aspx) (BP 161)  
 275 Rochdale Canal Corridor Regeneration Strategy, Currently unavailable online (copy available upon request) (BP 157)  
 276 Children and Young Peoples Plan Refresh version – July 2008-March 2010 (Rochdale Borough's Children's Trust), [www.rochdale.gov.uk/pdf/2008-05-06-Children-&-Young-People-Plan-Refresh-v2.pdf](http://www.rochdale.gov.uk/pdf/2008-05-06-Children-&-Young-People-Plan-Refresh-v2.pdf) (BP 91), Children and Young People's Plan - One year interim plan 2010-2011 (Rochdale Borough Children's Trust Board, 2010), [www.rochdale.gov.uk/pdf/2010-04-09\\_Children%20and\\_young\\_peoples\\_plan\\_v1.pdf](http://www.rochdale.gov.uk/pdf/2010-04-09_Children%20and_young_peoples_plan_v1.pdf) (BP 92)  
 277 Rochdale Borough Community Cohesion Strategy 2007-2010 Currently unavailable online (copy available upon request) (BP 144)



- 'people feel a sense of pride and belonging' to increase the percentage of people who feel they belong to their neighbourhood;
- 'better life opportunities for all' to increase the percentage of people who feel that they are treated fairly by local services;
- 'diversity is valued' to increase the percentage of people who feel that people in the area treat and respect one another with respect and consideration;
- 'positive relationships within and between communities' to increase the percentage of people who believe people from different backgrounds get on well together in their local area and
- 'we all take responsibility' to increase the percentage of people who feel that they can influence decision in their locality.

**Rochdale Contaminated Land Strategy (and the redevelopment of brownfield land)<sup>(278)</sup>:** Rochdale has a long and important industrial history, and with this comes a legacy of land which may have been polluted in the past. The Council published its strategy for the inspection of such land in 2001 once the new national regime for contaminated land had come into effect. The Strategy sets out the approach Rochdale is taking to identify sites of potential concern and prioritise them for detailed inspection, with the main focus being on the protection of human health. Rochdale works closely with the other boroughs in Greater Manchester to ensure that a consistent approach is adopted regionally. The full implementation of this strategy will take many years, but will systematically address potential problems at a large number of sites in the borough, and bring about remediation in any cases where unacceptable risks are found.

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

**Rochdale Cultural Strategy<sup>(279)</sup>:** Culture is a key component in achieving the overall vision for the future of the borough in the community plan, *Pride of Place*: "Our vision is of a thriving place where people want to live, work, visit and do business, a place in which we can all take pride." The cultural strategy recognises the central role that the arts, sports, heritage, tourism, libraries, parks and countryside and creative industries have in achieving this vision.

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

**Rochdale Green Infrastructure Strategy<sup>(280)</sup>:** The Green Infrastructure Strategy for Rochdale borough will be produced during 2010. This will set the strategic direction for green infrastructure policy within the borough and link to both the regional and sub regional agendas for green infrastructure including partnership working with neighbouring authorities including Bury and Oldham. The Strategy will be accompanied by individual township green infrastructure plans which will outline the current green infrastructure assets within each of the townships, identify detailed plans for improvements in quantity and quality where appropriate and produce an action plan. The township plans will be produced during 2009-2011, commencing with Heywood.

278 Rochdale MBC Contaminated Land Strategy (and the redevelopment of brownfield land), [www.rochdale.gov.uk/council\\_and\\_democracy/policies\\_and\\_plans/contaminated\\_land\\_strategy.aspx](http://www.rochdale.gov.uk/council_and_democracy/policies_and_plans/contaminated_land_strategy.aspx) (BP 162)  
 279 Rochdale MBC Cultural Strategy (2003-2008), [www.pridepartnership.co.uk/pdf/cultural\\_strategy\\_03-08.pdf](http://www.pridepartnership.co.uk/pdf/cultural_strategy_03-08.pdf) (BP 163)  
 280 Rochdale MBC Green Infrastructure Strategy, Currently unavailable online (future source of information) (BP 7)

**Greenspace Audit of Rochdale borough<sup>(281)</sup>:** The majority of the greenspaces in the borough are located in more urban areas. There are different varieties of greenspace. Town parks receive the highest scores for quality, and green corridors receive the lowest classing them as 'poor'. Town parks are the highest in terms of quality because they benefit from recent funding and investment alongside a high level of voluntary service.

**Rochdale Health and Well-being Strategy 2009-2011<sup>(282)</sup>:** This strategy sets out the Council's key contributions to improving health and well-being in the borough. It reflects the Council's corporate plan, 'Aiming High' and links with the priorities set out in our community strategy, 'Pride of Place', and our local area agreement.

The strategy focuses upon "wider determinants of health" including housing, education, worklessness, economic status, physical environment and social cohesion.

The overarching aim of the strategy is increasing healthy life expectancy and reducing health inequalities. The strategy sets out the principles we will follow in achieving this overarching aim by:

- Tackling priority health issues;
- Narrowing the health inequalities gap between the borough and the England average and between the areas and communities with poorest health and the rest of the borough; and
- Tackling the wider determinants of health and well-being through other strategies and plans.

The supporting aims for the strategy are:

- Supporting healthy lifestyles;
- Creating a healthy environment;
- Providing health and well-being services as close to people's homes as possible;
- Supporting vulnerable people to live independently;
- Healthy children and young people; and
- Improving the health and well-being of our workforce.

**Rochdale Health Profile 2010<sup>(283)</sup>:** gives a snap shot of the health issues in the borough alongside other local information. It identifies that the health in Rochdale is generally worse than the England average; that health inequalities differ between genders, levels of deprivation and ethnicities; the death rate and early death rates have decreased; the rate of road injuries and deaths in Rochdale is better than the national average and that alcohol related hospital admission is not a local area agreement priority.

**Rochdale Housing Needs Study Update (2007)<sup>(284)</sup>:** The housing needs assessment of Rochdale provided a detailed analysis of housing requirements across the whole of the borough. The study follows the basic needs assessment model, which estimates a shortfall of 451 affordable dwellings per annum (for the next five years). This need is expressed in terms of types and tenures of properties required. Although the need for affordable housing does vary across the townships, the study advises that a consistent approach is taken across the borough in order to address the overall shortfall. The evidence provided in this study forms the basis of the Affordable Housing Supplementary Planning Document.

**Rochdale Housing Strategy<sup>(285)</sup>:** The housing strategy sets out how we are tackling some of the major housing issues our communities face and shows how we are striving to create better standards and choice for our residents. The housing strategy provides an important framework for housing provision in the borough. It explores the nature of the local housing market, the key challenges, the long-term strategic aims and the priorities for the next four years.

281 Green Space Audit of Rochdale Borough (2009) Currently unavailable online. Database and GIS layers maintained by Strategic Planning team (BP 97) See also BP 193 "Urban Greenspace in Rochdale MBC"

282 Rochdale MBC Health and Well Being Strategy 2009-2011 (2008), Currently unavailable online (copy available upon request) (BP 166)

283 Rochdale Health Profile (NHS, 2010), [www.statsandmaps.org.uk/resource/view?resourceId=29](http://www.statsandmaps.org.uk/resource/view?resourceId=29) (BP 159)

284 Rochdale MBC Housing Needs Study Update (2007), Currently unavailable online (copy available upon request) (BP 168)

285 Rochdale MBC Housing Strategy 2006 - 2010, [www.rochdale.gov.uk/PDF/2008-08-06\\_Housing\\_Strategy\\_v2.pdf](http://www.rochdale.gov.uk/PDF/2008-08-06_Housing_Strategy_v2.pdf) (BP 169)

The key priorities are to:

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

**Rochdale Local Brownfield Strategy<sup>(286)</sup>:** The objective of an Local Brownfield Strategy (LBFS) is to develop a plan for how the known stock of brownfield land may be returned to beneficial use, which may comprise 'hard' or 'soft' uses ranging from housing and employment to leisure, recreation and open space. It will consider the needs and opportunities for public-sector interventions with specific known vacant or derelict brownfield sites and how the pursuit of local development and regeneration strategies can be supported by such site specific interventions.

The LBFS will:

- Result in an updated National Land Use Database (NLUD)<sup>(287)</sup>. Return for 2009;
- Form part of the evidence base for preparation of the Local Development Framework, including the Core Strategy and Site Allocations Development Plan Documents; and
- Provide an evidence base for future funding bids where appropriate.

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

**Local Improvement Finance Trust<sup>(288)</sup>:** The Government identified the Local Improvement Finance Trust (LIFT) as the procurement vehicle for improving and developing local primary and community health care services. LIFT is a joint venture between the Department of Health, Partnerships for Health, Primary Care Trusts, other public sector stakeholders and the private sector, resulting in a 25 year public private partnership. The scheme aims to provide patients with modern and integrated health services in fit for purpose premises. The scheme allows the reuse of buildings to provide services within the patients' locality which allows the patients greater access to treatment and brings high quality healthcare into the borough's deprived areas where they are most needed.

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

**Rochdale Movement and Accessibility Study<sup>(289)</sup>:** This study analyses peak time travel to work patterns in the borough and each of the townships. It analyses both where journeys originate from, that end in the borough and where people in the borough travel to. It includes some exemplar ward travel patterns in each of the townships and also assesses the accessibility of hospitals, colleges, employment areas and retail centres in the borough. The document is an initial attempt to begin to understand travel patterns in the borough and the affinity the different townships have with neighbouring areas and the regional centre.

286 Rochdale Brownfield Land Strategy (Draft, ARUP, 2010), Currently unavailable online (copy available upon request) (BP 156)

287 National Land Use Database (Maintained by Strategic Planning, RMBC), Currently unavailable online. GIS layer and database. Updated annually to reflect the position as at April 1st for each year (BP 135)

288 Local Improvement Finance Trust information, [www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/NHSLIFT/DH\\_091676](http://www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/NHSLIFT/DH_091676) (BP 131)

289 Rochdale MBC Movement and Accessibility Study (Mouchel, 2009), Currently unavailable online (copy available upon request) (BP 170)

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

**North East of Greater Manchester – proposed LIFT centres<sup>(290)</sup>:** sets out the 35 LIFT centres that are proposed across Rochdale, Bury, Rossendale, Oldham and North Manchester. In Rochdale the centres are proposed at Alkrington, Heywood, Middleton, Langley, Deeplish, Hamer and Wardleworth, Littleborough, Kirkholt, Belfield and Newbold, Milnrow, Castleton and Cutgate / Spotland

**Rochdale Older People's Strategy<sup>(291)</sup>:** aims to make sure that the borough recognises, encourages and appreciates its older people and the contribution they make to all aspects of community life. It aims to help them remain healthy, active and independent for longer.

**Oldham and Rochdale Economic and Skills Alliance (ORESAs) 10 Year Strategy<sup>(292)</sup>:** The Alliance was formed between Oldham and Rochdale councils, and other agencies, to tackle the problem of a weak economy across both boroughs and the impact this has on delivering the HMR initiative. The strategy sets out a number of actions to deliver its two primary objectives, which are to Deliver Economic and Skills Transformation and to Promote the Quality of Life Agenda. The strategy has been taken into account in, and helped inform, the preparation of the Core Strategy.

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

**Pennine Edge Forest<sup>(293)</sup>:** The Pennine Edge Forest (PEF) is a strategic community forestry partnership for the districts of Rochdale, Oldham, Stockport and Tameside. Rochdale is the lead district for the initiative and it is supported by a range of partners including the Forestry Commission, Natural England, Northwest Development Agency, United Utilities, BTCV and Groundwork Oldham and Rochdale. PEF works closely with Red Rose Forest and other partners to promote and deliver community forestry activities that provide social, economic and environmental public benefits from woodlands. Activities include land regeneration, climate change adaptation, enhancing and creating green infrastructure, enhancing urban biodiversity, improving and enabling public access to urban woodlands and the countryside, delivering public realm improvements as a part of urban regeneration programmes and realising the employment, education and training potential from woodland assets. The PEF business action plan 2004-2013 sets out the strategic vision and objectives for the forest initiative.

**Pennine Prospects<sup>(294)</sup>:** Pennine Prospects, established in 2005, supports the regeneration of the south Pennines. It is a company owned by the key local authorities (including Rochdale MBC), United Utilities, Yorkshire Water, Natural England and voluntary and community sector organisations and supported by many others including the regional development agencies. Pennine Prospects operates in the area between three city regions and seeks to better link the urban and rural regeneration objectives and activities within these city regions to benefit the south Pennines communities, economy and environment. The work of Pennine Prospects will actively support the development of a sustainable local rural economy and assist with community development in the borough's rural fringes. Activities will help to protect, enhance and promote the heritage, character and image of the area and improve the environment and green infrastructure of the borough. The document 'a Heritage Strategy for the southern Pennines' (Standing Conference of South Pennine Authorities 2001) sets out many of the key issues affecting the south Pennine landscapes and its economy and

290 North East of Greater Manchester – proposed LIFT centres, Currently unavailable online (copy available upon request) (BP 136)

291 Rochdale Borough Strategy for Older People 2005-2009 (Rochdale Borough LLSP), [www.rochdale.gov.uk/PDF/2007-06-05-Rochdale-Borough-Strategy-for-Older-People.pdf](http://www.rochdale.gov.uk/PDF/2007-06-05-Rochdale-Borough-Strategy-for-Older-People.pdf) (BP 151)

292 Oldham and Rochdale Economic and Skills Alliance: 10 year strategy (ORESAs, 2007) [www.oresa.org.uk/ORESAs\\_Strategy\\_07.pdf](http://www.oresa.org.uk/ORESAs_Strategy_07.pdf) (BP 137)

293 [www.pennineedgeforest.org.uk/](http://www.pennineedgeforest.org.uk/)

294 [www.pennineprospects.co.uk/](http://www.pennineprospects.co.uk/)

communities including conserving industrial heritage, landscape character and fragile upland habitats whilst promoting recreation and the need to diversify and strengthen the rural economy and address the needs of rural communities and their quality of life.

**Rochdale Play And Free Time Strategy<sup>(295)</sup>**: This sets out a policy in respect of play and child development, play and formal education, play and childcare, a safe and playful environment, safety and play, quality and play, consultation and participation, play and staff and volunteers, monitoring and evaluation and review.

**Rochdale Primary Capital Programme – Strategy for Change<sup>(296)</sup>**: Rochdale borough's Primary Capital Programme (PCP) has been developed within the framework of Aiming High (the borough's strategic development plan), alongside the Children and Young People's Plan. It supports the vision that Rochdale borough will be "a thriving place where people want to live, work, visit and do business- a place in which we can all take pride". It supports the five Pride of Place borough-wide themes of:

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

**Rochdale Public Art Strategy<sup>(297)</sup>**: aims to provide guidance for planners and developers in respect of procedures for incorporating public art into major new developments in the borough, as well as identifying specific opportunities to take public art forward. It provides a definition and comprehensive good practice guidance and a list of opportunities and those responsible for implementing them, the latter being regularly updated by a Steering Group and then the updates being approved by the Quality of Place Design and Conservation Sub Group.

**Rochdale Retail and Town Centres<sup>(298)</sup>**: updates the 2001 Retail Expenditure Potential Study to examine further the wider retail and leisure needs of the borough, providing a detailed evaluation of how the borough's established centres can evolve through to 2016 and meet local needs. In order to assess the scope for any future improvement a detailed appraisal of the key centres was undertaken.

**Rochdale Safer Communities Strategy<sup>(299)</sup>**: is a three year strategy which is required to reduce crime, disorder and drug use. This will guide the Council and its partners in tackling issues and areas of concern relating to crime and disorder and improve the quality of life in the borough by addressing associated drug and alcohol misuse. Whilst the strategy will need regular review during the life of the Core Strategy the basic thrust is unlikely to change given the high priority that the community strategy affords to dealing with crime and safety. The strategy deals with a broad range of issues beyond spatial planning but the LDF will have an important role to play in providing policies and guidance for:

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

The partnership will play a supporting role in the new developments at Kingsway and the town centre regeneration to achieve a vision of the borough as a vibrant and attractive place for people to live, work in and visit. They aim to see flourishing communities with residents engaged in preventing and tackling crime and anti-social behaviour.

295 A Play and Free Time Strategy for the Borough of Rochdale 2007-2012 (RMBC) Currently unavailable online (copy available upon request) (BP 86)

296 Rochdale MBC Primary Capital Programme – Strategy for Change Final Consultation Draft (March 2008), [www.rochdale.gov.uk/PDF/2008-03-28-Primary-Capital-Programme\\_draft-Strategy.pdf](http://www.rochdale.gov.uk/PDF/2008-03-28-Primary-Capital-Programme_draft-Strategy.pdf) (BP 171)

297 Rochdale Borough Public Art Strategy (RMBC, June 2010), [www.rochdale.gov.uk/pdf/2010-07-19\\_Public\\_Art\\_Strategy\\_June\\_2010.pdf](http://www.rochdale.gov.uk/pdf/2010-07-19_Public_Art_Strategy_June_2010.pdf) (BP 147)

298 Rochdale Retail and Town Centres Study (Nathaniel Lichfield and Partners, 2010) (Draft), Currently unavailable online (copy available upon request) (BP 181)

299 Safer Communities Plan 2008-2011 (Rochdale Safer Communities Partnership), [www.rochdale.gov.uk/pdf/Safer\\_Communities\\_strategy\\_2008-2011.pdf](http://www.rochdale.gov.uk/pdf/Safer_Communities_strategy_2008-2011.pdf) (BP 184)



**Rochdale MBC Strategic Housing Land Availability Assessment<sup>(300)</sup>** - is a key component of the evidence base which supports the delivery of sufficient land for new homes. The SHLAA reflects the position of the housing land supply in the borough as at 1st April 2010. The assessment provides a robust evidence base for the Core Strategy, which will guide the level of housing building required and where it should be focussed up to 20206.

The assessment identifies sites with potential for housing, assesses what potential they have and determines when they are likely to be developed. As many sites as possible with potential for housing have been identified. The assessment has identified specific sites for at least the first ten years of the development plan. Broad locations have been identified to form the list of potential sites for the later stages of the development plan period. The SHLAA does not determine whether a site should be allocated for housing development in the Core Strategy nor is it an indication that planning permission will be granted for residential development on any identified sites. For more information please see section 7 of this paper.

**Rochdale Strategic Housing Market Assessment<sup>(301)</sup>** - Strategic Housing Market Assessments are particularly valuable in assisting policy development, decision making and resource allocation, in particular by:

- thinking regionally and long-term about housing need and demand;
- providing robust evidence to inform policy debate, particularly around the provision of both market and affordable housing, including type, size and tenure mix; and
- understanding the drivers and trajectories of housing markets.

Strategic Housing Market Assessments provide an:

- estimate of current dwellings in terms of size, type, condition and tenure;
- analysis of past and current housing market trends, including balance between supply and demand in different housing market sectors and price/affordability. Description of key drivers underpinning the housing market;
- estimate of total future number of households, broken down by age and type where possible;
- estimate of current number of households in housing need;
- estimate of future households requiring market housing;
- estimate of the size of affordable housing required; and
- estimate of household groups who have particular housing requirements including: families, older people, key workers, black and minority ethnic groups, disabled people, young people and gypsies and travellers.

**Rochdale Transport Strategy<sup>(302)</sup>**: provides a framework to guide the development of transport improvements across the borough until 2026. It identifies priority schemes and projects that are deliverable and that enable the Council and its partners to achieve their economic, social, regeneration and environmental objectives.

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

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

300 Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2010 (November, 2010) Currently unavailable online (copy available upon request) (BP 176)

301 Rochdale Borough Strategic Housing Market Assessment 2010 - Working draft (RMBC, 2010), Currently unavailable online (copy available upon request) (BP 150)

302 Rochdale Borough Transport Strategy (RMBC, June 2010), [www.rochdale.gov.uk/PDF/2010-07-19\\_Transport\\_Strategy\\_June\\_2010.pdf](http://www.rochdale.gov.uk/PDF/2010-07-19_Transport_Strategy_June_2010.pdf) (BP 154)



**Rochdale Visitor Strategy<sup>(303)</sup>**: Rochdale borough has a strong tourism offer, and while the sector makes a significant contribution to the local economy, it is recognised there is still great potential for growth and currently the borough fails to realise its true potential. A key challenge is to make the most of the borough's natural assets, and to promote a positive image of the area as vital to the growth of our visitor economy. The Strategy reflects national and regional visitor strategies which are focussed on the growth in value of the visitor economy.

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

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

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

303 Rochdale MBC Visitor Strategy 2008-2012 (RMBC, 2008), Currently unavailable online (copy available upon request) (BP 179)

## Appendix 1 Monitoring and implementation of the strategy

### Please note

This table is based upon national indicators (e.g. NI 170), a number of which have now been abolished. The collection and monitoring of information for national indicators is currently in a period of transition and this section will be updated as and when more information becomes available and emerging government guidance is finalised.

Policy / Project	Target	Indicators	Other Strategies / Policies
<b>SO1 - Delivering a more prosperous economy</b>			
<b>E1 - Establishing thriving town and local centres</b>	<p>Increase the retail floorspace available to meet the need set out in WYG Retail Study.</p> <p>Reduce level of retail leakage out of the borough.</p> <p>Increase number of shoppers / footfall in Rochdale town centre.</p> <p>Increase proportion of Heywood and Middleton residents using Rochdale town centre.</p>	<p>NI 170 Previously developed land that has been vacant or derelict for more than five years</p> <p>NI 175 Access to services and facilities by public transport, walking and cycling</p> <p>NI 154 - Net additional homes provided</p> <p>Core Output Indicator (COI) Retail development 4a,4b and Leisure development 4a and 4b</p>	<p>Regional Spatial Strategy, Regional Economic Strategy, Pride of Place, GM Tourism Strategy, Rochdale Renaissance Masterplan, Rochdale Town Centre Masterplan, Rochdale Town Centre East SPD</p>
<b>E2 - Supporting jobs and prosperity</b>	<p>Provide a minimum land supply of at least 60 ha through to 2026.</p> <p>Develop 10 ha per annum for employment uses.</p> <p>90% of employment development to be in the south of the borough.</p> <p>Increase employment rate in borough.</p> <p>Reduce unemployment rate in borough.</p>	<p>Employment land supply available</p> <p>Amount of land developed</p> <p>RSS employment land development indicators</p> <p>N151 Overall employment rate</p> <p>NI 152 Working age people on out of work benefits</p> <p>NI 166 Average earnings of employees in the area</p>	<p>Regional Economic Strategy, Rochdale Economic Strategy, Rochdale Renaissance Masterplan, Manchester City Region Development Programme, Prosperity for all: GM Strategy, ORESA Prospectus and Delivery Strategy</p>
<b>E3 - Focusing on economic growth corridors</b>	<p>Develop strategic sites.</p> <p>Attract businesses in target growth sectors</p>	<p>As above plus:</p> <p>N153 Working age people on out of work benefits in the worst performing neighbourhoods</p>	<p>As above</p>
<b>E4 - Encouraging the visitor economy</b>	<p>Increase visitor numbers</p>	<p>Visitor numbers</p> <p>Number of employees in</p>	<p>Rochdale Visitor Strategy</p>

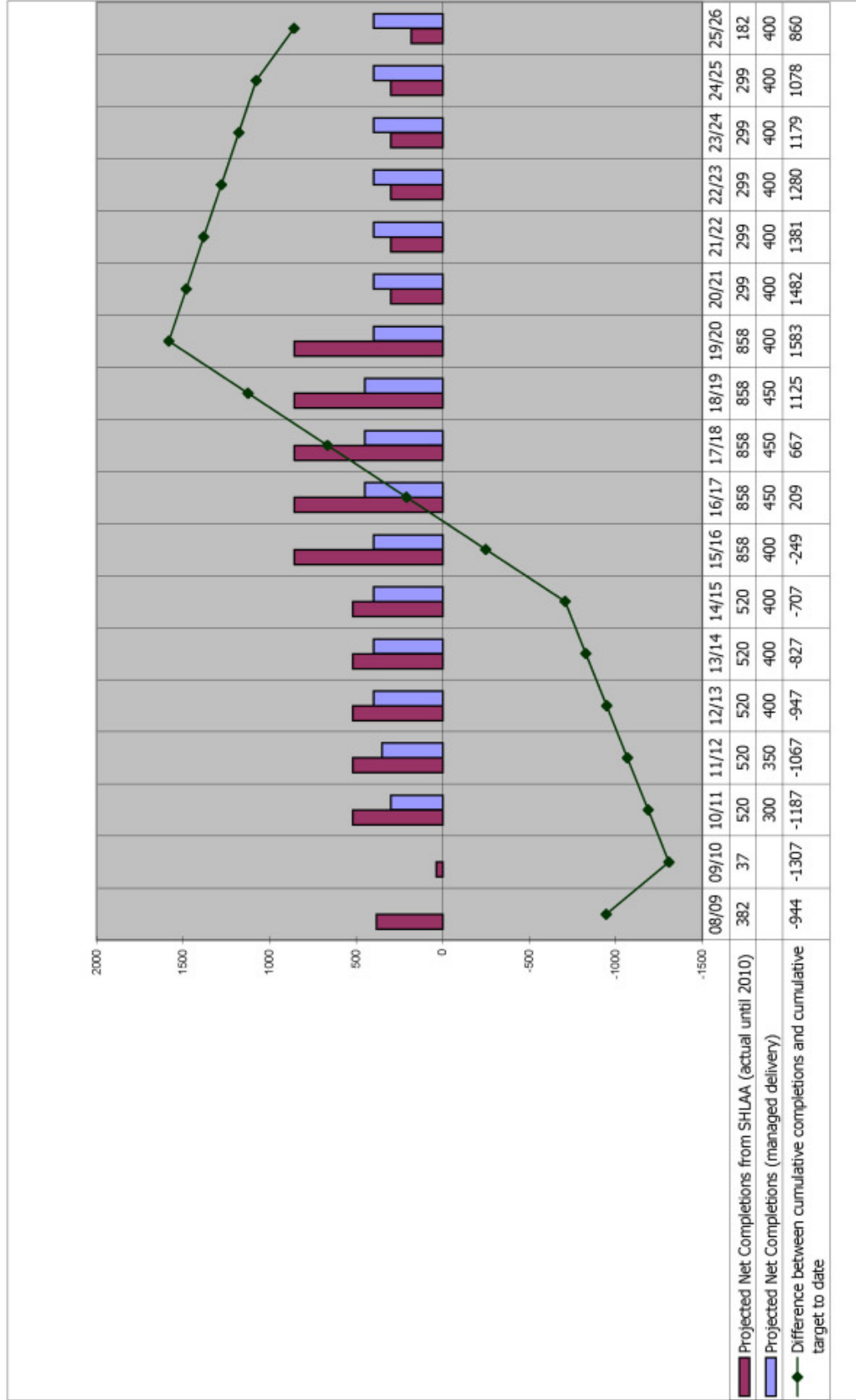
Policy / Project	Target	Indicators	Other Strategies / Policies
		visitor related sectors	
<b>E5 - Diversifying the rural economy</b>	Increase employment in the rural area	To be confirmed	Regional Spatial Strategy, Regional , GM Rural Delivery Plan (to be finalised), Heritage Strategy for the Southern Pennines, GM Tourism Strategy, Pride of Place
<b>SO2 - Creating successful and healthy communities</b>			
<b>C1 - Delivering the right amount of housing in the right places</b>	<p>Deliver 450 additional homes per annum between 2009 and 2026</p> <p>Deliver at least 80% of new housing on previously developed land</p>	<p>NI 154 - Net additional homes provided</p> <p>NI 159 - Supply of ready to develop housing sites</p> <p>BVPI106 - % New Homes Built on Previously Developed Land (COI - 2b)</p> <p>BVPI164 - Empty homes back into use</p> <p>Housing Trajectory (COI - 2a)</p>	Regional Spatial Strategy, Manchester City Region Spatial Strategy, Rochdale Housing Strategy GM Strategic Housing Market Assessment (SHMA), Strategic Housing Land Availability Assessment (SHLAA)
<b>C2 - Focusing on regeneration areas</b>	<p>Reducing deprivation scores for Super Output Areas (SOAs) within regeneration areas</p> <p>Area specific targets to be set where appropriate</p>	<p>Index of Multiple Deprivation (IMD) score and ranks for borough and individual SOAs</p> <p>Area specific indicators to be set where appropriate</p>	<p>As above plus:</p> <p>Oldham Rochdale Partners in Action (most up to date prospectus / business plan, Area specific Masterplans (including SPDs)</p>
<b>C3 - Delivering the right type of housing</b>	Overall target to provide a range of housing types whilst making efficient use of land	<p>COI - 2c % of dwellings completed at:</p> <p>i) &lt; 30 dwellings per hectare</p> <p>ii) 30 to 50 dwellings per hectare</p> <p>iii) &gt; 50 dwellings per hectare</p>	Regional Spatial Strategy, Manchester City Region Spatial Strategy, Rochdale Housing Strategy, Greater Manchester SHMA
<b>C4 - Providing affordable homes</b>	<p>Targets for 08-11 are:</p> <p>08/09 - 90 (actual was 158)</p> <p>09/10 - 45</p> <p>10/11 - 45</p> <p>Future targets to be agreed based on up to date evidence of need</p>	<p>NI 155 - Number of affordable homes delivered (gross)</p> <p>BVPI164 - Empty homes back into use</p>	Regional Spatial Strategy, Rochdale Housing Strategy Greater Manchester SHMA
<b>C5 - Meeting the housing needs of gypsies and travellers</b>	To meet requirements as set out through the Partial Review of RSS	Monitored through RSS monitoring (H4) and AMR	Regional Spatial Strategy, Rochdale Gypsies and Travellers Strategy (due to be started late 2009), Rochdale Policy for

Policy / Project	Target	Indicators	Other Strategies / Policies
			Dealing with Unauthorised Encampments
<b>C6 - Improving health and well being</b>	Reduce the gap in health inequality in the borough. Assist in meeting the targets set out by individual services.	We will monitor the development of health facilities.  See related NI and local indicators set out by LSP for health	Community Strategy, Rochdale Health and Wellbeing Strategy 2008-11  - Pride of Place 2007 -1, Choosing Health (Public Health White Paper 2004), The Heart of Local Health: Heywood, Middleton and Rochdale PCT Plan 2007-10
<b>C7 - Delivering education facilities</b>	Assist in meeting the targets set out by relevant services.	We will monitor the development of education facilities.	Community Strategy, Pride of Place 2007 -10, Children and young peoples plan 2008-10
<b>C8 - Improving community, sport and leisure and cultural facilities</b>	Assist in meeting the targets set out by relevant services.	We will monitor the development of education facilities.	Community Strategy, Pride of Place 2007 -10, Play and Freetime Strategy for Rochdale 2007- 2012
<b>SO3 - Improving design, image and quality of place</b>			
<b>P1 - Protecting and enhancing the boroughs character and heritage</b>  <b>P2 - Improving the borough's image</b>  <b>P3 - Improving the design of new development</b>	To improve relevant scores within Residents Satisfaction Survey To increase number of quality nominations for Design Competition	Building for Life standards	Rochdale Borough Heritage Strategy, Rochdale Borough Renaissance Masterplan, Rochdale Borough Urban Design Guides (SPDs)
<b>SO4 - Promoting a greener environment</b>			
<b>G1 - Tackling and adapting to climate change</b>  <b>G2 - Energy and new development</b>  <b>G3 - Renewable and low carbon energy developments</b>	New homes zero carbon by 2016; other developments by 2019 (detailed targets outlined in Energy and New Development SPD) CO2 reductions from new developments through the application of the Energy and New Development SPD	NI186 per capita CO2 emissions in LA area and NI188 Adapting to climate change  <u>Aiming High SP4.K</u>  To measure the increase in energy generation from on site renewables and low carbon technologies in KWh	Energy and New Development SPD, Adaptation SPD, Rochdale Borough Climate Change Strategy
<b>G4 - Managing Green Belt</b>	No loss of green belt outside allocated areas.	% Green Belt lost	Regional Spatial Strategy, Manchester City Region Spatial Strategy
<b>G5 - Managing protected open land</b>	As above	As above	As above
<b>G6 - Enhancing green infrastructure</b>	Targets to be determined through Rochdale Borough Green Infrastructure Strategy; Increase woodland cover	Residents within 400 m of quality open space; Green Flag awards; Country Park Accreditation; % of woodland in woodland certification schemes	Regional Spatial Strategy, Manchester City Region Spatial Strategy, Pride of Place, Rochdale Renaissance Borough Masterplan, Rochdale Green Infrastructure Strategy
<b>G7 - Increasing the value of biodiversity and geodiversity</b>	Delivering Greater Manchester and Rochdale District Biodiversity Action Plans	NI 197 Improved local biodiversity - active management of local sites	Regional Spatial Strategy, North West Biodiversity Action Plan, Regional Forest Framework,

Policy / Project	Target	Indicators	Other Strategies / Policies
			Pride of Place
<b>G8 - Managing water resources and flood risk</b>	To achieve EU Water Framework Directive targets	NI 189 Flood and coastal erosion risk management	Regional Spatial Strategy, River Irwell Catchment Flood Management Plan, Manchester City Region Spatial Strategy
<b>G9 - Reducing the impact of pollution</b>	To meet standards within the national Air Quality objectives	NI 194 Level of air quality - reduction in NO <sub>x</sub> and primary PM <sub>10</sub> emissions through local authority's estate and operations	Local Air Quality Management Plans
<b>G10 - Managing mineral resources</b>	Targets to be set by Joint Minerals Plan DPD	Indicators to be set by Joint Minerals Plan	Regional Strategy for the North West
<b>G11 - Managing waste</b>	Targets to be set by Joint Waste Plan DPD	Indicators to be set by Joint Waste Plan	Regional Strategy for the North West, GM Waste Needs Assessment, Waste Strategy for England
<b>SO5 - Improving accessibility and delivering sustainable transport</b>			
<b>T1 - Delivering sustainable transport.</b> <b>T2 Improving Accessibility</b>	Contribute to GMLTP2 & beyond targets including :  Reduce killed and seriously injured casualties, particularly children,  Increase bus, Metrolink (from 2012) patronage and access to railway stations,  Maintain access to public transport for people of working age, particularly job seekers.  Limit growth in traffic area wide, reducing peak time non-car travel to urban centres.  Increase cycling, walking, non-car travel to school,  Improve bus punctuality.  Tackle congestion. air quality & climate change.  RSS Targets include Development compliance with Car Parking standards, RFA scheme delivery in addition to LTP targets.  Transport Related National Indicators  covered by LTP targets .  UDP Core Output Indicator 3b	Contribute to GMLTP2 & beyond targets including :  Reduce killed and seriously injured casualties, particularly children,  Increase bus, Metrolink (from 2012) patronage and access to railway stations,  Maintain access to public transport for people of working age, particularly job seekers.  Limit growth in traffic area wide, reducing peak time non-car travel to urban centres.  Increase cycling, walking, non-car travel to school,  Improve bus punctuality.  Tackle congestion. air quality & climate change.  RSS Targets include Development compliance with Car Parking standards, RFA scheme delivery in addition to LTP targets.  Transport Related National Indicators  covered by LTP targets .  UDP Core Output Indicator 3b.	GMLTP2 and beyond,  Rochdale Borough Transport Strategy  North West RSS Chapter "An Accessible Region with an Integrated Transport System"  Other GM Transport & Land Use Strategies.  Network Rail North West, Yorkshire & Humber, and Northern Rail Utilisation Strategies (RUS).  DfT, DCLG & Highways Agency Transport & Land Use Guidance and Policies.  Rochdale MBC UDP Saved Policies.

# Appendix 2 Housing trajectory from the Strategic Housing Land Availability Assessment

Figure 14 Housing trajectory from the Strategic Housing Land Availability Assessment







## Appendix 3 Glossary

**Accessibility** - A general term used to describe the degree to which a product, device, service, or environment is accessible by as many people as possible. Accessibility can be viewed as the "ability to access" and possible benefit of some system or entity.

**Affordable housing** - Subsidised housing and low-cost market housing available to people who cannot afford to occupy houses generally available on the open market.

**Air Quality Management Areas** – If a local authority finds areas where the objectives of the Air Quality regulations are not likely to be achieved, they are required to designate an Air Quality Management Area and draw up an action plan setting out the measures it intends to take in pursuit of the objectives.

**Biodiversity** - The range of life forms which constitute the living world, from microscopic organisms to the large trees, animals, their habitats and the ecosystem in which they live.

**Body Mass Index** - An estimate of an individual's relative body fat calculated from his or her height and weight. It is calculated using the formula  $\text{Body Mass Index} = \text{weight (kg)} / \text{height (m)}^2$ . Obesity is medically defined as a Body Mass Index over 30.

**Building Schools for the Future** - Is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England.

**Carbon sink** – Atmospheric carbon in the form of carbon dioxide is captured and stored in living (trees and other green vegetation) or non-living reservoirs (soil, geological formations, oceans, wood products).

**Climate change** - Climate change refers to the build up of man-made gases in the atmosphere that traps the sun's heat, causing changes in weather patterns on a global scale. The effects include changes in rainfall patterns, sea level rise, potential droughts, habitat loss, and heat stress. The greenhouse gases of most concern are carbon dioxide, methane, and nitrous oxides.

**Community infrastructure** - Facilities available for use by all the community, such as church or village halls, doctor's surgeries and hospitals, even public houses. Community facilities could also include children's playgrounds and sports facilities.

**Comparison goods** - Goods that are generally more expensive and bulkier than convenience goods such as clothes, furniture and electrical appliances.

**Conservation area** - An area of special historic or architectural interest whose character must be preserved or enhanced.

**Convenience goods** - Goods that are required on a daily or weekly basis by individuals and households (such as food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods).

**Critical drainage area** – A location which has known surface water drainage issues and where the sewer network may be at capacity increasing flood risk locally and downstream.

**Department for Communities and Local Government** - The UK Government department for communities and local government in England. The department is responsible for UK Government policy in areas such as: community cohesion, decentralisation, housing, local government, planning and urban regeneration.

**Development** - The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or land.

**Development Plan Document** - Spatial planning documents that are subject to independent examination that, together with the Regional Spatial Strategy, form the development plan (Local Development Framework) for a local authority area. They can include: the Core Strategy, Site Specific Allocations of land, Area Action Plans and Development Control Policies.

**East Lancashire Railway** - The East Lancashire Railway is a heritage railway in Lancashire and Greater Manchester, England. The heritage line is now just over 12 miles (19 km) long, and has a mainline connection with the national railway network at Castleton, beyond Heywood.

**Employment land (B1, B2, B8)** - Land used, with planning permission, or allocated in a development plan principally for offices, research and light industrial (B1), general industrial (B2) and storage / distribution (B8) uses.

**Environmental Impact Assessment** - The process by which information is collected on the environmental impact of a project. This is then taken into account by the local planning authority when determining an application for planning permission.

**Geodiversity** - All the variety of rocks, minerals and landforms and the processes which have formed these features throughout geological time.

**Greater Manchester** - encompasses one of the largest metropolitan areas in the United Kingdom and comprises ten metropolitan boroughs: Bolton, Bury, Oldham, Rochdale, Stockport, Tameside, Trafford, Wigan, and the cities of Manchester and Salford. Greater Manchester was created on 1 April 1974 as a result of the Local Government Act 1972.

**Green Belt** - Areas of land where development is particularly tightly controlled. The purposes of greenbelt are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

**Green Infrastructure** - Green infrastructure is the physical environment within and between cities, towns and villages, specifically the network of open space, waterways, woodlands, green corridors and open countryside.

**Greenfield land** - Land which has not been previously developed or land where evidence of previous development has gone.

**Gross Value Added** - Gross Value Added is a measure of economic value and is used in the estimation of Gross Domestic Product (GDP). It measures the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used in production.

**Hectare** - 1 hectare is equivalent to 10 000 square metres or 2.471 acres (where 1 acre is equivalent to 1/2 a football pitch).

**Housing Market Renewal** - The Oldham and Rochdale Housing Market Renewal Pathfinder Project has been established to address housing market dysfunction in the two boroughs. It covers a 15 year period and is overseen by the two borough's Local Strategic partnerships, representing a wide range of organisations and local communities.

**Housing Needs Study** - This looks at the numbers and types of households in housing need. It also looks at affordability of housing, suitability of existing housing and the scope of alternative housing solutions.

**Index of Multiple Deprivation** - The Index of Multiple Deprivation takes a number of factors covering a range of health, economic, social and housing issues and combines them into a single deprivation score for each small area in England. This allows areas to be ranked according to their level of deprivation.

**Infrastructure** - The built facilities that are required in order to serve a community's developmental and operational needs. The infrastructure includes such things as roads and water and sewer systems.

**Local Area Agreement** - This is an agreement that has been made between the Local Strategic Partnership and central government, which sets out clear targets for the borough. These are based on the priorities identified within the Community Strategy. In future the local area agreement is expected to be the key way in which government will monitor the council's performance.

**Local Development Document** - The collective term in the Planning Act for Development Plan Documents, Supplementary Planning Documents and the Statement of Community involvement.

**Local Development Framework** - The portfolio of Local Development Documents that form the local development plan. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy and policies for the local authority area.

**Local Strategic Partnership** - Brings together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding, discuss strategies and initiatives.

**Manchester City Region** - The Manchester City Region comprises the ten districts of Greater Manchester and five neighbouring local government districts, and was suggested as an effective administrative metropolitan area that could share resources and stimulate economic growth in northern England.

**Metrolink** - Manchester Metrolink (which operates as Metrolink) is a light rail system in Greater Manchester, England. It consists of three lines which converge in Manchester city centre and serve the surrounding towns of Bury, Altrincham and Eccles.

**Northern Way** - The Northern Way Growth Strategy Moving Forward: The Northern Way set out how the Northern Way would seek to bridge the gap between the North and the English regional average by growing the North's economy faster. The Growth Strategy was developed to build on the North's three Regional Economic Strategies and Regional Spatial Strategies.

**Pennine Edge Forest** - Is a multi-agency partnership consisting of the districts Rochdale, Oldham, Stockport and Tameside. It seeks to ensure that the economic, environmental and community benefits from community forestry are being delivered.

**Planning Policy Statement** - New statements of Government planning policy covering different topics e.g. transport, housing etc issued under the new legislation. These statements replace Planning Policy Guidance Notes.

**Previously Developed Land (brownfield Land)** - Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure, and that has not lost evidence of this previous use.

**Primary Capital Programme** - Takes a long-term strategic approach to capital investment and to transform teaching and learning in primary schools.

**Primary shopping area** - Area within a town centre where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).

**Quality bus corridors** - This term refers to a bus route that has a frequent service usually between major towns or cities where public transport facilities and services have been improved. This may be through provision of newer buses, major junction improvements to reduce delay, improved bus stops with new shelters clearer information raised kerbs to ease access on to buses for people with limited mobility or in wheelchairs and improvements in walking and disability access to bus stops.

**Regeneration** - The process of renewing sites, areas and landscapes that have become disused, spoilt or deprived and bringing them back into use, and making a wider area or community better through improvement. An effort is made to make people in an area better off as well as making the area better to look at and to live in.

**Regional Spatial Strategy** - Sets out the region's policies (for the North West) in relation to the development and use of land and forms part of the local development plan (Local Development Framework). In May 2010 the new Government announced the abolition of the Regional Strategies. They were formally revoked, under s79(6) of the Local Democracy Economic Development and Construction Act 2009, on 6 July 2010.

**Renewable and low carbon energy** – Renewable energy covers those energy flows which occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also biomass. Low-carbon technologies are those that can help reduce carbon emissions.

**Rochdale Borough Renaissance Masterplan** - A visionary document that has been developed to guide the physical regeneration of our borough.

**Saved policies** - Planning policies that are saved from the development plan (the Unitary Development Plan) prepared prior to the introduction of the Local Development Framework and carried forward temporarily in the new system until replacement policies and documents have been prepared.

**Secondary shopping areas** – Secondary frontages provide greater opportunities for diversity of uses.

**Section 106 agreement (S106)** - Allows a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue (often to fund necessary improvements elsewhere).

**Sequential approach (flood risk)** – demonstration that there are no reasonably available sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.

**Sequential approach (retail and leisure)** - sets out a procedural approach in selecting sites for new retail and commercial leisure developments and other key town centre uses. It requires parties to demonstrate that first preference be given to town centre sites, followed by edge-of-centre sites, and only then by out-of-centre sites in locations that are, or can be made, easily accessible by a choice of means of transport. Only when these possibilities have been exhausted should retail development be allocated out of town.

**Simplified Planning Zones** – This grants advance planning permission for specific types of development within a designated area for a 10 year period. Any conforming development proposed within the site during this period would not require a separate planning permission.

**Site of Biological Importance** - A protected area of ecological significance in terms of flora, fauna, geological or physical features and listed in a register produced on a county wide basis. Sites are graded A, B or C, depending on their scientific significance.

**Site specific allocations** - Allocations in Development Plan Documents of sites for specific or mixed use development. Policies will identify any specific development requirements.

**South Pennine Moors Special Area of Conservation and Special Protection Area** - The sites are designated both an Special Protection Area and Special Area of Conservation for the importance of its upland breeding bird assemblages and for the upland habitats it supports. Only 6.6% of this 64,983ha site is in Rochdale.

**Spatial planning** - The process of integrating policies for the development and use of land with other policies and programmes to influence the nature of places and how they function.

**Special Area of Conservation** - Sites of European nature conservation importance designated under the Habitats Regulations.

**Special Protection Area** - A European site selected for its important wild bird assemblages. Designated under the EC Directive on the Conservation of Wild Birds.

**Strategic Environment Assessment** - A strategic environment assessment is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.

**Sustainable Community Strategy** - A local strategy for the future of the borough outlining actions towards environmental, economic and social well-being. All Council policies and strategies must comply with the Community Strategy.

**Sustainable development** - Refers to economic development that meets the needs of all without leaving future generations with fewer natural resources than those we enjoy today. It is widely accepted that achieving sustainable development requires balance between the economic, ecological and social.

**Supplementary Planning Document** - Provide supplementary information in respect of the policies in Development Plan Documents.

**Sustainability appraisal** - Assesses the potential impact of a particular plan against economic, social and environmental sustainability objectives. It can then be amended to take account of any negative impacts which may be identified, and thus it is ensured that it promotes sustainable development.

**Sustainable development** - Defined by the World Commission on Environment and Development as "Meeting the needs of the present without compromising the ability of future generations to meet their needs". The planning system should ensure that development and growth are sustainable.

**Sustainable transport** - Any form of transport other than the private car. Generally, the term most commonly relates to travel by bus, train or light rail, but walking and cycling are sustainable means of transport as well.

**Transport assessment** - An assessment of the impact of a development or organisations travel requirements on the local transport network. It identifies the points where the additional trips cause or increase congestion and the measures proposed to mitigate these impacts. These proposals can be included in the Travel Plan.

**Transport corridor** - A transport corridor is a (generally linear) tract of land in which at least one main line for transport, be it road, rail or canal, has been built. Often new transport lines are built alongside existing ones to minimize the area affected by pollution.

**Transport interchange** - Facility on the transport network where it is possible to change forms of travel. Commonly these are bus or railway stations where there are taxis, cycle parking areas or stops to access the Metrolink or bus services. Larger transport interchanges are usually in town centres with local transport interchanges in villages or points where people can transfer from one form of transport to another.

**Travel plan** – A package of physical and persuasive measures and incentives to manage the transport and travel requirement of a development or organisation. It aims to reduce the impact of vehicular transport on local communities, environment and road congestion promoting the appeal of alternative forms of travel to the car.

**Unitary Development Plan** - The current development plan for the borough which was adopted in 2006. It sets out land allocations and policies to guide and control development. The Unitary Development Plan will remain valid until the policies are withdrawn or replaced by the new development plan documents which are being prepared under the Local Development Framework.





## Appendix 4 Web links for organisations referred to in the Background Paper

Association of Greater Manchester Authorities	<a href="http://www.agma.gov.uk">www.agma.gov.uk</a>
Audit Commission	<a href="http://www.audit-commission.gov.uk/Pages/default.aspx">www.audit-commission.gov.uk/Pages/default.aspx</a>
Communities and Local Government	<a href="http://www.communities.gov.uk">www.communities.gov.uk</a>
Department for Transport	<a href="http://www.dft.gov.uk">www.dft.gov.uk</a>
Department of Environment, Food and Rural Affairs	<a href="http://www.manchester-enterprises.com/">www.manchester-enterprises.com/</a>
Economic Commission for Greater Manchester	<a href="http://www.manchester-enterprises.com/">www.manchester-enterprises.com/</a>
Environment Agency	<a href="http://www.environment-agency.gov.uk">www.environment-agency.gov.uk</a>
Greater Manchester Archaeological Unit	<a href="http://www.gmau.manchester.ac.uk/">www.gmau.manchester.ac.uk/</a>
Greater Manchester Ecology Unit	<a href="http://www.tameside.gov.uk/ecologyunit">www.tameside.gov.uk/ecologyunit</a>
Greater Manchester Geological Unit	<a href="http://www.gmgu.org.uk">www.gmgu.org.uk</a>
Greater Manchester Public Transport Executive	<a href="http://www.gmpte.com">www.gmpte.com</a>
Homes and Community Agency	<a href="http://www.homesandcommunities.co.uk">www.homesandcommunities.co.uk</a>
Improvement and Development Agency	<a href="http://www.idea.gov.uk">www.idea.gov.uk</a>
Land registry	<a href="http://www.landregistry.gov.uk">www.landregistry.gov.uk</a>
Natural England	<a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a>
Neighbourhood and Area Renewal Fund	<a href="http://www.rochdale.gov.uk/environment_and_planning/regeneration/regeneration_projects/neighbourhood_renewal.aspx">www.rochdale.gov.uk/environment_and_planning/regeneration/regeneration_projects/neighbourhood_renewal.aspx</a>
Neighbourhood Statistics	<a href="http://www.neighbourhood.statistics.gov.uk">www.neighbourhood.statistics.gov.uk</a>
NOMIS	<a href="http://www.nomisweb.co.uk">www.nomisweb.co.uk</a>
North west Development Agency	<a href="http://www.nwda.co.uk">www.nwda.co.uk</a>
Northern Rail	<a href="http://www.northernrail.org">www.northernrail.org</a>
Office of National Statistics	<a href="http://www.statistics.gov.uk">www.statistics.gov.uk</a>
Office of the Rail Regulator	<a href="http://www.rail-reg.gov.uk">www.rail-reg.gov.uk</a>
Oldham and Rochdale Housing Market Renewal Pathfinder	<a href="http://www.oldhamrochdalehmr.co.uk">www.oldhamrochdalehmr.co.uk</a>
Pennine Edge Forest	<a href="http://www.pennineedgeforest.org.uk">www.pennineedgeforest.org.uk</a>
Pennine Prospects	<a href="http://www.pennineprospects.co.uk">www.pennineprospects.co.uk</a>
Planning Advisory Service	<a href="http://www.pas.gov.uk/pas/core/page.do?pageId=1">www.pas.gov.uk/pas/core/page.do?pageId=1</a>
Stats and Maps	<a href="http://www.statsandmaps.org.uk">www.statsandmaps.org.uk</a>



## Appendix 5 Objectives of the Sustainable Community Strategy 'Pride of Place'

The Community Strategy for Rochdale borough<sup>(304)</sup>, links in directly with the Core Strategy, as shown in the introduction section of this document.

'Pride of Place' has the following objectives:

- Increasing jobs and prosperity
- Making sure every child matters
- Improving community safety
- Creating a cleaner green environment
- Improving health and wellbeing

304 Rochdale MBC Sustainable Community Strategy - 'Pride Of Place' 2007-2010, [www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf](http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf) (BP 177)



# Appendix 6 References

Table 28

REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 1	Future source	Greater Manchester Local Transport Plan 3	Currently unavailable	N
BP 2	Future source	Identification and Market Demand Led Assessment of Large Employment Sites in Greater Manchester (Jones Lang LaSalle)	Currently unavailable	N
BP 3	Future source	Investment for Health, 'A Plan for Northwest England'	Currently unavailable	N
BP 4	Future source	Regional Health and Well Being Strategy	Currently unavailable	N
BP 5	Future source	Rochdale Biodiversity Action Plan	Currently unavailable	N
BP 6	Future source	Rochdale Borough Heritage Strategy	Currently unavailable	N
BP 7	Future source	Rochdale MBC Green Infrastructure Strategy	Currently unavailable	N
BP 8	Future source	Transport mapping findings	Currently unavailable	N
BP 9	Gtr Mcr	An Ecological Framework for Greater Manchester (AGMA, 2009)	Currently unavailable online (copy available upon request)	Y
BP 10	Gtr Mcr	Analysis of Quarterly Average Journey Times on Congestion Routes between 1/9/2006 and 31/8/2009, GMTU Report No 1547 November 2009	<a href="http://www.gmtu.gov.uk/reports/congestion/gmtu_report_1547_quarterly_analysis_GMI_congestion_routes.pdf">www.gmtu.gov.uk/reports/congestion/gmtu_report_1547_quarterly_analysis_GMI_congestion_routes.pdf</a>	Y
BP 11	Gtr Mcr	Decentralised and Zero Carbon Energy Planning (AGMA, 2010)	<a href="http://www.agma.gov.uk/cms_mediafiles/decentralised_energy_planning_summary.pdf">www.agma.gov.uk/cms_mediafiles/decentralised_energy_planning_summary.pdf</a>	Y
BP 12	Gtr Mcr	Demand for Employment Land in Greater Manchester Study (Aup & Donaldsons 2006)	See appendix 1 to Greater Manchester Employment Land Position Statement (BP 18)	Y
BP 13	Gtr Mcr	Driving Innovation Across the Manchester City Region – The Innovation Investment fund (Manchester Knowledge)	<a href="http://www.agma.gov.uk/cms_mediafiles/driving_innovation_across_gm_pdf.pdf">www.agma.gov.uk/cms_mediafiles/driving_innovation_across_gm_pdf.pdf</a>	Y
BP 14	Gtr Mcr	Greater Manchester A Low Carbon Economic Area for the Built Environment (AGMA)	<a href="http://www.agma.gov.uk/cms_mediafiles/low_carbon_economic_area1.pdf">www.agma.gov.uk/cms_mediafiles/low_carbon_economic_area1.pdf</a>	Y
BP 15	Gtr Mcr	Greater Manchester Air Quality Action Plan Progress Report (2007-2008)	<a href="http://www.gmtu.co.uk/pdfs/2008/Greater_Manchester_Air_Quality_Action_Plan_Progress_Report.pdf">www.gmtu.co.uk/pdfs/2008/Greater_Manchester_Air_Quality_Action_Plan_Progress_Report.pdf</a>	Y
BP 16	Gtr Mcr	Greater Manchester Biodiversity Action Plan (2009)	<a href="http://www.gmbp.org.uk/site/index.php?option=com_content&amp;task=view&amp;id=9&amp;Itemid=22">www.gmbp.org.uk/site/index.php?option=com_content&amp;task=view&amp;id=9&amp;Itemid=22</a>	N
BP 17	Gtr Mcr	Greater Manchester Derelict Land Strategy (AGMA, 2002)	Currently unavailable online (copy available upon request)	Y
BP 18	Gtr Mcr	Greater Manchester Employment Land Position Statement – Final Report (AGMA, August 2009)	<a href="http://www.cordale.gov.uk/pdf/2010-04-12_LDF_GM_Employment_Land_Position_Statement_August_2009.pdf">www.cordale.gov.uk/pdf/2010-04-12_LDF_GM_Employment_Land_Position_Statement_August_2009.pdf</a>	Y
BP 19	Gtr Mcr	Greater Manchester Forecasting Model District Data 2010 (New Economy, 2010)	<a href="http://ne.standisserver.co.uk/downloads/877-GMFM-District-data.xls">http://ne.standisserver.co.uk/downloads/877-GMFM-District-data.xls</a>	Y
BP 20	Gtr Mcr	Greater Manchester Forecasting Model, Autumn 2009 Update, Summary of results (AGMA, 2009)	<a href="http://ne.standisserver.co.uk/downloads/494-GMFM-2009-Summary.doc">http://ne.standisserver.co.uk/downloads/494-GMFM-2009-Summary.doc</a>	Y
BP 21	Gtr Mcr	Greater Manchester Gypsies and Travellers Accommodation Assessment (2010)	Currently unavailable online (copy available upon request)	Y
BP 22	Gtr Mcr	Greater Manchester Joint Waste Development Plan Documents	<a href="http://www.gmwastetdpc.co.uk/coredocs.html">www.gmwastetdpc.co.uk/coredocs.html</a>	N



REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 23	Gtr Mcr	Greater Manchester Minerals Plan - Preferred option approach (AGMA, October 2010)	<a href="http://www.gmminteralsplan.co.uk/docs/Oct10/Final_Report_reduced_file_size.pdf">www.gmminteralsplan.co.uk/docs/Oct10/Final_Report_reduced_file_size.pdf</a>	Y
BP 24	Gtr Mcr	Greater Manchester Municipal Waste Management Strategy (GMDWA, 2007)	<a href="http://www.gmwda.gov.uk/clientfiles/File/headline-strategy/final.pdf">www.gmwda.gov.uk/clientfiles/File/headline-strategy/final.pdf</a>	Y
BP 25	Gtr Mcr	Greater Manchester Rural Economic Baseline (EDAV)	<a href="http://www.neweconomymanchester.com/stories/1020-greater-manchester-rural-economic-baseline">www.neweconomymanchester.com/stories/1020-greater-manchester-rural-economic-baseline</a>	Y
BP 26	Gtr Mcr	Greater Manchester Spatial Framework (emerging) (AGMA)	<a href="http://www.agma.gov.uk/planning_housing_commission/gm_spatial_framework/">www.agma.gov.uk/planning_housing_commission/gm_spatial_framework/</a>	N
BP 27	Gtr Mcr	Greater Manchester Strategic Flood Risk Assessment Level 1 (AGMA, 2008)	<a href="http://www.agma.gov.uk/cms_mediafiles/greater_manchester_sfra_august_2008.pdf">www.agma.gov.uk/cms_mediafiles/greater_manchester_sfra_august_2008.pdf</a>	Y
BP 28	Gtr Mcr	Greater Manchester Strategic Housing Market Assessment (AGMA, December 2008)	<a href="http://www.agma.gov.uk/cms_mediafiles/gmshma_final_dec.pdf">www.agma.gov.uk/cms_mediafiles/gmshma_final_dec.pdf</a>	Y
BP 29	Gtr Mcr	Greater Manchester Town Centres: Stage 5 - A forward strategy for Greater Manchester Town Centres (Drivers Jonas Deloitte, 2010)	Currently unavailable online (copy available upon request)	Y
BP 30	Gtr Mcr	Greater Manchester Transport Fund (in momentum magazine, issue 1, September 2009) information on original scheme set up	<a href="http://www.gmptle.com/upload/library/momentum_issue1.pdf">www.gmptle.com/upload/library/momentum_issue1.pdf</a>	Y
BP 31	Gtr Mcr	Greater Manchester Transport Fund (information in AGMA Executive Board meeting papers). Ongoing - latest version as electronic copy	<a href="http://www.agma.gov.uk/executive_board/execution_board_meeting_papers/index.html">www.agma.gov.uk/executive_board/execution_board_meeting_papers/index.html</a>	Y
BP 32	Gtr Mcr	Greater Manchester Urban Historic Landscape Characterisation project	Currently unavailable online	Y
BP 33	Gtr Mcr	Greater Manchester Waste Needs Assessment (GMGU, 2007)	<a href="http://www.gmwastedpd.co.uk/docs/IN-Assessment.pdf">www.gmwastedpd.co.uk/docs/IN-Assessment.pdf</a>	Y
BP 34	Gtr Mcr	Greater Manchester's Environmental Infrastructure Needs: A strategic study (Environment Agency, 2010)	<a href="http://publications.environment-agency.gov.uk/pdf/GEHO0610BSMK-e-s.pdf">http://publications.environment-agency.gov.uk/pdf/GEHO0610BSMK-e-s.pdf</a>	Y
BP 35	Gtr Mcr	Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester 2007/8 (Arc4, 2008)	<a href="http://www.northwestplanningreview.org.uk/downloads/gtaal/AGMA%20G&amp;T%20FINAL%20REPORT%20June%202008%20Final.pdf">www.northwestplanningreview.org.uk/downloads/gtaal/AGMA%20G&amp;T%20FINAL%20REPORT%20June%202008%20Final.pdf</a>	Y
BP 36	Gtr Mcr	Land Use Planning and Public Transport (GMPTE)	<a href="http://www.gmptle.com/upload/library/Land_Use_Planning_Guide.pdf">www.gmptle.com/upload/library/Land_Use_Planning_Guide.pdf</a>	Y
BP 37	Gtr Mcr	Making Housing Count in the Manchester City Region (2007)	Currently unavailable online (copy available upon request)	Y
BP 38	Gtr Mcr	Manchester City Region Sub-Regional Action Plan 2008-2011 (Manchester Enterprises, 2007)	<a href="http://www.manchester.gov.uk/legov_downloads/WCR_Sub_Regional_Action_Plan_-_Consultation_Draft_18th_July_2007.pdf">www.manchester.gov.uk/legov_downloads/WCR_Sub_Regional_Action_Plan_-_Consultation_Draft_18th_July_2007.pdf</a>	Y
BP 39	Gtr Mcr	Manchester Hub – objectives, options and next steps (The Northern Way, 2007)	<a href="http://www.thenorthernway.co.uk/displaypagedoc.asp?id=573">www.thenorthernway.co.uk/displaypagedoc.asp?id=573</a>	Y
BP 40	Gtr Mcr	Manchester Independent Economic Review	<a href="http://www.manchester-review.org.uk/projects/view?id=720">www.manchester-review.org.uk/projects/view?id=720</a>	Y
BP 41	Gtr Mcr	On the Edge? Perceptions of Greater Manchester's Rural and Fringe Communities (GM Rural Resource Unit)	Currently unavailable online (copy available upon request)	Y
BP 42	Gtr Mcr	Prosperity for All: Greater Manchester Strategy (AGMA, August 2009)	<a href="http://neweconomymanchester.com/downloads/441-The-Greater-Manchester-Strategy-2009.pdf">http://neweconomymanchester.com/downloads/441-The-Greater-Manchester-Strategy-2009.pdf</a>	Y
BP 43	Gtr Mcr	Rural Development Programme for England - Proposal for Greater Manchester Implementation Plan (Manchester Enterprises)	<a href="http://www.mwda.co.uk/Docs/RDPE_GM%20IP_Final%20Draft_15oct2007.doc">www.mwda.co.uk/Docs/RDPE_GM%20IP_Final%20Draft_15oct2007.doc</a>	Y
BP 44	Gtr Mcr	The Manchester City Region Development Programme - Accelerating the Economic Growth of the North (2006)	Currently unavailable online (copy available upon request)	Y
BP 45	Gtr Mcr	The Manchester Multi-Area Agreement – Our city Region's proposal to Government (AGMA, 2008)	<a href="http://www.agma.gov.uk/cms_mediafiles/manchester_multi_area_agreement.pdf">www.agma.gov.uk/cms_mediafiles/manchester_multi_area_agreement.pdf</a>	Y
BP 46	Gtr Mcr	The Second Greater Manchester Local Transport Plan (LTP2)	<a href="http://www.gmlltp.co.uk/pdfs/2006/GMLTP2.pdf">www.gmlltp.co.uk/pdfs/2006/GMLTP2.pdf</a>	Y

REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 47	Gtr Mcr	Towards a Green Infrastructure Framework for Greater Manchester (TEP, 2008)	<a href="http://www.greeninfrastructurenew.co.uk/resources/1547_058_Final_Report_September_2008.pdf">www.greeninfrastructurenew.co.uk/resources/1547_058_Final_Report_September_2008.pdf</a>	Y
BP 48	Gtr Mcr	Transport Corridor Partnerships	<a href="http://www.gtrtp.co.uk/gtrtp2_html/section_113143728816.html">www.gtrtp.co.uk/gtrtp2_html/section_113143728816.html</a>	N
BP 49	Int / Euro	Air Quality Framework Directive 96/62/EC (2008)	<a href="http://www.ec.europa.eu/environment/air/quality/legislation/existing_leg.htm">www.ec.europa.eu/environment/air/quality/legislation/existing_leg.htm</a>	N
BP 50	Int / Euro	Communication of the European Commission to the Council and to the Parliament on a European Community biodiversity strategy	<a href="http://www.ec.europa.eu/environment/docum/9842sm.htm">www.ec.europa.eu/environment/docum/9842sm.htm</a>	Y
BP 51	Int / Euro	EU Sixth Environmental Action Plan (2002-2012)	<a href="http://www.ec.europa.eu/environment/newprog/intro.htm">www.ec.europa.eu/environment/newprog/intro.htm</a>	N
BP 52	Int / Euro	EU Sustainable Development Strategy (2009)	<a href="http://www.ec.europa.eu/environment/eusds/">www.ec.europa.eu/environment/eusds/</a>	N
BP 53	Int / Euro	EU Water Framework Directive (2000)	<a href="http://www.ec.europa.eu/environment/water/water-framework/index_en.html">www.ec.europa.eu/environment/water/water-framework/index_en.html</a>	N
BP 54	Int / Euro	Kyoto Protocol to the United Nations Framework Convention on Climate Change (United Nations, 1998)	<a href="http://www.unfccc.int/resource/docs/convkp/kpeng.pdf">www.unfccc.int/resource/docs/convkp/kpeng.pdf</a>	Y
BP 55	LDF	Affordable Housing Supplementary Planning Document (March 2008)	<a href="http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Aff_Housing_Adopted.pdf">www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Aff_Housing_Adopted.pdf</a>	Y
BP 56	LDF	Annual Monitoring Report (2009). Updated on an annual basis showing the position as at 1st April for each year.	<a href="http://www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf">www.rochdale.gov.uk/pdf/2010-04-30_LDF_AMR_December_2009.pdf</a>	Y
BP 57	LDF	Biodiversity and Development Supplementary Planning Document (January 2008)	<a href="http://www.rochdale.gov.uk/PDF/2008-01-28_LDF_SPD_Biodiversity_Adopted.pdf">www.rochdale.gov.uk/PDF/2008-01-28_LDF_SPD_Biodiversity_Adopted.pdf</a>	Y
BP 58	LDF	Call for sites responses as part of the Strategic Housing Land Availability Assessment	Currently unavailable online (copy available upon request)	Y
BP 59	LDF	Core Strategy - Background Paper - key evidence for the preparation of Preferred Options (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015958">http://rochdale-consult.limehouse.co.uk/file/1015958</a>	Y
BP 60	LDF	Core Strategy - Background Paper to Issues and Options report (RMBC, September 2008)	<a href="http://rochdale-consult.limehouse.co.uk/file/1231556">http://rochdale-consult.limehouse.co.uk/file/1231556</a>	Y
BP 61	LDF	Core Strategy - Consultation on Issues and Options - Statement of consultation (RMBC, September 2008)	<a href="http://rochdale-consult.limehouse.co.uk/file/1231562">http://rochdale-consult.limehouse.co.uk/file/1231562</a>	Y
BP 62	LDF	Core Strategy - Equalities Impact Assessment - Preferred Options stage (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015961">http://rochdale-consult.limehouse.co.uk/file/1015961</a>	Y
BP 63	LDF	Core Strategy - Equalities Impact Assessment - Publication Draft Stage (RMBC, November 2010)	Currently unavailable online (copy available upon request)	Y
BP 64	LDF	Core Strategy - Habitats Regulations Assessment on the Impact on European Protected Sites of the Rochdale Borough Council Core Strategy Development Plan Document (Preferred Options) (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015962">http://rochdale-consult.limehouse.co.uk/file/1015962</a>	Y
BP 65	LDF	Core Strategy - Initial Sustainability Appraisal for the six spatial options in the Core Strategy (RMBC, September 2008)	<a href="http://www.rochdale.gov.uk/pdf/2008-09-08_LDF_Core_Strategy_Issues_and_Options_Initial_SA_Six_Spatial_Options.pdf">www.rochdale.gov.uk/pdf/2008-09-08_LDF_Core_Strategy_Issues_and_Options_Initial_SA_Six_Spatial_Options.pdf</a>	Y
BP 66	LDF	Core Strategy - Issues and Options report (RMBC, September 2008)	<a href="http://www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_and_Options_Report.pdf">www.rochdale.gov.uk/PDF/2008-09-08_LDF_Core_Strategy_Issues_and_Options_Report.pdf</a>	Y
BP 67	LDF	Core Strategy - Issues and Options Report: Responses Received	<a href="http://rochdale-consult.limehouse.co.uk/portals/planning_policy/core_strategy/Issues_and_options_consultation?tab=list">http://rochdale-consult.limehouse.co.uk/portals/planning_policy/core_strategy/Issues_and_options_consultation?tab=list</a>	Y
BP 68	LDF	Core Strategy - Preferred Options Report (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015963">http://rochdale-consult.limehouse.co.uk/file/1015963</a>	Y
BP 69	LDF	Core Strategy - Preferred Options Statement of Consultation (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015965">http://rochdale-consult.limehouse.co.uk/file/1015965</a>	Y
BP 70	LDF	Core Strategy - Preferred Options Sustainability Appraisal Report (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015966">http://rochdale-consult.limehouse.co.uk/file/1015966</a>	Y

REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 71	LDF	Core Strategy - Publication Draft Stage Sustainability Appraisal Report (RMBC, September 2010)	Currently unavailable online (copy available upon request)	Y
BP 72	LDF	Core Strategy - Report on consultation Issues and Options (RMBC, October 2009)	<a href="http://rochdale-consult.limehouse.co.uk/file/1015964">http://rochdale-consult.limehouse.co.uk/file/1015964</a>	Y
BP 73	LDF	Core Strategy - Sustainability Appraisal Scoping Report (RMBC, April 2009)	Currently unavailable online (copy available upon request)	Y
BP 74	LDF	Draft Travel Planning and New Development Supplementary Planning Document (February 2009)	<a href="http://www.rochdale.gov.uk/pdf/2009-02-26_LDF_SPD_Travel.pdf">www.rochdale.gov.uk/pdf/2009-02-26_LDF_SPD_Travel.pdf</a>	Y
BP 75	LDF	East Central Rochdale Framework Supplementary Planning Document (May 2008)	<a href="http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_ECR_Adopted.pdf">www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_ECR_Adopted.pdf</a>	Y
BP 76	LDF	Energy and New Development Supplementary Planning Document (May 2008)	<a href="http://www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_Energy_Adopted.pdf">www.rochdale.gov.uk/pdf/2008-06-30_LDF_SPD_Energy_Adopted.pdf</a>	Y
BP 77	LDF	Local Development Scheme (March 2009)	<a href="http://www.rochdale.gov.uk/pdf/2009-11-26_LDF_Local_Development_Scheme_2009.pdf">www.rochdale.gov.uk/pdf/2009-11-26_LDF_Local_Development_Scheme_2009.pdf</a>	Y
BP 78	LDF	Milkstone, Deepdish and Newbold Supplementary Planning Document (September 2010)	Currently unavailable online (copy available upon request)	Y
BP 79	LDF	Oldham and Rochdale Public Realm Design Guide Supplementary Planning Document (September 2007)	<a href="http://www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf">www.rochdale.gov.uk/PDF/2008-09-12-Public-Realm-Design-Guide.pdf</a>	Y
BP 80	LDF	Oldham and Rochdale Residential Design Guide Supplementary Planning Document (September 2007)	<a href="http://www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf">www.rochdale.gov.uk/PDF/2008-09-12-Residential-Design-Guide.pdf</a>	Y
BP 81	LDF	Oldham and Rochdale Urban Design Guide Supplementary Planning Document (September 2007)	<a href="http://www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf">www.rochdale.gov.uk/PDF/2008-09-12-Urban-Design-Guide.pdf</a>	Y
BP 82	LDF	Provision of Recreational Open Space in New Housing Supplementary Planning Document (March 2008)	<a href="http://www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Open_Space_Adopted.pdf">www.rochdale.gov.uk/pdf/2008-03-18_LDF_SPD_Open_Space_Adopted.pdf</a>	Y
BP 83	LDF	Rochdale Borough Statement of Community Involvement (RMBC, October 2010)	Currently unavailable online (copy available upon request)	Y
BP 84	LDF	Rochdale MBC Strategic Housing Land Availability Assessment-as at 1st April 2008 (RMBC, 2009)	<a href="http://www.rochdale.gov.uk/pdf/2009-04-01_LDF_SHLAA_2009.pdf">www.rochdale.gov.uk/pdf/2009-04-01_LDF_SHLAA_2009.pdf</a>	Y
BP 85	LDF	Rochdale Town Centre East Area Framework Supplementary Planning Document (December 2007)	<a href="http://www.rochdale.gov.uk/PDF/2009-01-08_LDF_SPD_TCE_Adopted.pdf">www.rochdale.gov.uk/PDF/2009-01-08_LDF_SPD_TCE_Adopted.pdf</a>	Y
BP 86	Local	A Play and Free Time Strategy for the Borough of Rochdale 2007-2012 (RMBC)	Currently unavailable online (copy available upon request)	Y
BP 87	Local	A Prospectus for the Future - South Heywood (Taylor Young, 2010)	Currently unavailable online (copy available upon request)	Y
BP 88	Local	Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 1 – User Guide (2009)	<a href="http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume1_User_Guide_November_2009.pdf">www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume1_User_Guide_November_2009.pdf</a>	Y
BP 89	Local	Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 2 – Level 1 SFRA(2009)	<a href="http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume2_Level1_SFRA_November_2009.pdf">www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume2_Level1_SFRA_November_2009.pdf</a>	Y
BP 90	Local	Bury, Rochdale and Oldham Strategic Flood Risk Assessment – Volume 3 – Level 2 SFRA (2009)	<a href="http://www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume3_Level2_SFRA_November_2009.pdf">www.rochdale.gov.uk/pdf/2010-03-09_LDF_BRO_SFRA_Volume3_Level2_SFRA_November_2009.pdf</a>	Y
BP 91	Local	Children and Young People's Plan - One year interim plan 2010-2011 (Rochdale Borough Children's Trust Board, 2010)	<a href="http://www.rochdale.gov.uk/pdf/2010-04-09_Children%20and_young_peoples_plan_v1.pdf">www.rochdale.gov.uk/pdf/2010-04-09_Children%20and_young_peoples_plan_v1.pdf</a>	Y
BP 92	Local	Children and Young Peoples Plan Refresh version – July 2008-March 2010 (Rochdale Borough's Children's Trust)	<a href="http://www.rochdale.gov.uk/pdf/2008-05-06-Children-&amp;-Young-People-Plan-Refresh-v2.pdf">www.rochdale.gov.uk/pdf/2008-05-06-Children-&amp;-Young-People-Plan-Refresh-v2.pdf</a>	Y

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BP 93	Local	Cultural Forum 2009 - Overview report (RMBC, 2009)	Currently unavailable online (copy available upon request)	Y
BP 94	Local	Economic Viability of Affordable Housing Requirements (Draft Report for Rochdale Metropolitan Borough Council, Arc4, September 2010)	Currently unavailable	Y
BP 95	Local	ELR 2020 – Development Strategy (East Lancashire Railway Trust, June 2009)	<a href="http://www.bury.gov.uk/NR/rdonlyres/7490FA54-BC9F-4423-9461-39BB4DF50678/0/ELRTus2020DevStrategy050609web.pdf">www.bury.gov.uk/NR/rdonlyres/7490FA54-BC9F-4423-9461-39BB4DF50678/0/ELRTus2020DevStrategy050609web.pdf</a>	Y
BP 96	Local	Employment Land Availability Data	Recorded in the Annual Monitoring Report (BP 56)	Y
BP 97	Local	Green Space Audit of Rochdale Borough (2009)	Currently unavailable online. Database and GIS layers maintained by Strategic Planning team. See also BP 183 "Urban Greenspace in Rochdale MBC".	Y
BP 98	Local	Guidelines and Standards for Residential Development (RMBC, 1995)	<a href="http://www.rochdale.gov.uk/PDF/2009_04_15_Guidelines_Standards_for_Residential_Development.pdf">www.rochdale.gov.uk/PDF/2009_04_15_Guidelines_Standards_for_Residential_Development.pdf</a>	Y
BP 99	Local	Guidelines for Shop fronts and Associated Advertisements (RMBC, 1995)	Currently unavailable online (copy available upon request)	Y
BP 100	Local	Habitat Survey and Sites of Biological Importance (ongoing)	Currently unavailable online. Database maintained by Strategic Planning team.	Y
BP 101	Local	Heywood Distribution Park Simplified Planning Zone Scheme (RMBC, 2009)	<a href="http://www.rochdale.gov.uk/PDF/2009-09-02_Heywood_SPZ_Scheme.pdf">www.rochdale.gov.uk/PDF/2009-09-02_Heywood_SPZ_Scheme.pdf</a>	Y
BP 102	Local	Heywood Green Infrastructure Plan - draft for consultation (RMBC, August 2010)	<a href="http://www.rochdale.gov.uk/PDF/2010.07.31_Draft_Heywood_Green_Infrastructure_Plan.pdf">www.rochdale.gov.uk/PDF/2010.07.31_Draft_Heywood_Green_Infrastructure_Plan.pdf</a>	Y
BP 103	Local	Heywood Township Action Plan 2009/10 – 2011/12	Currently unavailable online (copy available upon request)	Y
BP 104	Local	Heywood Vision & Strategic Framework (Heywood NDC)	<a href="http://www.hearofheywood.org.uk/pdf/heywoodvision.pdf">www.hearofheywood.org.uk/pdf/heywoodvision.pdf</a>	Y
BP 105	Local	Household forecasts for Rochdale borough with an ethnic group dimension (CSSR, February 2006)	<a href="http://www.ccsr.ac.uk/research/documents/HouseholdForecastsforRochdaleReport.pdf">www.ccsr.ac.uk/research/documents/HouseholdForecastsforRochdaleReport.pdf</a>	Y
BP 106	Local	Increasing Life Chances and Opportunities: Rochdale Borough's Local Area Agreement Submission to GONW April 2007-March 2010	<a href="http://www.idea.gov.uk/iaio/6303421">www.idea.gov.uk/iaio/6303421</a>	Y
BP 107	Local	Joint Strategic Needs Assessment: Stroke in Rochdale Borough (May 2009)	<a href="http://www.slabsandmaps.org.uk/resource/view?resourceId=27">www.slabsandmaps.org.uk/resource/view?resourceId=27</a>	Y
BP 108	Local	Joint Strategic Needs Assessment: the Health and Wellbeing of Older People in Rochdale Borough (March 2009)	<a href="http://www.slabsandmaps.org.uk/resource/view?resourceId=26">www.slabsandmaps.org.uk/resource/view?resourceId=26</a>	Y
BP 109	Local	Joint Strategic Needs Assessment: the Health and Wellbeing of the 3% Most Deprived Lower Super Output Areas in Rochdale Borough (March 2009)	<a href="http://www.hmr.rhls.uk/userfiles/documents/JSNA_LSOA%20Report_Final.pdf">www.hmr.rhls.uk/userfiles/documents/JSNA_LSOA%20Report_Final.pdf</a>	Y
BP 110	Local	Littleborough Town Design Statement (Littleborough Civic Trust, 2005)	Currently unavailable online (copy available upon request)	Y
BP 111	Local	Local Area Agreement – Rochdale borough 2008-2011 (Pride Partnership)	<a href="http://www.pridepartnership.co.uk/pdf/LAA%202008-2011%20Refresh%202008-09%20Final%20Version.pdf">www.pridepartnership.co.uk/pdf/LAA%202008-2011%20Refresh%202008-09%20Final%20Version.pdf</a>	Y
BP 112	Local	Local Futures District Profile: A Business and Enterprise Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Business_and_Enterprise_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Business_and_Enterprise_Profile_Rochdale.pdf</a>	Y
BP 113	Local	Local Futures District Profile: A Commercial Floorspace Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Commercial_Floorspace_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Commercial_Floorspace_Profile_Rochdale.pdf</a>	Y
BP 114	Local	Local Futures District Profile: A Crime Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Crime_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Crime_Profile_Rochdale.pdf</a>	Y
BP 115	Local	Local Futures District Profile: A Deprivation Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Deprivation_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Deprivation_Profile_Rochdale.pdf</a>	Y
BP 116	Local	Local Futures District Profile: A Health Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Health_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Health_Profile_Rochdale.pdf</a>	Y
BP 117	Local	Local Futures District Profile: A Household Structure Profile of Rochdale	<a href="http://www.nwrtu.co.uk/PDF/Households_Profile_Rochdale.pdf">www.nwrtu.co.uk/PDF/Households_Profile_Rochdale.pdf</a>	Y
BP 118	Local	Local Futures District Profile: A Housing Profile of Rochdale	Currently unavailable online (copy available upon request)	Y

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BP 119	Local	Local Futures District Profile: A Labour Market Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Labour_Market_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Labour_Market_Profile_Rochdale.pdf</a>	Y
BP 120	Local	Local Futures District Profile: A Migration and Change Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Migration_and_Change_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Migration_and_Change_Profile_Rochdale.pdf</a>	Y
BP 121	Local	Local Futures District Profile: A Prosperity Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Prosperity_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Prosperity_Profile_Rochdale.pdf</a>	Y
BP 122	Local	Local Futures District Profile: A Skills and Qualifications Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Skills_and_Qualifications_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Skills_and_Qualifications_Profile_Rochdale.pdf</a>	Y
BP 123	Local	Local Futures District Profile: A Transport and Connectivity Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Transport_and_Connectivity_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Transport_and_Connectivity_Profile_Rochdale.pdf</a>	Y
BP 124	Local	Local Futures District Profile: An Age Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Age_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Age_Profile_Rochdale.pdf</a>	Y
BP 125	Local	Local Futures District Profile: An Amenities Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Amenities_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Amenities_Profile_Rochdale.pdf</a>	Y
BP 126	Local	Local Futures District Profile: An Economic Performance Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Economic_Performance_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Economic_Performance_Profile_Rochdale.pdf</a>	Y
BP 127	Local	Local Futures District Profile: An Environment Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Environment_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Environment_Profile_Rochdale.pdf</a>	Y
BP 128	Local	Local Futures District Profile: An Ethnicity Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Ethnicity_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Ethnicity_Profile_Rochdale.pdf</a>	Y
BP 129	Local	Local Futures District Profile: An Industrial Structure Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Industrial_Structure_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Industrial_Structure_Profile_Rochdale.pdf</a>	Y
BP 130	Local	Local Futures District Profile: An Occupations Profile of Rochdale	<a href="http://www.nwrfu.co.uk/PDF/Occupations_Profile_Rochdale.pdf">www.nwrfu.co.uk/PDF/Occupations_Profile_Rochdale.pdf</a>	Y
BP 131	Local	Local Improvement Finance Trust Information	<a href="http://www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/NHS/LIFT/DH_091676">www.dh.gov.uk/en/Procurementandproposals/Publicprivatepartnership/NHS/LIFT/DH_091676</a>	N
BP 132	Local	Memorandum of understanding between Rochdale MBC and Sustrans for the Rochdale Greenways Connect 2 scheme	Currently unavailable online (copy available upon request)	Y
BP 133	Local	Middleton Town Centre Spatial Masterplan	<a href="http://www.rochdale.gov.uk/PDF/middleton_masterplan.pdf">www.rochdale.gov.uk/PDF/middleton_masterplan.pdf</a>	Y
BP 134	Local	Middleton Township Plan 2008-2011	Currently unavailable online (copy available upon request)	Y
BP 135	Local	National Land Use Database (Maintained by Strategic Planning, RMBC)	Currently unavailable online. GIS layer and database. Updated annually to reflect the position as at April 1st for each year.	Y
BP 136	Local	North East of Greater Manchester – proposed LIFT centres	Currently unavailable online (copy available upon request)	Y
BP 137	Local	Oldham and Rochdale Economic and Skills Alliances: 10 year strategy (ORESA, 2007)	<a href="http://www.oresa.org.uk/ORESA_Strategy_07.pdf">www.oresa.org.uk/ORESA_Strategy_07.pdf</a>	Y
BP 138	Local	Oldham Rochdale HMR Pathfinder Heritage Assessment - Inner Rochdale Final Report (March 2008)	Currently unavailable online (copy available upon request)	Y
BP 139	Local	Oldham Rochdale HMR Pathfinder Heritage Assessment - Middleton Final Report (September 2008)	Currently unavailable online (copy available upon request)	Y
BP 140	Local	Oldham Rochdale HMR Pathfinder Heritage Assessment Executive Summary (September 2008)	<a href="http://www.oldhamrochdalehmr.co.uk/index.php/download_file/view/69">www.oldhamrochdalehmr.co.uk/index.php/download_file/view/69</a>	Y
BP 141	Local	Pennines Township Plan 2008-2011	Currently unavailable online (copy available upon request)	Y
BP 142	Local	Promoting Tourism and Business in the Pennines Township (Programme for local event) (2010)	Currently unavailable online (copy available upon request)	Y
BP 143	Local	Public Health Annual Report 2008 for the borough of Rochdale: Joint Strategic Needs Assessment of life expectancy (May 2008)	<a href="http://www.hmr.nhs.uk/userfiles/documents/Annual%20Reports/5-386.pdf">www.hmr.nhs.uk/userfiles/documents/Annual%20Reports/5-386.pdf</a>	Y
BP 144	Local	Rochdale Borough Community Cohesion Strategy 2007-2010	Currently unavailable online (copy available upon request)	Y

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BP 145	Local	Rochdale Borough Cultural Forum 2009 – Overview Report	Currently unavailable online (copy available upon request)	Y
BP 146	Local	Rochdale Borough Profile 2009	<a href="http://www.statsandmaps.org.uk/resource/view?resourceId=15">www.statsandmaps.org.uk/resource/view?resourceId=15</a>	Y
BP 147	Local	Rochdale Borough Public Art Strategy (RMBC, June 2009)	<a href="http://www.rochdale.gov.uk/pdf/2010-07-19_Public_Art_Strategy_June_2010.pdf">www.rochdale.gov.uk/pdf/2010-07-19_Public_Art_Strategy_June_2010.pdf</a>	Y
BP 148	Local	Rochdale Borough Renaissance Masterplan (Rochdale LSP, March 2005)	<a href="http://www.rochdale.gov.uk/pdf/2006-11-23_Rochdale_Masterplan_v1.pdf">www.rochdale.gov.uk/pdf/2006-11-23_Rochdale_Masterplan_v1.pdf</a>	Y
BP 149	Local	Rochdale Borough Renaissance Masterplan Refresh- Final Draft (RMBC, 2009)	Currently unavailable online (copy available upon request)	Y
BP 150	Local	Rochdale Borough Strategic Housing Market Assessment 2010 - Working draft (RMBC, 2010)	Currently unavailable online (copy available upon request)	Y
BP 151	Local	Rochdale Borough Strategy for Older People 2005-2009 (Rochdale Borough LLSF)	<a href="http://www.rochdale.gov.uk/PDF/2007-06-05-Rochdale-Borough-Strategy-for-Older-People.pdf">www.rochdale.gov.uk/PDF/2007-06-05-Rochdale-Borough-Strategy-for-Older-People.pdf</a>	Y
BP 152	Local	Rochdale Borough Supporting People Strategy 2008-2011 (RMBC)	<a href="http://www.sphweb.org.uk/NR/rdonlyres/75459372-5EE2-4474-A8A0-997F1BC0EA12/15719/Supportingpeoplestrategyfinalversion.rtf">www.sphweb.org.uk/NR/rdonlyres/75459372-5EE2-4474-A8A0-997F1BC0EA12/15719/Supportingpeoplestrategyfinalversion.rtf</a>	Y
BP 153	Local	Rochdale Borough Townships Profile 2008 (RMBC)	<a href="http://www.statsandmaps.org.uk/resource/view?resourceId=16">www.statsandmaps.org.uk/resource/view?resourceId=16</a>	Y
BP 154	Local	Rochdale Borough Transport Strategy (RMBC, June 2010)	<a href="http://www.rochdale.gov.uk/PDF/2010-07-19_Transport_Strategy_June_2010.pdf">www.rochdale.gov.uk/PDF/2010-07-19_Transport_Strategy_June_2010.pdf</a>	Y
BP 155	Local	Rochdale Borough Unitary Development Plan (Adopted June 2006)	<a href="http://www.cattopius.co.uk/rochdale/">www.cattopius.co.uk/rochdale/</a>	Y
BP 156	Local	Rochdale Brownfield Land Strategy (Draft, ARUP, 2010)	Currently unavailable online	Y
BP 157	Local	Rochdale Canal Corridor Regeneration Strategy	Currently unavailable online	Y
BP 158	Local	Rochdale Health Profile (NHS, 2007)	Currently unavailable online (copy available upon request)	Y
BP 159	Local	Rochdale Health Profile (NHS, 2010)	<a href="http://www.statsandmaps.org.uk/resource/view?resourceId=23">www.statsandmaps.org.uk/resource/view?resourceId=23</a>	Y
BP 160	Local	Rochdale MBC Air Quality Local Strategy and Action Plan	Currently unavailable online (copy available upon request)	Y
BP 161	Local	Rochdale MBC Building Schools for the Future	<a href="http://www.rochdale.gov.uk/education_and_learning/schools_and_colleges/building_schools_for_the_future.aspx">www.rochdale.gov.uk/education_and_learning/schools_and_colleges/building_schools_for_the_future.aspx</a>	N
BP 162	Local	Rochdale MBC Contaminated Land Strategy (and the redevelopment of brown field land)	<a href="http://www.rochdale.gov.uk/council_and_democracy/policies_and_plans/contaminated_land_strategy.aspx">www.rochdale.gov.uk/council_and_democracy/policies_and_plans/contaminated_land_strategy.aspx</a>	Y
BP 163	Local	Rochdale MBC Cultural Strategy (2003-2008)	Currently unavailable online (copy available upon request)	Y
BP 164	Local	Rochdale MBC Economic Strategy (Rochdale Borough Economic Partnership, 2008)	<a href="http://www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf">www.rochdale.gov.uk/pdf/REDS%20Reduced%20File%20Size.pdf</a>	Y
BP 165	Local	Rochdale MBC Employment Land Study (2008)	<a href="http://www.rochdale.gov.uk/pdf/2010-02-16_LDF_Rochdale_Employment_Land_Study_July_2008.pdf">www.rochdale.gov.uk/pdf/2010-02-16_LDF_Rochdale_Employment_Land_Study_July_2008.pdf</a>	Y
BP 166	Local	Rochdale MBC Health and Well Being Strategy 2009-2011 (2008)	Currently unavailable online (copy available upon request)	Y
BP 167	Local	Rochdale MBC Heritage at Risk register	Currently unavailable online (copy available upon request)	Y
BP 168	Local	Rochdale MBC Housing Needs Study Update (2007)	Currently unavailable online (copy available upon request)	Y
BP 169	Local	Rochdale MBC Housing Strategy 2006 - 2010	<a href="http://www.rochdale.gov.uk/PDF/2008-08-06_Housing_Strategy_v2.pdf">www.rochdale.gov.uk/PDF/2008-08-06_Housing_Strategy_v2.pdf</a>	Y
BP 170	Local	Rochdale MBC Movement and Accessibility Study (Mouchel, 2009)	Currently unavailable online (copy available upon request)	Y
BP 171	Local	Rochdale MBC Primary Capital Programme – Strategy for Change Final Consultation Draft (March 2008)	<a href="http://www.rochdale.gov.uk/PDF/2008-03-28-Primary-Capital-Programme_draft-Strategy.pdf">www.rochdale.gov.uk/PDF/2008-03-28-Primary-Capital-Programme_draft-Strategy.pdf</a>	Y
BP 172	Local	Rochdale MBC Retail Expenditure Study (White Young Green, 2006)	<a href="http://www.rochdale.gov.uk/PDF/2010-04-14_LDF_Retail_Study_Full_June_2006.pdf">www.rochdale.gov.uk/PDF/2010-04-14_LDF_Retail_Study_Full_June_2006.pdf</a>	Y



REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 173	Local	Rochdale MBC Retail Expenditure Study Addendum Report (White Young Green, 2006)	<a href="http://www.rochdale.gov.uk/pdf/2010-04-14_LDF_Retail_Study_Addendum_Nov_2007.pdf">http://www.rochdale.gov.uk/pdf/2010-04-14_LDF_Retail_Study_Addendum_Nov_2007.pdf</a>	Y
BP 174	Local	Rochdale MBC School Organisation Plan update 2010-2015 (2010)	Currently unavailable online (copy available upon request)	Y
BP 175	Local	Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2009 (October 2009)	<a href="http://www.rochdale.gov.uk/pdf/2009-11-03_LDF_SHLAA_April_2009.pdf">www.rochdale.gov.uk/pdf/2009-11-03_LDF_SHLAA_April_2009.pdf</a>	Y
BP 176	Local	Rochdale MBC Strategic Housing Land Availability Assessment - as at April 2010 (November, 2010)	Currently unavailable online (copy available upon request)	Y
BP 177	Local	Rochdale MBC Sustainable Community Strategy - 'Pride Of Place' 2007-2010	<a href="http://www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf">www.rochdale.gov.uk/PDF/2009-01-22-pride-of-place-v3.pdf</a>	Y
BP 178	Local	Rochdale MBC Urban Potential Study (2005)	Currently unavailable online (copy available upon request)	Y
BP 179	Local	Rochdale MBC Visitor Strategy 2008-2012 (RMBC, 2008)	Currently unavailable online (copy available upon request)	Y
BP 180	Local	Rochdale MBC 'Aiming High' - The Strategic Plan for Rochdale Borough 2007-2010	<a href="http://www.rochdale.gov.uk/PDF/2008-04-17-Aiming-High-all.pdf">www.rochdale.gov.uk/PDF/2008-04-17-Aiming-High-all.pdf</a>	Y
BP 181	Local	Rochdale Retail and Town Centres Study (Nathaniel Lichfield and Partners, 2010) (Draft)	Currently unavailable online (copy available upon request)	Y
BP 182	Local	Rochdale Town Centre Masterplan - Final draft for consultation (RMBC, 2009)	Currently unavailable online (copy available upon request)	Y
BP 183	Local	Rochdale Township Plan 2008-2011	Currently unavailable online (copy available upon request)	Y
BP 184	Local	Safer Communities Plan 2008-2011 (Rochdale Safer Communities Partnership)	<a href="http://www.rochdale.gov.uk/pdf/Safer_Communities_strategy_2008-2011.pdf">www.rochdale.gov.uk/pdf/Safer_Communities_strategy_2008-2011.pdf</a>	Y
BP 185	Local	South Heywood Economic Corridor: Transport Assessment - M62 J19 Operational assessment report (Mouchel, 2010) (model to test the operation of J19 M62)	Currently unavailable online (copy available upon request)	Y
BP 186	Local	South Heywood Economic Corridor: Transport Assessment - Model development report (Mouchel, 2010)	Currently unavailable online (copy available upon request)	Y
BP 187	Local	South Heywood Economic Corridor: Transport Assessment - Sustainable transport scope for Heywood (Mouchel, 2010)	Currently unavailable online (copy available upon request)	Y
BP 188	Local	South Heywood Feasibility Study (Pennine Land and BNP Paribas Real Estate, 2010)	Currently unavailable online (copy available upon request)	Y
BP 189	Local	South Heywood Link Road Proposal - Plisworth Road to J19 M62 (plan showing proposed link road and junction design) (2010)	Currently unavailable online (copy available upon request)	Y
BP 190	Local	Transport Statistics Rochdale 2008 (AGMA, Greater Manchester Transportation Unit, 2009)	<a href="http://www.gmtu.gov.uk/reports/transport2008/GMTU_Report_1481_Transport_Statistics_Rochdale_2008_no_appendices.pdf">www.gmtu.gov.uk/reports/transport2008/GMTU_Report_1481_Transport_Statistics_Rochdale_2008_no_appendices.pdf</a>	Y
BP 191	Local	Transport Statistics Rochdale 2008, November 2009, GMTU Report no 1481	<a href="http://www.gmtu.gov.uk/reports/transport2008/GMTU_Report_1481_Transport_Statistics_Rochdale_2008_no_appendices.pdf">www.gmtu.gov.uk/reports/transport2008/GMTU_Report_1481_Transport_Statistics_Rochdale_2008_no_appendices.pdf</a>	Y
BP 192	Local	Transport Statistics Rochdale 2009, September 2010, GMTU Report no 1585	<a href="http://www.gmtu.gov.uk/reports/transport2009/GMTU%20Report%201585%20Transport%20Statistics%20Rochdale%202009%20main%20report.pdf">www.gmtu.gov.uk/reports/transport2009/GMTU%20Report%201585%20Transport%20Statistics%20Rochdale%202009%20main%20report.pdf</a>	Y
BP 193	Local	Urban Greenspace in Rochdale MBC - A quantitative and qualitative assessment, final draft (TEP, March 2008)	<a href="http://www.rochdale.gov.uk/PDF/2010-04-21_LDF_Assessment_Urban_Greenspaces_March_2008.pdf">www.rochdale.gov.uk/PDF/2010-04-21_LDF_Assessment_Urban_Greenspaces_March_2008.pdf</a>	Y
BP 194	National	Active People Survey (Sport England, 2009)	<a href="http://www.sportengland.org/research/active_people_survey/active_people_survey_3.aspx?sortBy=alpha&amp;pageNum=1">www.sportengland.org/research/active_people_survey/active_people_survey_3.aspx?sortBy=alpha&amp;pageNum=1</a>	Y
BP 195	National	Adapting to Climate Change - UK Climate Projections (Defra, June 2009)	<a href="http://www.defra.gov.uk/environment/climate/documents/uk-climate-projections.pdf">www.defra.gov.uk/environment/climate/documents/uk-climate-projections.pdf</a>	Y

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BP 196	National	Air Quality Strategy For England, Scotland, Wales And Northern Ireland (Defra, 2007)	<a href="http://www.defra.gov.uk/environment/quality/air/airquality/strategy/index.htm">www.defra.gov.uk/environment/quality/air/airquality/strategy/index.htm</a>	Y
BP 197	National	Barker Review Of Land Use Planning – Final Report Recommendations (2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/154265.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/154265.pdf</a>	Y
BP 198	National	Biodiversity and Geological Conservation – Statutory obligations and their impact within the planning system (ODPM Circular 06/05, 2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147570.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147570.pdf</a>	Y
BP 199	National	Building a Greener Future: Towards zero carbon development (CLG, 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/153125.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/153125.pdf</a>	Y
BP 200	National	Building for Life standards – ‘a better place to live’ (CABE/Home Builders Federation)	<a href="http://www.cabe.org.uk/files/building-for-life-standard-a-better-place-to-live.pdf">www.cabe.org.uk/files/building-for-life-standard-a-better-place-to-live.pdf</a>	Y
BP 201	National	By Design – Urban Design in the Planning System – Towards Better Practice (CABE, 2000)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/158490.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/158490.pdf</a>	Y
BP 202	National	Carbon Budgets Fact Sheet (HM Government, 2009)	Currently unavailable online (copy available upon request)	Y
BP 203	National	Circular 01/2006 - ‘Planning for Gypsy and Traveller Caravan sites’ (ODPM, 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulargypsytraveller.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/circulargypsytraveller.pdf</a>	Y
BP 204	National	Circular 04/2007 - ‘Planning for Travelling Showpeople’ (CLG, 2007)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulartravellingshowpeople.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/circulartravellingshowpeople.pdf</a>	Y
BP 205	National	Climate Change Act 2008	<a href="http://www.decc.gov.uk/en/content/cms/legislation/cca_act_08/cca_act_08.aspx">www.decc.gov.uk/en/content/cms/legislation/cca_act_08/cca_act_08.aspx</a>	N
BP 206	National	Climate Change and the Historic Environment (English Heritage)	<a href="http://www.english-heritage.org.uk/publications/climate-change-and-the-historic-environment/climate-change.pdf">www.english-heritage.org.uk/publications/climate-change-and-the-historic-environment/climate-change.pdf</a>	Y
BP 207	National	Climate Change: the UK Programme (HM Government, 2006)	<a href="http://www.decc.gov.uk/en/content/cms/what_we_do/change_energy/tackling_clima/programme/programme.aspx">www.decc.gov.uk/en/content/cms/what_we_do/change_energy/tackling_clima/programme/programme.aspx</a>	Y
BP 208	National	Code For Sustainable Homes: A Step Change In Sustainable Home Building Practice (DCLG, December 2006)	<a href="http://www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf">www.planningportal.gov.uk/uploads/code_for_sust_homes.pdf</a>	Y
BP 209	National	Code for Sustainable Homes: Setting the Standard in Sustainability for New Homes (DCLG, February 2008)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/codesustainablestandard.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/codesustainablestandard.pdf</a>	Y
BP 210	National	Community Energy: Urban Planning for a Low Carbon Future (Town and Country Planning Association, 2008)	<a href="http://www.tcpa.org.uk/data/files/cseg.pdf">www.tcpa.org.uk/data/files/cseg.pdf</a>	Y
BP 211	National	Compulsory Purchase And The Criche Down Rules (ODPM Circular 06/04)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/142928.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/142928.pdf</a>	Y
BP 212	National	Compulsory Purchase Orders (ODPM Circular 02/03)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/156360.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/156360.pdf</a>	Y
BP 213	National	Conservation Principles: Policies And Guidance (English Heritage, April 2008)	<a href="http://www.english-heritage.org.uk/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplesguidanceapr08web.pdf/">www.english-heritage.org.uk/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplesguidanceapr08web.pdf/</a>	Y
BP 214	National	Core Strategy Policy Examples of the Promotion of Sport and Active Recreation (Sport England, 2008)	<a href="http://www.sportengland.org/facilities_planning/doc.aspx?docid=475d1a-16ab-44e8-8fa6-058b6989dca&amp;version=1">www.sportengland.org/facilities_planning/doc.aspx?docid=475d1a-16ab-44e8-8fa6-058b6989dca&amp;version=1</a>	Y
BP 215	National	Creating strong, safe and prosperous communities - statutory guidance (HM Government, 2008)	<a href="http://www.communities.gov.uk/documents/localgovernment/pdf/865397.pdf">www.communities.gov.uk/documents/localgovernment/pdf/865397.pdf</a>	Y
BP 216	National	Definition of Zero Carbon Homes and Non-Domestic Buildings (CLG, 2008)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/1101177.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/1101177.pdf</a>	Y
BP 217	National	Defra Noise Maps	<a href="http://services.defra.gov.uk/wps/jportal/noise">http://services.defra.gov.uk/wps/jportal/noise</a>	N
BP 218	National	Delivering a Sustainable Railway (Department for Transport, 2007)	<a href="http://www.dft.gov.uk/pgr/rail/whitepaper/cm7176/">www.dft.gov.uk/pgr/rail/whitepaper/cm7176/</a>	Y
BP 219	National	Delivering a Sustainable Transport System: main report (Department for Transport, 2008)	<a href="http://www.lifshare.com/business/pdfs/DfT%20-%20Delivering%20a%20Sustainable%20Transport%20-%20%202008.pdf">www.lifshare.com/business/pdfs/DfT%20-%20Delivering%20a%20Sustainable%20Transport%20-%20%202008.pdf</a>	Y

REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 220	National	Delivering Travel Plans through the Planning Process (Addison & Associates, September 2008)	<a href="http://www.dft.gov.uk/sgp/sustainabletravelplans/tpp/goodpractice-researchreport.pdf">www.dft.gov.uk/sgp/sustainabletravelplans/tpp/goodpractice-researchreport.pdf</a>	Y
BP 221	National	Department of Energy and Climate Change – UK Heat Map	<a href="http://chp.decc.gov.uk/heatmap/">http://chp.decc.gov.uk/heatmap/</a>	N
BP 222	National	Diabetes and Deprivation: The Facts (IDEA, 2009)	<a href="http://www.idea.gov.uk/idc/core/page.do?pageId=13000756">www.idea.gov.uk/idc/core/page.do?pageId=13000756</a>	N
BP 223	National	Forestry Act 1967 (Chapter 10)	<a href="http://www.ogs.gov.uk/RevisedStatutes/Acts/ukpga/1967/cupgpa_19670010_en_1">www.ogs.gov.uk/RevisedStatutes/Acts/ukpga/1967/cupgpa_19670010_en_1</a>	N
BP 224	National	General Quality Assessment of Rivers – Biology (Environment Agency)	<a href="http://www.environment-agency.gov.uk/research/library/publications/40909.aspx">www.environment-agency.gov.uk/research/library/publications/40909.aspx</a>	Y
BP 225	National	Good Practice Guide on Planning for Tourism (DCLG, 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf</a>	Y
BP 226	National	Guidance on Local Transport Plans (Department for Transport, July 2009) (LTP 3 Guidance)	<a href="http://www.dft.gov.uk/adbepdf/165237/ltp-guidance.pdf">www.dft.gov.uk/adbepdf/165237/ltp-guidance.pdf</a>	Y
BP 227	National	Guidance on Transport Assessments (Department for Transport, March 2007)	<a href="http://www.dft.gov.uk/sgp/regionaltransportassessments/guidanceonta">www.dft.gov.uk/sgp/regionaltransportassessments/guidanceonta</a>	Y
BP 228	National	Hallmarks of a Sustainable City (CABE, 2009)	<a href="http://www.cabe.org.uk/files/hallmarks-of-a-sustainable-city.pdf">www.cabe.org.uk/files/hallmarks-of-a-sustainable-city.pdf</a>	Y
BP 229	National	Homes For The Future: More Affordable, More Sustainable - Housing Green Paper (DCLG, 2007)	<a href="http://www.communities.gov.uk/documents/housing/pdf/439986.pdf">www.communities.gov.uk/documents/housing/pdf/439986.pdf</a>	Y
BP 230	National	How to do Local Economic Assessments – Consultation Draft (IDEA, 2009)	<a href="http://www.pas.gov.uk/pas/aio/124922">www.pas.gov.uk/pas/aio/124922</a>	Y
BP 231	National	Index of Multiple Deprivation 2007 (DCLG)	<a href="http://www.communities.gov.uk/documents/communities/pdf/733520.pdf">www.communities.gov.uk/documents/communities/pdf/733520.pdf</a>	Y
BP 232	National	Inland Waterways: Unlocking the potential and securing the potential of inland waterways through the planning system (TCPA and British Waterways, 2009)	<a href="http://www.bpa.org.uk/data/files/waterways.pdf">www.bpa.org.uk/data/files/waterways.pdf</a>	Y
BP 233	National	Local Development Frameworks: Examining Development Plan Documents, soundness Guidance (The Planning Inspectorate, August 2009)	<a href="http://www.planning-inspectorate.gov.uk/pins/appeals/local_dev/ldf_testing_soundness_feb10.pdf">www.planning-inspectorate.gov.uk/pins/appeals/local_dev/ldf_testing_soundness_feb10.pdf</a>	Y
BP 234	National	Local Economic Assessments: Draft Statutory Guidance (DCLG, 2009)	<a href="http://www.communities.gov.uk/documents/localgovernment/pdf/1314939.pdf">www.communities.gov.uk/documents/localgovernment/pdf/1314939.pdf</a>	Y
BP 235	National	Low Emissions Strategies – using the planning system to reduce transport emissions: Good practice guidance (Consultation draft) (Beacons Low Emissions Strategies Group, June 2008)	<a href="http://www.lowemissionsstrategies.org/downloads/LES_Good_Practice_Guide_2010.pdf">www.lowemissionsstrategies.org/downloads/LES_Good_Practice_Guide_2010.pdf</a>	Y
BP 236	National	Making Design Policy Work – How To Deliver Good Design Through Your Local Development Framework (CABE, June 2005)	<a href="http://www.cabe.org.uk/files/making-design-policy-work.pdf">www.cabe.org.uk/files/making-design-policy-work.pdf</a>	Y
BP 237	National	Making it better: for mother and baby (Department for Health)	<a href="http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/documents/digitalasset/dh_065128.pdf">www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/documents/digitalasset/dh_065128.pdf</a>	Y
BP 238	National	Making Residential Travel Plans Work (Department for Transport, June 2007)	<a href="http://web.archive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/sgp/sustainabletravelplans/tpp/mrtpw.pdf">http://web.archive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/sgp/sustainabletravelplans/tpp/mrtpw.pdf</a>	Y
BP 239	National	Managing Transport Noise in cities - Noise mapping and action planning (Environmental Protection UK, 2009)	<a href="http://www.environmental-protection.org.uk/assets/library/documents/Transport_Noise_Letter_England.pdf">www.environmental-protection.org.uk/assets/library/documents/Transport_Noise_Letter_England.pdf</a>	Y
BP 240	National	Meeting the Energy Challenge – A White Paper on Energy (HM Government, 2007)	<a href="http://www.berr.gov.uk/files/file39387.pdf">www.berr.gov.uk/files/file39387.pdf</a>	Y
BP 241	National	Mini Stern for Manchester (Deloitte, 2008)	<a href="http://www.deloitte.com/assets/Dcom-UnitedKingdom/Local/20/Assets/Documents/UK_GPS_Ministern.pdf">www.deloitte.com/assets/Dcom-UnitedKingdom/Local/20/Assets/Documents/UK_GPS_Ministern.pdf</a>	Y
BP 242	National	National and Regional Guidelines for Aggregates Provision in England: 2001-2016 (ODPM, 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/aggregatesprovisionletter.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/aggregatesprovisionletter.pdf</a>	Y

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BP 243	National	Natural Environment and Rural Communities Act 2006 – Section 40 Duty to conserve biodiversity	<a href="http://www.ops.gov.uk/acts/acts2006/pdf/ukpga_20060016_en.pdf">www.ops.gov.uk/acts/acts2006/pdf/ukpga_20060016_en.pdf</a>	Y
BP 244	National	NOMIS (Statistical information provided by the Office for National Statistics)	<a href="http://www.nomisweb.co.uk/reports/impla/2038432045/report.aspx">www.nomisweb.co.uk/reports/impla/2038432045/report.aspx</a>	N
BP 245	National	Paved with Gold: the real value of good street design (CABE, 2007)	<a href="http://www.cabe.org.uk/files/paved-with-gold.pdf">www.cabe.org.uk/files/paved-with-gold.pdf</a>	Y
BP 246	National	Place Survey 2008, England (DCLG, 2009)	<a href="http://www.communities.gov.uk/documents/statistics/pdf/1326142.pdf">www.communities.gov.uk/documents/statistics/pdf/1326142.pdf</a>	Y
BP 247	National	Placemaking (Resource for Urban Design Information)	<a href="http://www.rudi.net/files/placemaking-web-b.pdf">www.rudi.net/files/placemaking-web-b.pdf</a>	Y
BP 248	National	Planning and Compulsory Purchase Act 2004	<a href="http://www.ops.gov.uk/acts/acts2004/pdf/ukpga_20040005_en.pdf">www.ops.gov.uk/acts/acts2004/pdf/ukpga_20040005_en.pdf</a>	Y
BP 249	National	Planning and Design for Outdoor Sport and Play (Fields in Trust)	<a href="http://www.fieldsintrust.org/index.php?option=com_content&amp;view=article&amp;id=128&amp;Itemid=157">www.fieldsintrust.org/index.php?option=com_content&amp;view=article&amp;id=128&amp;Itemid=157</a>	Y
BP 250	National	Planning and Energy Act 2008	<a href="http://www.legislation.gov.uk/ukpga/2008/21/section/1">www.legislation.gov.uk/ukpga/2008/21/section/1</a>	N
BP 251	National	Planning For A Sustainable Future White Paper (2007)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningsustainablefuture.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningsustainablefuture.pdf</a>	Y
BP 252	National	Planning for Healthy Communities (Planning Advisory Service, 2007)	<a href="http://www.idea.gov.uk/idc/core/page.do?pageId=6090900">www.idea.gov.uk/idc/core/page.do?pageId=6090900</a>	N
BP 253	National	Planning Obligations (ODPM Circular 05/2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf</a>	Y
BP 254	National	Progress Report on Gypsy and Traveller Policy (DCLG, 2009)	<a href="http://www.communities.gov.uk/documents/housing/doc/1302771">www.communities.gov.uk/documents/housing/doc/1302771</a>	Y
BP 255	National	Public Art and the Planning System and Process in England (Ma, 2007)	Currently unavailable online (copy available upon request)	Y
BP 256	National	Rising to the Challenge: a climate change action plan for England's North West 2007-2009	<a href="http://nwda.eu/pdf/Climale%20Change%20CC.pdf">http://nwda.eu/pdf/Climale%20Change%20CC.pdf</a>	Y
BP 257	National	Safer Places - The planning system and crime prevention (ODPM, 2004)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147627.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147627.pdf</a>	Y
BP 258	National	Securing The Future: Delivering the UK Sustainable Development Strategy (2005)	<a href="http://www.eef.org.uk/NR/rdonlyres/03353840-647F-40A7-8BA7-FAD7C5116613/3524/Exec20Sumsecuringthefuture.pdf">www.eef.org.uk/NR/rdonlyres/03353840-647F-40A7-8BA7-FAD7C5116613/3524/Exec20Sumsecuringthefuture.pdf</a>	Y
BP 259	National	Smarter Choices – Changing the Way We Travel (Department for Transport, June 2005)	<a href="http://www.dft.gov.uk/pgr/sustainable/smarterchoices/cww/">www.dft.gov.uk/pgr/sustainable/smarterchoices/cww/</a>	N
BP 260	National	Sustainable Communities: People, Places And Prosperity (HM Government, 2005)	<a href="http://www.communities.gov.uk/documents/corporate/pdf/people-places-prosperity.pdf">www.communities.gov.uk/documents/corporate/pdf/people-places-prosperity.pdf</a>	Y
BP 261	National	Sustainable Development: the key to tackling health inequalities (Sustainable Development Commission, February 2010)	<a href="http://www.sd-commission.org.uk/publications/downloads/health_inequalities.pdf">www.sd-commission.org.uk/publications/downloads/health_inequalities.pdf</a>	Y
BP 262	National	The Community Infrastructure Levy (DCLG, 2008)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/communityinfrastructurelevy.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/communityinfrastructurelevy.pdf</a>	Y
BP 263	National	The Conservation (Natural Habitats & c) Regulations, 1994 Statutory Instrument 1994 no.2716	<a href="http://www.ops.gov.uk/si/si1994/ksi_19942716_en_1.htm">www.ops.gov.uk/si/si1994/ksi_19942716_en_1.htm</a>	N
BP 264	National	The Eddington Transport Study – Executive Summary (Sir Rod Eddington, December 2006)	Currently unavailable online (copy available upon request)	Y
BP 265	National	The NHS Plan: A Plan for Investment, A Plan for Reform (NHS, 2000)	Currently unavailable online (copy available upon request)	Y
BP 266	National	The Nottingham Declaration on Climate Change (The Energy Trust, November 2007)	<a href="http://www.energysavingtrust.org.uk/nottingham/Nottingham-Declaration/The-Declaration/About-the-Declaration">www.energysavingtrust.org.uk/nottingham/Nottingham-Declaration/The-Declaration/About-the-Declaration</a>	Y
BP 267	National	The Rural Development Programme for England 2007-2013 (DEFRA)	<a href="http://www.defra.gov.uk/rural/documents/rdpe/rdpe-sum.pdf">www.defra.gov.uk/rural/documents/rdpe/rdpe-sum.pdf</a>	Y
BP 268	National	The Stern Review Of Economics of Climate Change – Executive Summary (2006)	<a href="http://www.hm-treasury.gov.uk/stern_review_report.htm">www.hm-treasury.gov.uk/stern_review_report.htm</a>	Y

REF CODE	TYPE	DOCUMENT	WEB LINK	ELECTRONIC / PAPER COPY AVAILABLE
BP 269	National	The UK Low Carbon Transition Plan: National Strategy for Climate and Energy (OFSI, 2009)	<a href="http://www.decc.gov.uk/assets/decc/white%20paper%20on%20low%20carbon%20transition%20plan%20wp091_20090724153238_e_@_lowcarbontransitionplan.pdf">www.decc.gov.uk/assets/decc/white%20paper%20on%20low%20carbon%20transition%20plan%20wp091_20090724153238_e_@_lowcarbontransitionplan.pdf</a>	Y
BP 270	National	Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (Department for Transport, October 2007)	<a href="http://web.archive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/html/sustainabletranssys?page=2">http://web.archive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/html/sustainabletranssys?page=2</a>	Y
BP 271	National	UK Climate Change Projections 2009 (UKCIP)	<a href="http://ukclimateprojections.defra.gov.uk/content/view/full/8245171">http://ukclimateprojections.defra.gov.uk/content/view/full/8245171</a>	N
BP 272	National	Waste Strategy Annual Progress Report 2008/09 (Defra, 2009)	<a href="http://www.defra.gov.uk/environment/waste/strategy/documents/waste-strategy-report-08-09.pdf">www.defra.gov.uk/environment/waste/strategy/documents/waste-strategy-report-08-09.pdf</a>	Y
BP 273	National	Waste Strategy for England (Defra, 2007)	<a href="http://www.official-documents.gov.uk/document/c0707086/7086.pdf">www.official-documents.gov.uk/document/c0707086/7086.pdf</a>	Y
BP 274	North West	A Waste Strategy for the North West: The Challenge Ahead (Axis, 2004)	<a href="http://www.4nw.org.uk/downloads/documents/imported/rp_KbFA_Full_Report_-_Banks_Foundation.pdf">www.4nw.org.uk/downloads/documents/imported/rp_KbFA_Full_Report_-_Banks_Foundation.pdf</a>	Y
BP 275	North West	Action For Sustainability (NWRA, 2004)	<a href="http://www.nwda.co.uk/pdf/AISProgramme.pdf">www.nwda.co.uk/pdf/AISProgramme.pdf</a>	Y
BP 276	North West	Building a Better Future – North West Sustainability Checklist for Developments (4NW)	<a href="http://www.northwestelp.co.uk/downloads/documents/20081102163101.pdf">www.northwestelp.co.uk/downloads/documents/20081102163101.pdf</a>	Y
BP 277	North West	Climate Change in the North West and its Impacts (Sustainability Northwest, March 2005)	<a href="http://www.climatechangenorthwest.co.uk/assets/_files/documents/jan_09/ccl_1231759907_Climate_change_in_the_Northwest.pdf">www.climatechangenorthwest.co.uk/assets/_files/documents/jan_09/ccl_1231759907_Climate_change_in_the_Northwest.pdf</a>	Y
BP 278	North West	Delivering sustainable Housing in the North West – An advice note (NWRA, NWDA, January 2008)	<a href="http://www.climatechangenorthwest.co.uk/assets/_files/documents/nov_08/ccl_1227885735_Sustainable_Housing_NW.pdf">www.climatechangenorthwest.co.uk/assets/_files/documents/nov_08/ccl_1227885735_Sustainable_Housing_NW.pdf</a>	Y
BP 279	North West	Future North West: Our shared priorities (4NW, 2010)	<a href="http://www.4nw.org.uk/downloads/documents/aug_10/4nw_1281965953_FINAL_Future_NW_main_doc1.pdf">www.4nw.org.uk/downloads/documents/aug_10/4nw_1281965953_FINAL_Future_NW_main_doc1.pdf</a>	Y
BP 280	North West	Heritage at Risk Register – North West (English Heritage, 2010)	<a href="http://www.english-heritage.org.uk/publications/HAR-2010-regional-registers/nw-HAR-register-2010.pdf">www.english-heritage.org.uk/publications/HAR-2010-regional-registers/nw-HAR-register-2010.pdf</a>	Y
BP 281	North West	Moving Forward: The Northern Way – Action Plan, Progress Report (Northern Way Steering Group, 2005)	<a href="http://www.thenorthernway.co.uk/downloaddoc.asp?id=45">www.thenorthernway.co.uk/downloaddoc.asp?id=45</a>	Y
BP 282	North West	Moving Forward: The Northern Way (Northern Way Steering Group, 2004)	<a href="http://www.thenorthernway.co.uk/downloaddoc.asp?id=419">www.thenorthernway.co.uk/downloaddoc.asp?id=419</a>	Y
BP 283	North West	North West Best Practice Design Guide (4NW, 2007)	<a href="http://www.4nw.org.uk/downloads/?page_id=4&amp;category_id=105">www.4nw.org.uk/downloads/?page_id=4&amp;category_id=105</a>	N
BP 284	North West	North West Places – Rochdale (NWRIU, 2009)	<a href="http://www.nwriu.co.uk/PDF/Rochdale_-_Oct_2009.pdf">www.nwriu.co.uk/PDF/Rochdale_-_Oct_2009.pdf</a>	Y
BP 285	North West	North West Regional Economic Strategy 2006 (NWDA, 2006)	<a href="http://www.nwda.co.uk/PDF/RES06/2.pdf">www.nwda.co.uk/PDF/RES06/2.pdf</a>	Y
BP 286	North West	North West Sustainable Energy Strategy (Various, 2006)	<a href="http://www.climatechangenorthwest.co.uk/assets/_files/documents/jun_07/ccl_1181140886_North_West_Sustainable_Energy_.pdf">www.climatechangenorthwest.co.uk/assets/_files/documents/jun_07/ccl_1181140886_North_West_Sustainable_Energy_.pdf</a>	Y
BP 287	North West	Rising to the Challenge: A Climate Change Action Plan for England's Northwest 2007-09 (NWDA)	<a href="http://www.nwda.co.uk/pdf/climatechange.pdf">www.nwda.co.uk/pdf/climatechange.pdf</a>	Y
BP 288	North West	Submitted Draft North West Plan Partial Review (4NW, July 2009)	<a href="http://www.northwestplanpartialreview.org.uk/downloads/Sustainability_Appraisal/4NW%20Partial%20Review.pdf">www.northwestplanpartialreview.org.uk/downloads/Sustainability_Appraisal/4NW%20Partial%20Review.pdf</a>	Y
BP 289	North West	The North West of England Plan Regional Spatial Strategy to 2021 (GONW, September 2008)	<a href="http://www.gps.gov.uk/497468/docs/248821/457370/RSSFull">www.gps.gov.uk/497468/docs/248821/457370/RSSFull</a>	Y
BP 290	North West	The North West Regional Development Agency Sustainability Standard (2007)	<a href="http://syntasso.shnw.co.uk/Uploaded_Documents/NWDA/SustainableBuildingsPolicy.pdf">http://syntasso.shnw.co.uk/Uploaded_Documents/NWDA/SustainableBuildingsPolicy.pdf</a>	Y
BP 291	North West	The North West Regional Rural Delivery Framework (GONW, April 2006)	<a href="http://www.gps.gov.uk/497468/docs/276882/400859">www.gps.gov.uk/497468/docs/276882/400859</a>	Y
BP 292	North West	Towards Broad Areas for Renewable Energy Development (ARUP on behalf of 4NW, 2008)	<a href="http://www.4nw.org.uk/downloads/documents/nov_08/ps_1228881712_Towards_Broad_Areas_for_Renewable.pdf">www.4nw.org.uk/downloads/documents/nov_08/ps_1228881712_Towards_Broad_Areas_for_Renewable.pdf</a>	Y
BP 293	North West	UK Climate Impacts Programme (North West)	<a href="http://ukclimateprojections.defra.gov.uk/content/view/full/292499/">http://ukclimateprojections.defra.gov.uk/content/view/full/292499/</a>	N
BP 294	PPG / PPS	Consultation on a New Planning Policy Statement: Planning for a natural and healthy environment (DCLG, 2010)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/1498981.pdf</a>	Y

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BP 295	PPG / PPS	Consultation on a Planning Policy Statement: Planning for a low carbon future in a changing climate (CLG, 2010)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/1499780.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/1499780.pdf</a>	Y
BP 296	PPG / PPS	Minerals Policy Statement 1 - Planning and minerals (DCLG, November 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/152993.pdf</a>	Y
BP 297	PPG / PPS	Planning for Town Centres - practice guidance on need, impact and the sequential approach (DCLG, December 2009)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/lowncentresguide.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/lowncentresguide.pdf</a>	Y
BP 298	PPG / PPS	Planning Policy Guidance 13 - Transport (ODPM, 2001)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf</a>	Y
BP 299	PPG / PPS	Planning Policy Guidance 17 - Planning for Open Space, Sport and Recreation (ODPM)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf</a>	Y
BP 300	PPG / PPS	Planning Policy Guidance 2 - Green Belts (ODPM, 1995)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/155499.pdf</a>	Y
BP 301	PPG / PPS	Planning Policy Statement - Planning and Climate Change (supplement to Planning Policy Statement 1) (DCLG, 2007)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/psclimatechange.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/psclimatechange.pdf</a>	Y
BP 302	PPG / PPS	Planning Policy Statement 1 - Delivering sustainable Development (ODPM, 2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf</a>	Y
BP 303	PPG / PPS	Planning Policy Statement 10 - Planning for Sustainable Waste Management (ODPM, 2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147411.pdf</a>	Y
BP 304	PPG / PPS	Planning Policy Statement 12 - Local Spatial Planning (DCLG, 2008)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/post2sp.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/post2sp.pdf</a>	Y
BP 305	PPG / PPS	Planning Policy Statement 22 - Renewable Energy (ODPM, 2004)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf</a>	Y
BP 306	PPG / PPS	Planning Policy Statement 23 - Planning and Pollution Control (ODPM, 2004)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf</a>	Y
BP 307	PPG / PPS	Planning Policy Statement 25 - Development and Flood Risk (DCLG, 2006)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf</a>	Y
BP 308	PPG / PPS	Planning Policy Statement 25 - Development and Flood Risk Practice Guide (DCLG, 2009)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/ps25guideupdate.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/ps25guideupdate.pdf</a>	Y
BP 309	PPG / PPS	Planning Policy Statement 3 - Housing (DCLG, 2010)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf</a>	Y
BP 310	PPG / PPS	Planning Policy Statement 4 - Planning for Sustainable Economic Growth (DCLG, 2009)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement4.pdf</a>	Y
BP 311	PPG / PPS	Planning Policy Statement 5 - Planning for the historic environment (DCLG, 2010)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf</a>	Y
BP 312	PPG / PPS	Planning Policy Statement 6 - Planning for Town Centres (ODPM, 2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147389.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147389.pdf</a>	Y
BP 313	PPG / PPS	Planning Policy Statement 7 - Sustainable Development in Rural Areas (ODPM, 2004)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147402.pdf</a>	Y
BP 314	PPG / PPS	Planning Policy Statement 9 - Biodiversity and Geological Conservation (ODPM, 2005)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf</a>	Y
BP 315	PPG / PPS	Policy Statement on Regional Strategies (DCLG, 2010)	<a href="http://www.communities.gov.uk/documents/planningandbuilding/pdf/1479804.pdf">www.communities.gov.uk/documents/planningandbuilding/pdf/1479804.pdf</a>	Y





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