

# Annual Monitoring Report

December 2010



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# 1. INTRODUCTION

*Monitoring is important in assessing whether existing planning policies are working effectively and in reviewing progress on the preparation of new planning documents. Local Planning Authorities (LPAs) are required to keep under review the matters that are expected to affect the development, or the planning, of their area.*

## BACKGROUND

The Planning and Compulsory Purchase Act 2004 introduced important changes to the system of land use planning in England. It replaced Unitary Development Plans (UDPs) with a new set of planning documents that together are called a Local Development Framework (LDF).

The legislation requires the Council to prepare and publish an Annual Monitoring Report (AMR), analysing how work has progressed against the published timetables, and the effects that the implementation of policies may be having on the locality.

This document is Rochdale's sixth AMR covering the period **1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010**. However, where appropriate, information since then has been included.

## THE PURPOSE OF THE ANNUAL MONITORING REPORT

The AMR also reports on a number of monitoring indicators that are required and requested at national and local levels. Monitoring helps to inform us how our planning policies are being implemented and whether they are having the desired affect. It also indicates if there are policies which may need to change and gaps in our overall work that need addressing. In particular, monitoring is intended to address the following questions:

- Are policies achieving their objectives and in particular are they delivering sustainable development?
- Have policies had unintended consequences?
- Are the assumptions and objectives behind the policies still relevant?
- Are the targets being achieved?

Through the AMR, the Council is also required to:

- Review actual progress on Local Development Document (LDD) preparation against the timetable and milestones in the Local Development Scheme (LDS).
- Assess the extent to which policies in LDDs are being implemented.
- Where policies are not being implemented, to explain why and set out what steps are to be taken to ensure that they are implemented or whether the policy is to be replaced.
- Identify the significant effects of implementing policies in LDDs and whether they are as intended.
- Set out whether policies are to be amended or replaced.

As this is the sixth AMR, some comparison with the findings of previous year's reports has been possible. This enables trends and emerging issues to be identified and appropriate action taken. As the AMR evolves it is intended that any gaps in monitoring will be filled and additional indicators added to reflect emerging priorities. Where there are gaps or areas for future action in relation to indicators and targets this will be made clear in relation to specific topic areas (Section 4) and within Section 5 of the AMR.

The AMR is a vital tool for informing changes to the Council's LDS. It will inform changes to the programme of LDD preparation and their individual timetables.

## **WHAT ARE WE MONITORING?**

This AMR will focus on the performance of 'saved' policies in the replacement UDP which was adopted in 2006. ('Saved' policies are those that are adopted under the old planning system but which will remain relevant until they are replaced by policies in new Development Plan Documents.)

This report will also look at progress on the preparation of new LDDs listed in the LDS (see Section 3).

The AMR also monitors progress or changes in relation to key indicators. This is important as it enables us to build up a better picture of how policies may be performing.

## **STRUCTURE AND CONTENT OF REPORT**

Section 2 of the AMR sets the context for the Borough. This includes setting out contextual indicators followed by a brief summary of the wider policy context.

Section 3 includes an appraisal of the progress being made in relation to the LDS. This is a key section of the report in terms of meeting the requirements of the Planning and Compulsory Purchase Act 2004.

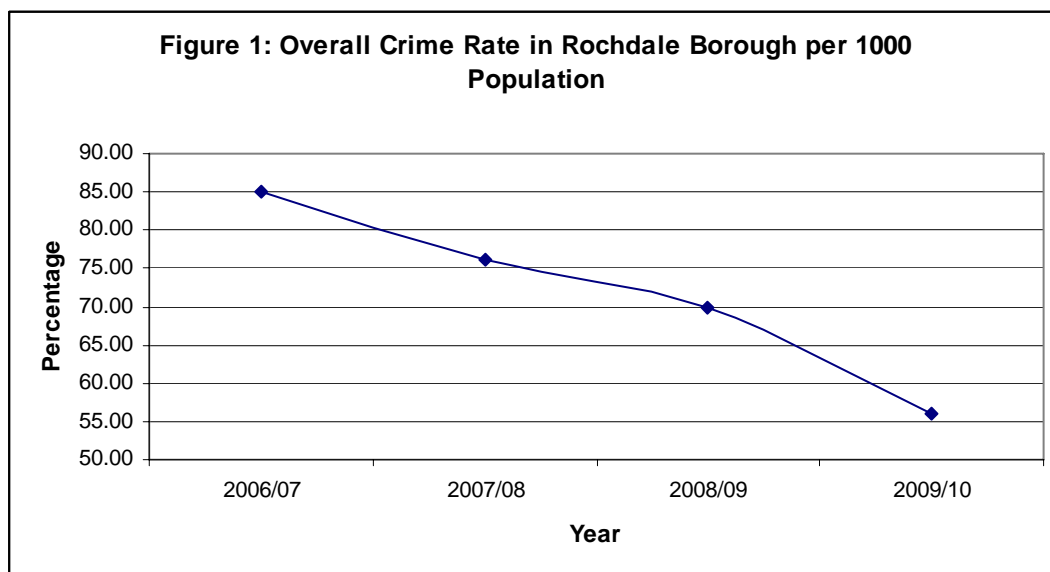
Section 4 considers the implementation of the UDP 'saved' policies. This incorporates the topic based sub-sections which have been devised to broadly reflect the Core Output Indicator headings given in the guidance on producing AMRs. Each of these sections includes the following elements:

- The relevant chapters in the UDP.
- A brief introduction, which may refer to a specific policy focus.
- Information relating to the implementation of the policies and the relevant Core Output Indicators and additional local indicators.
- A brief summary including possible future action required.

Section 5 gives an overall conclusion of the AMR with specific points of action and issues for future AMRs to consider.



The level of overall crime has decreased in the Borough since 2006/07, with a particularly large reduction between 2008/09 and 2009/10, resulting in the rate declining from 69.81 offences per 1,000 population to 55.96 per 1,000 population (See figure 1).



Source: Stats and Maps, Rochdale (2010)

Skills levels and qualifications have a big impact on an individual's life chances – particularly employment, income and health. Rochdale Borough has a low skills base compared with regional and national averages. The percentage of the working age population with no qualifications had followed a similar trend of decline since 2002-03 in Rochdale Borough, the North West and England. However, in recent years the Borough's rate has fluctuated slightly. In 2005-06 it increased from 18.2% to 19.3% but then decreased to 19% in 2006-07, compared with 13% nationally. Still, in 2007-08, it increased to 19.9% (although the national average continued to decrease to 12.3%).

The proportion of the Borough's working age population with Level 2 and above qualifications (at least 5 A\* to C GCSEs, NVQ level 2, 5 O level passes, or equivalent) has shown a general trend of improvement between 2002 and 2008 at 58.5% compared with 63.5% nationally. However, in 2009 there was a slight decrease in the borough (57.7%), although there was a slight continued improvement nationally (64.6%). Older residents in the borough, and those living in deprived neighbourhoods, are especially likely to have low skills levels. However, in terms of young people in the borough there was a 19.3% increase in the number of pupils attaining 5 or more GCSEs grade A\*-C between 2002 and 2008 up to 59.3% compared to the England average of 65%. In 2009 this increased to 66.1% and 71% respectively.

People in Rochdale Borough and Greater Manchester suffer some of the worst health in the country due to the legacy of intensive industrial activity and levels of deprivation. Life expectancy is improving, but men can expect to live about 2.6 years less than the average man in England, and women about 2.2 years less than the average woman.

## Employment and Economy

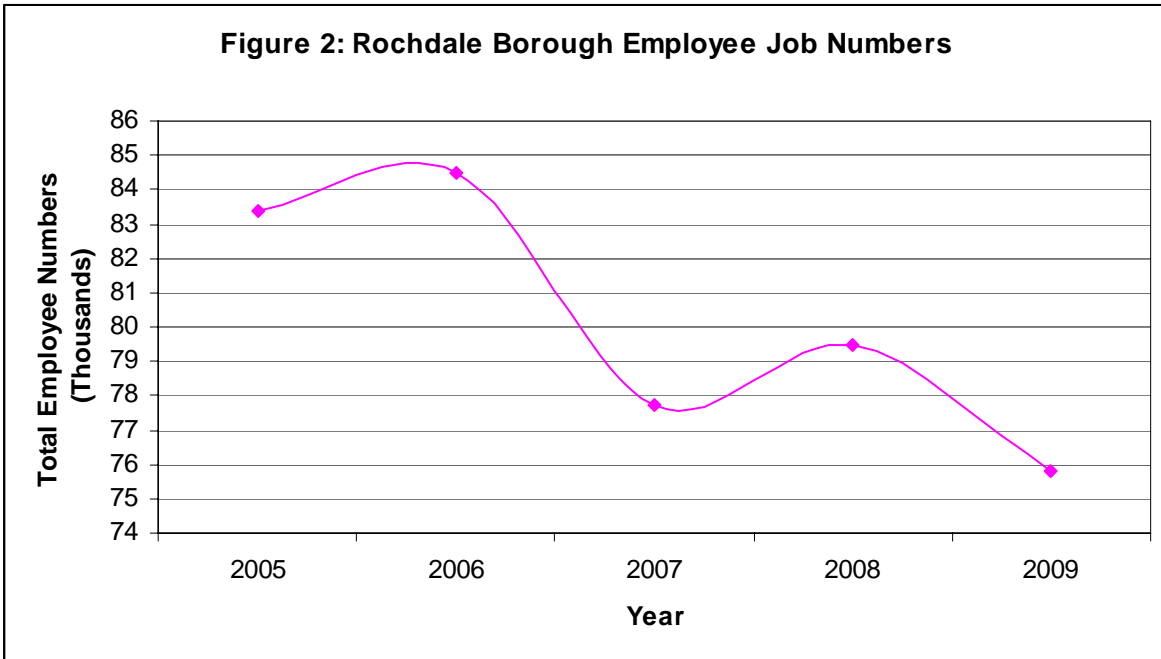
In the last decade a third of local manufacturing jobs disappeared. However, 17% of jobs remain in the manufacturing sector, compared with 10% in Great Britain. Other key sectors include public administration, education and health (25%), distribution, hotels and catering (24%).

Until 2007, the number of new business start ups was measured by the number of VAT Registrations. This has now been amended to the number of Enterprise Births with the key difference being that the latter includes PAYE (Pay As You Earn) registered units.

In 2007 the percentage of Enterprise Births in Rochdale Borough (13%) was lower than in both Greater Manchester (13.9%) and England (13.3%). Nevertheless in 2008, although this figure

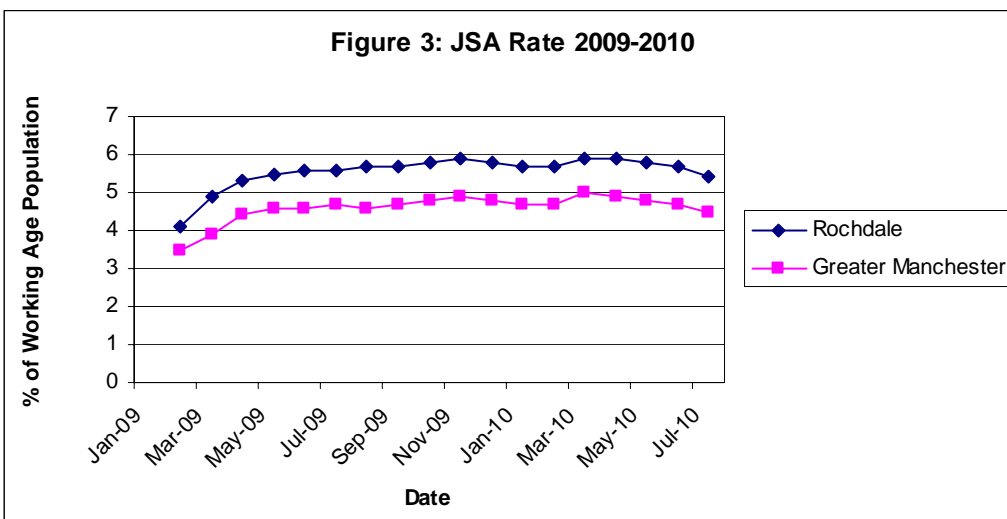
decreased to 12.6%, it was in fact higher than in Greater Manchester and England whose Enterprise Births had decreased by a higher margin to 12.4% and 11.8% respectively.

Between 2006 and 2007 there was a sharp decrease in the number of jobs in the borough (drop of 5,700). Although there was a small increase in 2008, the trend of decrease continued in 2009 with the number of jobs in the borough falling to 75,800. This large decrease in the period 2006-2009 can be attributed to current economic difficulties that are affecting the whole country and it is expected that this figure will further decline in the near future (See figure 2).



Source: ONS annual business inquiry employee analysis (2008)

Between January and November 2009, Rochdale Borough's unemployment rate (Job Seekers Allowance (JSA) claimants) has been increasing steadily, following the Greater Manchester trends. Nonetheless, throughout this period Rochdale Borough's unemployment rate has been greater than the Greater Manchester average (See Figure 3). It should be noted that the unemployment rates of both Rochdale Borough and Greater Manchester increased sharply in 2009. The JSA rate for Rochdale Borough increased from 3.2% to 5.7% and for Greater Manchester from 2.7% to 4.8%. However, within the last year, the JSA rate has fluctuated and as of July 2010 it decreased in both Rochdale Borough and Greater Manchester to 5.1% and 4.3% respectively, although much of this decline is attributed to the increase in the number of people taking on part time work due to the current economic situation (See figure 3).



Source: Department for Work & Pensions

The numbers claiming JSA has increased significantly since April 2008, and a considerable number of Rochdale residents claim other work-related benefits, principally Incapacity Benefit and Severe Disablement Allowance. As of February 2010, such claimants contribute to 22.5% of Rochdale's working age population being economically inactive.

In 2009, 10.7% of Rochdale Borough's working age population claimed Incapacity Benefit or Severe Disablement Allowance, compared to 8.8% in the North West and 6.7% in Great Britain.

## **Housing**

Average house prices in the borough are lower than the national, regional and subregional averages. In April 2010 the average price of a house in the borough was £98,911 (Monthly House Price Index – HM Land Registry) compared to the national average of £165,457, the North West average of £119,678 and the Greater Manchester average of £111,135. This figure for Rochdale shows a decrease of 20% from the peak in April 2008 which was £124,556. However, the very latest information shows a slight increase to £102,366 (November 2010)

Around a quarter of private sector houses in the Borough were built before 1919. According to the 2002 stock condition survey around 5% of all private sector properties were considered unfit for human habitation, with a further 16.2% seriously defective and on the borderline of descent into unfitness. As at April 2009, 96.1% of Council homes meet the national decent homes standard, compared with 34% in 2002.

The total number of vacant dwellings decreased by nearly 350 between 2008/9 and 2009/10 with around 3,630 dwellings being classed as vacant.

## **POLICY CONTEXT**

### **Future Plans and Challenges**

Very substantial physical change is planned across the Borough to deliver regeneration over the next decade. A billion pounds of public and private investment is planned over the next five years focusing on housing and town centre regeneration, new jobs and transport improvements. Through our LDF we will be looking to improve: the range and quality of our jobs and housing; our population's health; the fabric of some of our older areas; protect and enhance the setting and character of our towns; and improve the borough's image. We will also need to address the challenge of climate change and focus on mitigation and adaptation through policies on energy, flood risk and management, green infrastructure etc. We will also take full advantage of our proximity to Manchester and our superb commercial location next to four motorways but success will depend on securing sustainable sites for development and securing investment in transport improvements. Finally, the Council will be looking to benefit fully from and contribute to the success of the Manchester City Region through the new governance arrangements, joint working and the Greater Manchester (GM) Spatial Framework.

We have made good progress with our Core Strategy having completed consultation on 'Preferred Options'. Draft Publication planned for November 2010 has been completed. Our detailed future programme of plans will be set in our Local Development Scheme to be published in 2011, when we have a clearer idea about the requirements and implications of the Localism Bill, progress on the Greater Manchester Spatial Framework, the state of the Council's resources following budget cuts and a clear idea of priorities of the Local Strategic Partnership through the Community Strategy and the Council's corporate plan. The key challenge will be to deliver plan-making with a significantly smaller budget and fewer staff resources. The emphasis will need to be on prioritising plan making in areas where managing change is essential for sustainable economic growth and, in the case of Neighbourhood Plans, where the community can have a keen interest in engaging and influencing the future of their neighbourhoods.

All documents will, however, be required to align to the Council's Community Strategy, and the Rochdale Borough 'Renaissance Masterplan' (which sets out our physical regeneration priorities

and key regeneration investment projects). The Masterplan will also be an important part of the delivery of the LDF alongside the Council's Infrastructure Plan.

Priority planning and regeneration projects involving the Council as a lead agency or member have been included and prioritised in a Priority Investment Fund. The highest priority projects relate to town centres, key employment and housing sites and transport infrastructure. Some funding streams will come to an end in March 2011 (e.g. Housing Market Renewal Pathfinder initiative which has been instrumental in transforming neighbourhoods and improving the local housing market). In the short term at least it will be necessary to transform and regenerate our borough using less public funding but working in close partnership with development interests, infrastructure providers and local communities. The use of financial incentives for house building, developer contributions and Community Infrastructure Levy will be critical to delivering economic and environmental objectives in the new economy. Collectively, the authorities within Greater Manchester - through a new Local Enterprise Partnership body will take responsibility for pursuing major strategic infrastructure to support sustainable growth within the sub-region.



### **3. PROGRESSING THE LOCAL DEVELOPMENT FRAMEWORK**

#### **INTRODUCTION**

The LDF is the collection of documents that make up the spatial policy framework to guide development in the borough. This AMR includes a review of progress on the preparation of LDDs that make up the LDF. Progress is measured against the timetable and milestones set out in the LDS. The LDS is the published project plan for the preparation of LDF documents. The LDS was last revised in November 2009.

This section below provides information on whether the key milestones for preparing LDDs have been met, what progress has been made, and if not, what the reasons are and what action is being taken.

#### **LDF DEVELOPMENT PLAN DOCUMENTS TO BE REVOKED**

##### **North West Regional Spatial Strategy (RSS)**

The RSS for the North West of England no longer forms part of the development plan. On the 6<sup>th</sup> July 2010 the Rt Hon Eric Pickles MP, Secretary of State for Communities and Local Government, announced the revocation of Regional Strategies with immediate effect. The RSS set out broad strategic policies that applied to the whole region or to distinct sub-regional areas. To read Eric Pickles' statement visit the Planning Inspectorate website.

The statement confirms that Regional Strategies are being revoked and will therefore no longer form part of the development plan for the purposes of the Planning and Compulsory Purchase Act 2004 [↔](#), also under review. The statement goes on to say that abolition will require legislation in the 'Localism Bill' which the Government will introduce in the current Parliamentary session. Prior to abolition the RSS was undergoing a partial review focusing on gypsy and traveller pitch provision, travelling show people pitch provision and regional parking standards. The report of the panel [↔](#) is also available on the Planning Inspectorate website as an informal document with no status.

##### **RS2010 The Northwest Regional Strategy**

The new single strategy was intended to replace the RSS, the Regional Economic Strategy and the Regional Housing Strategy and known as RS2010, the Northwest Regional Strategy. The Strategy was being prepared jointly by the Northwest Development Agency and 4NW, the Regional Leaders Board. This will also be revoked.

#### **LDF DEVELOPMENT PLAN DOCUMENTS IN PROGRESS**

##### **Rochdale Borough Core Strategy Development Plan Document**

The Core Strategy is the leading document of the LDF and it sets the strategic framework for growth and development in the borough up to 2026. It will form the framework and strategic direction of other Development Plan Documents (DPDs). Progress is behind the schedule set out in the last (2009) AMR. Delays have been due the need to collect evidence at local and sub-regional level involving collaboration with other Greater Manchester Districts, to consider new regional policy issues, and other urgent work required of the LDF team. Also, at Preferred Options stage, formal consultation was extended to allow a second round of public meetings to allow discussion on key issues, particularly those of concern in Heywood and Middleton. The publication draft was published in November 2010.

Timetable	Issues and Alternative Options	Consultation on Preferred Options	Publication	Submission	Examination	Adoption
LDS (Nov 2009)	June 2007 - January 2010		February 2010	May 2010	August 2010	February 2011
Revised (Dec 2010)	As above		October 2010	February 2011	July 2011	November 2011

### **Saved Policies of the Rochdale Unitary Development Plan (UDP) (adopted in June 2006)**

Policies in existing statutory plans are automatically 'saved' for 3 years or longer with approval from the Secretary of State, enabling relevant existing policy to be carried forward into the new system. All existing policies of the UDP adopted in June 2006 were 'saved' by Secretary of State on 13<sup>th</sup> May 2009 pending review through the LDF. The Core Strategy Publication Draft October 2010 indicates which policies will be replaced by the Core Strategy or deleted and those replaced later by a Site Allocations' DPD (see new LDF Development Plan Documents to be prepared).

### **The Greater Manchester Joint Waste Development Plan Document (JWDPD)**

This is a plan prepared jointly by the ten districts of Greater Manchester to ensure the sustainable management of waste arising within Greater Manchester. A Preferred Options report was published for public consultation in November 2009 and a publication draft published in November 2010. Submission to the Secretary of State is planned for February 2011. The remaining stages leading to the adoption of the Joint Waste Plan are also expected to be achieved according to the LDS timetable.

Timetable	Reg 25 Consultation	Publication	Submission	Examination	Adoption
LDS (Nov 2009)	September 2006 – January 2010	November 2010	February 2011	June 2011	January 2012
Revised (Dec 2010)	September 2006 – November 2010	November 2010	February 2011	June 2011	January 2012

### **The Greater Manchester Joint Minerals Development Plan Document**

The 10 Greater Manchester Authorities also have a requirement to include minerals policies and identify sites for aggregate extraction, processing and safeguarding within each of their LDFs. It is intended that this will proceed in much the same way as the JWDPD. Progress has been made according to the published timetable and the plan is expected that it will be adopted in late 2012.

Timetable	Reg 25 Consultation	Publication	Submission	Examination	Adoption
LDS (Dec 2009)	Nov 2009– Nov2010	Nov 2009 – Dec 2010	Dec 2011	April 2012	Oct 2012
Revised (Dec 2010)	Nov 2009– Nov 2010	Nov 2009 – Dec 2010	Dec 2011	April 2012	Oct 2012

## PROPOSED DEVELOPMENT PLAN DOCUMENTS

### Allocations Development Plan Document

Earlier LDSs and AMRs referred to the production of an 'Allocations' DPD to identify specific sites for development. A detailed profile and timetable for the key stages of preparation has not been prepared yet. This is because the level of detail required, and the nature of evidence required to support allocations, will not be clear until the Core Strategy is more advanced. It is therefore proposed to include a timetable in a revision to the LDS in 2011.

### SUPPLEMENTARY PLANNING DOCUMENTS (SPDs) IN PROGRESS

Progress on these SPDs is summarised below (in the same order they appear in the November 2009 LDS).

#### Travel Planning and New Development SPD

This SPD was introduced in the 2007 LDS and a consultation draft was published in February 2009. The consultation period was 2<sup>nd</sup> March to 20<sup>th</sup> April 2009. Due to the need to drive forward the LDF Core strategy and the development of a Transport Strategy for the Borough the SPD has not yet progressed to adoption. At present the SPD is being updated and informed by the comments generated through the consultation and by recent government guidance, principally the DfT / DCLG Good Practice Guidelines: Delivering travel Plans through the Planning Process (April 2009). It is intended to progress the Travel Planning and New Development SPD to adoption in 2011.

Timetable	Start Preparation and consultation / participation	Publish Draft for Formal Consultation / Participation	Consider Consultation Representations and Finalise SPD	Adoption / Publication
LDS (November 2009)	Dec 2007	March 2009	April / October 2009	Dec 2009
Revised (Dec 2010)	Dec 2007	March 2009	April 2009 to April 2011	July / August 2011

#### Milkstone, Deeplish and Newbold SPD

This SPD is intended to guide the regeneration of the Milkstone, Deeplish and Newbold area (one of the key priority areas for regeneration and intervention through the Sustainable Communities Programme and the Housing Market Renewal Pathfinder initiative. The Milkstone, Deeplish and Newbold SPD was intended to be adopted in July 2010. However, due to the tightness of the committee timescales following consultation, it had to be pushed back slightly and was finally adopted in September 2010.

#### Heywood Distribution Park Simplified Planning Zone (SPZ)

A SPZ is a tool for stimulating and encouraging economic growth, investment and job creation. It achieves this by granting a blanket planning permission for particular types of development within the area covered by the scheme. The adoption of a SPZ at Heywood Distribution Park will enable the consolidation of previous planning permissions to allow better management of the floorspace to meet the future development needs of the Borough. The LDS programme proposed the publication of a draft in January 2010 for consultation and the adoption of the SPZ in July 2010. The SPZ was adopted ahead of schedule on 8<sup>th</sup> April 2010 and will operate for a period of 10 years, until 7<sup>th</sup> April 2020, after which normal planning procedures over the control of development will resume.



## 4. IMPLEMENTING THE UNITARY DEVELOPMENT PLAN



**Adopted Unitary Development Plan (June 2006)**

### INTRODUCTION

This AMR is required to identify the extent to which policies in the LDF are being implemented. Because new DPDs under the LDF have not yet been written, the 2010 AMR focuses on the implementation of existing 'saved' policies in the Replacement UDP adopted in June 2006.

The AMR will help to identify if development control policies are working and remain relevant, what allocations have been taken up, whether some policies are not being implemented as they should or whether they may need to be reviewed in future to take account of changed circumstances, changing needs or revised Government policy.

The following sections monitor progress with implementing the adopted UDP policies:

- 4.1** Economy;
- 4.2** Housing;
- 4.3** Environment;
- 4.4** Regeneration;
- 4.5** Transport; and
- 4.6** Minerals and Waste



## 4.1 ECONOMY

*Relevant UDP Chapters:*

*Chapter 8 – Employment and the Economy  
Chapter 10 – Shopping and the Role of Centres  
Chapter 11 – Leisure and Tourism*

### EMPLOYMENT AND THE ECONOMY

The UDP seeks to provide a sufficient supply of employment land, in terms of size, location and market potential in order to achieve the objective of sustainable economic growth in the borough.

#### Employment Development

*Policies: EC/2 – 3, EC/5 – 9*

**Core Output Indicators:**

- 1a – Amount of floorspace developed for employment by type*
- 1b – Amount of floorspace developed for employment by type, in employment or regeneration areas*
- 1c – Amount of floorspace by type, which is on previously developed land*

During the year 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010 only 6,630 sq m gross of new floorspace was completed for industrial and commercial use (Use Classes Order B1, B2 and B8) on one site. This is development that was completed during this time period, it is not necessarily development that was taken up or occupied by an end user. This is a slight increase from the 5,847 sq m completed in the preceding year and reflects the impact of the recession.

The one development was for the erection of a single storey warehouse and distribution unit (B8) with ancillary office accommodation (B1a), together with associated car parking and service yard areas. Of the 6,630 sq m: around 5,568 sq m were for B8 and around 1,062 sq m were for ancillary B1a use. This is the plot D2 site on Kingsway Business Park (EC/7); a greenfield UDP allocation constructed for Los Angeles based CR Laurence, a leading supplier to the glazing, stone and architectural industries.

Employment development resulted in the take up of 1.8 ha of employment land which is a slight increase from the 1.3 ha taken up in 2008/09 and well below the target figure for take up of 10 ha per annum set in the UDP. This again reflects the impact of the recession. The average development rate for the 10 year period of 2000 – 2009 was 7.3 ha per annum. This ranges from a high of 14.3 ha in 2007/08 to a low of 1.3 ha in 2008/09. In comparison the take up rate for the fourteen year period of 1994 to 2007/08, which was a period of continual economic growth, was 10.8 ha per annum.

With regard to major employment developments in the borough, Kingsway Business Park (EC/7) has taken major strides forward in the monitoring period. Along with the construction of a new European HQ for CR Lawrence detailed above, high street retailer JD Sports is to move to a purpose built 57,000 sq m distribution centre. Wilson Bowden Developments will build the 57,000 sq m warehouse with 23,000 sq m of mezzanine space for storage on plot T, which will be one of the largest warehouses to be developed in the North West in ten years. Detailed planning consent for the development was granted in December 2008. In Castleton construction has begun in the development of Cowm Top as a business park, this has planning permission for a mixture of B1 and B2 uses. In Rochdale town centre work is at an advanced planning stage for the construction of new municipal offices for Rochdale Council, this is likely to be completed in 2012.

In the year 2009/10 Rochdale Development Agency assisted 177 businesses with their property requirements. Out of these they helped 25 businesses move within the borough and 7 new businesses relocate to Rochdale from outside the borough. Between them, these companies created, and safeguarded, around 436 jobs.

## Employment Land Supply

Policies: G/EC/1, EC/7-9

### Core Output Indicator 1d – Employment land available by type

The employment land supply available (at 31<sup>st</sup> March 2010) for primarily B1, B2 & B8 uses was 173.5 ha made up as follows (See figure 4):

**Figure 4 - Employment Land Supply (as at 31st March 2010)**

Location (UDP Policy)	Area in UDP (ha)	Area available (ha)	Uses
Kingsway Business Park (EC/7)	100	92.6	Land available on strategic business park for B1, B2, B8 uses. An additional 10 ha is available for other commercial uses e.g. hotel & leisure facilities.
Sites allocated under policy EC/8 within Primary Employment Zones (EC/2)	51.1	38.9	B1,B2,B8
Sites allocated under policy EC/8 within Mixed Employment Zones (EC/3)	5.5	2.9	B1, B2, B8 and other employment generating uses (e.g. builder's merchants and garages) but not retail.
Sandbrook Park (EC/9)	3.1	2.1	Office (B1)
<b>Total UDP allocations</b>	<b>159.7</b>	<b>136.5</b>	
Sites within Areas of Opportunity (R/4)	N/A	3.3	Mainly offices and light industry (B1)
Unallocated sites available within Primary Employment Zones (with and without planning permission)	N/A	25.9	B1, B2, B8
Unallocated sites available within Mixed Employment Zones (with and without planning permission)	N/A	6.9	B1, B2, B8 and other employment generating uses (e.g. builder's merchants and garages) but not retail
Sites with planning permission for employment development (Unallocated sites outside Primary Employment Zones and Mixed Employment Zones)	N/A	0.9	B1
<b>Total</b>	<b>159.7</b>	<b>173.5</b>	

Out of the 159.7 ha of land originally allocated in the UDP (under policies EC/7, 8 & 9) 136.5 ha remains available for development of which 92.6 is on Kingsway Business Park (EC/7), indicating a take up of around 23.2 ha of the employment land allocations in the UDP up to 31<sup>st</sup> March 2010.

In the UDP a total area of 342 ha of land is within Primary Employment Zones where only B1, B2 and B8 and ancillary and complimentary uses are permitted and 251 ha is in Mixed Employment Zones where a wider range of commercial and employment generating uses (apart from retail and major leisure) are permitted.

Subsequent guidance in PPS 4 emphasises the economic benefits of a wide range of uses, and supports a broad approach to providing land for employment uses. It indicates that when allocating sites for economic uses they should as far as possible not be restricted to specific economic uses. Consequently, the proposed Core Strategy policy permits most employment generating uses, (apart from when retail, offices and leisure that should go in town centres) being located in all the

Employment Zones (EZs), which were areas previously designated as Primary and Mixed Employment Zones on the UDP proposals map.

The Rochdale Employment Land Review, completed in mid 2008, concluded that Rochdale has an appropriate supply of high quality employment land that is reasonably in balance with the overall level of demand. However it proposed that another 25 -30 ha may need to be identified to meet potential additional demand for the period to be covered by the Core Strategy (now up to 2026).

In the Preferred Options Core Strategy it proposes that around 30 ha of land is to be released for employment uses in the South Heywood / J19 economic growth corridor to meet this need.

## **Loss of Employment Land and Sites**

*Policies: EC/1 – 3, EC/5; EC/2 – 4*

**Core Output Indicator:** *1e – Losses of employment land in (i) employment/regeneration areas and (ii) local authority area.  
1f – Amount of employment land lost to residential development*

During 2009/10 work started or was completed on residential development that resulted in the loss of 5.69 ha of existing employment land in the borough, equivalent to approximately 22,760sq m of floorspace.

## **OFFICES**

*Policies: EC/6*

No primarily B1 office development was completed in the monitoring period for 2009/10.

As part of the major redevelopment of Rochdale town centre east area (referred to above under retail) new Municipal and Impact Partnership offices are proposed on a site adjoining the river.

The Council has not closely monitored the completion of office development in Use Class A2; these are offices for Financial and Professional services that may be frequented by the public. Such offices, by their nature, are located within town and local centres.

## **SHOPPING AND THE ROLE OF CENTRES**

*Policies: S/5, S/6, S/7, S/8, S/12*

**Core Output Indicators:** *4a – Amount of completed retail development  
4b – Amount of completed retail development in town centres*

There was one retail development over 500 sq m completed within the borough during the monitoring period 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010.

This was for a convenience retail supermarket located in Heywood which opened in May 2009. The Aldi store on Bradshaw Street, Heywood is 1,568 sq m gross and 1,125 sq m net and is located out of Heywood town centre.

There are a number of major retail schemes in the planning stage or under construction including:

- The Tesco site in Middleton town centre - Permission was granted in March 2004 for an 8,376 sq m food store in Middleton town centre on the site of the existing civic hall and leisure centre (allocated under policy S/12). Work is currently underway with the new superstore likely to open summer 2010; and
- Rochdale Town Centre East - A major redevelopment to provide new retail and offices is proposed by the Council and Rochdale Development Agency in Rochdale town centre east area, where the existing bus station and Council offices are currently located. A developer selection process was run in 2009 and a developer selected to take forward the development, with an outline planning application due in late 2011. Work on a new customer service centre, library and offices is underway and due for completion in late 2012.

- A retail study is currently being prepared by NLP to update the 2006 Rochdale Retail Study. The objective of the study is to provide a robust retail and town centres evidence base to inform the preparation of the Local Development Framework, Supplementary Planning Documents and management plans for individual town centres. The study is written to inform policy development across the borough but focuses specifically on Heywood, Littleborough, Middleton and Rochdale town centres, Milnrow district centre and Castleton local centre.

## LEISURE

*Policies: G/LT/1, LT/3, LT/4*

**Core Output Indicators:** *4a – Amount of completed leisure development*  
*4b – Amount of completed leisure development in town centres*

For the purposes of this report we will only monitor built leisure development. However, in future reports we may also monitor non-built leisure uses e.g. sports pitches.

The period 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010, has seen the completion of building work at two existing leisure venues – Hollingworth Lake Water Activity Centre, Littleborough and Bowlee Park Sports Centre, Langley, Middleton.

Hollingworth Lake Water Activity Centre set in the heart of the Pennines countryside has been extended with enhancements to facilities available for changing and equipment, which are essential to support the on-going development of the centre. A long needed indoor teaching area has also been created where schools and groups can study the theoretical aspects of courses.

Bowlee Park Sports Centre (formerly Furrow Sports Centre) is situated close to Middleton town centre and during this period has undergone a complete redecoration of the centre both inside and out and replacement of the sports hall floor. A new SHOKK gym (for young people aged 8 – 16) has been installed in the small hall providing an excellent fitness facility on site for children at the new Bowlee Park School and for the community as a whole.

Further leisure developments of a capital nature have been approved and comprise the following with indicative completion timescales:

- Heywood Sports Village: September 2010;
- Littleborough Community Campus refurbishment: November 2010; and
- Central Leisure Centre refurbishment: April 2012.

## SUMMARY

For many years the local Rochdale economy has been identified as underperforming in comparison with Greater Manchester and the North West Region, with the latter also underperforming nationally. Overall the performance of the local economy has tracked the trends in the national economy but with little evidence of the gap in performance being closed. However, work continues on bringing forward major new developments, in particular Kingsway Business Park, and these are expected to bring about a change in the competitiveness of the local economy in the longer term.

## 4.2 HOUSING

*Relevant UDP Chapters:*

*Chapter 9 – Housing*

### INTRODUCTION

The policies within the UDP and emerging Core Strategy deal with the overall provision of housing as well as ensuring that new development is sustainable and that specific needs are met. The policies encourage proposals which maximise the use of the existing stock and support regeneration to improve the quality and choice of housing.

### HOUSING PROVISION

*Policies: G/H/1, H/2, H/3*

**Core Output Indicator: 2a – Housing Trajectory**

Regional Spatial Strategy (RSS) required us to provide an additional 400 homes per year in the borough between 2003 and 2021. The delivery of this annual additional requirement equated to 7,200 additional homes in the period 2003-2021. Although RSS was not adopted until 2008 the requirement within it was still applied from 2003. Officers did express concern about this approach at the time. As the Council had previously had a much lower target of 240 per annum in the UDP, the application of the 400 requirement from 2003 and recent lower levels of completions meant that the recalculated RSS target up to 2026 had increased to **482 per annum** (as at 1<sup>st</sup> April 2010).

Since the proposed revocation of the RSS, local authorities need to set out and justify their housing target within their Core Strategies. Rochdale Council intends to continue to use the base rate of **400 additional homes a year**, as previously included within RSS, and apply this to the period covered by the Core Strategy (2010-2026).

This therefore gives a total net requirement in the period 2010-2026 of **6,400**.

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 (SHLAA) 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 RSS 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.
- 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 SHLAA suggests that sites are available to exceed this target if the rate of delivery increases.

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. See the Publication Draft Core Strategy Background Paper for further information.

The housing trajectory (See Figure 6) gives information on housing provision in the borough over the period 2008-2026 and includes the following:

- Projected net completions from SHLAA (actual until 2010) – this shows the actual net completions for the period 2008-2010 followed by the figures from the SHLAA housing trajectory. This includes predicted completions for 2010/2011 and reappportioned figures for 2011-2016. (See explanation in five year deliverable supply section below).
- Projected net completions (managed delivery) - these figures are our more realistic assessment of the number of dwellings that should come forward to meet our emerging Core Strategy target. This is considerably lower for most years than that predicted from the SHLAA but this is to be expected given that the SHLAA is a supply based document. The fact that the SHLAA is showing potentially much higher figures shows that the managed delivery targets can be met and these particular figures have been arrived at taking account of the capacity of the SHLAA and the need for some recovery in the housing market.
- Annual requirement in the emerging Core Strategy – based on 400 per annum in the period 2010-2026.
- The difference between cumulative completions from both the SHLAA and managed delivery compared against the cumulative target for each year of the plan period.

The trajectory takes account of the actual completions from 2008-2010 and also reflects the ‘deliverable’ five-year supply. Following advice from the Department for Communities and Local Government, the ‘deliverable’ supply looks forward and therefore relates to the period 2011-2016. Therefore it is necessary to estimate the net completions for 2010/11.

In trying to predict likely completions for the period 2010-2011 we have looked at the number of starts over the last 12 months and the number of dwellings currently under construction. As at 1<sup>st</sup> April 2010, there were 1,071 dwellings actually under construction and a further 263 dwellings not started on sites currently under construction. These are significantly higher figures than the corresponding figures at April 2009 (526 and 355 respectively). The number of new starts in 2009-2010 of 791 was very high and due to how figures have been recorded on two large sites. Given the poor performance in comparison to the completions for 2009-10 predicted in the previous SHLAA, it is necessary to be conservative with regard to estimated completions in 2010-2011. In light of this the assumption for net completions in 2010-11 is **300**. The assessment of the five-year supply is briefly summarised below along with the assumptions that underlie it.

### Five year deliverable supply

As at April 2010 the SHLAA shows that the overall housing land supply (gross) in the borough was as follows (See figure 5):

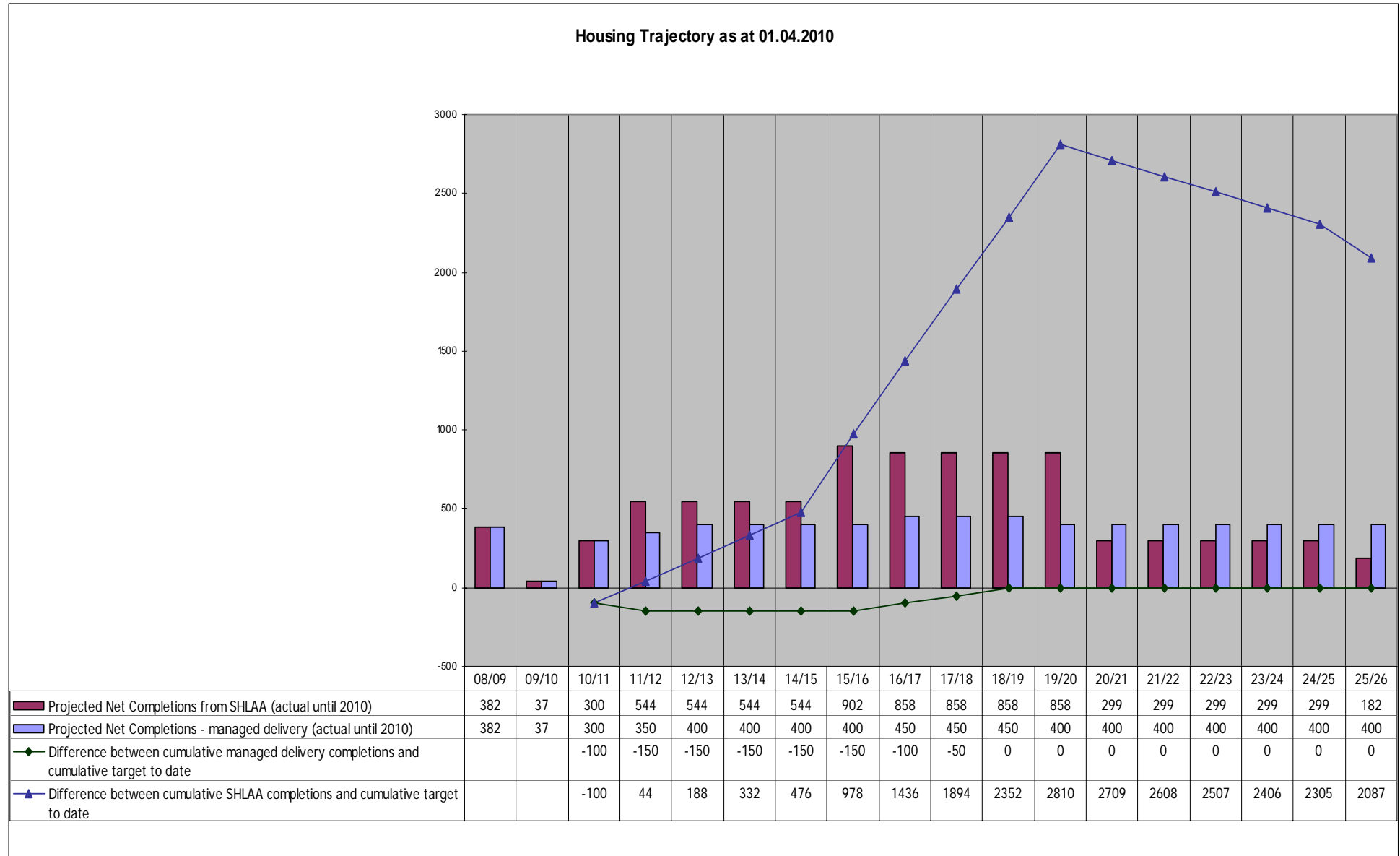
**Figure 5 – Five year Deliverable Supply**

Source	Time period				Total
	0-5	6-10	11-15	15+	
Sites currently under construction	1,141	196	0	0	<b>1,337</b>
Sites with planning permission	1,150	1,555	234	0	<b>2,939</b>
New sites identified for housing	122	2,072	1,594	0	<b>4,070</b>
Priority Regeneration Areas delivering additional housing	688	967	167	282	<b>1,822</b>
Potential Core Strategy sites					<b>750*</b>
<b>Total</b>	<b>3,098</b>	<b>4,790</b>	<b>1,995</b>	<b>282</b>	<b>10,918</b>
<b>Gross p.a.</b>	<b>620</b>	<b>958</b>	<b>399</b>	<b>282*</b>	<b>682</b>
<b>Net p.a.</b>	<b>520</b>	<b>858</b>	<b>299</b>	<b>182</b>	<b>582</b>

\* Based on 1 year 2025-2026

\*\* Broad estimate which will be subject to detailed future work in terms of viability and capacity

Figure 6 - Housing Trajectory



The amount of properties cleared in 2009/2010 was 231. However, in looking at planned demolitions through the SHLAA a figure of 100 per annum to be applied over the period 2010-2026 seems realistic. This assumption is included within the emerging Core Strategy and reflected in the table above (i.e. difference between net and gross per annum).

In calculating the borough's five year deliverable supply we are expected to look forward a year and therefore have to consider the period 2011 to 2016. In order to do this, we need to include an assumed figure for 2010/2011. As noted above, a figure of 300 additional homes has been assumed for 2010/2011. Because this is lower than the 520 expected to come forward in this year from the SHLAA table above, it is necessary to reapportion this difference to the next five years (2011-2016). This means adding 44 per annum (520 minus 300, divided by 5) to the remaining 4 years of the 0-5 period of the table above (i.e. taking the 520 figure up to 564) and to the first year of the 6-10 period of the table above (i.e. taking the 858 figure up to 902). This means that the number of additional dwellings (net) expected to come forward in the five years 2011 to 2016 is **3158** (i.e. 564 +564 +564 +564 +902). This gives a net annual completion figure of 632 for these five years against a requirement of 400 per annum over the emerging Core Strategy period. Details of the sites which make up this deliverable supply are available in the SHLAA which can be accessed via the Council's website at: [http://www.rochdale.gov.uk/pdf/2010-11-10\\_LDF\\_SHLAA\\_April\\_2010.pdf](http://www.rochdale.gov.uk/pdf/2010-11-10_LDF_SHLAA_April_2010.pdf)

The net completion figure for 2009/10 of 37 was significantly lower than what was predicted in last years AMR (400). This was mainly due to higher levels of clearance than expected and the impact of the recession on the number of completions.

As noted in last year's AMR, the current economic climate creates a problem in terms of the relationship between the level of supply and the number of completions on the ground. It is acknowledged that given the predicted completions for this year it is likely that actual completions will be lower than what the five year deliverable supply suggests in the next couple of years whilst the housing market recovers. However, the factors influencing completions are outside the influence of planning and therefore it is difficult to take account of within the scope of the deliverable supply. Overly suppressing the five year supply figure may lead to an incorrect assumption that there is a lack of land available which is clearly not the case. It is for these reasons that the trajectory also includes a more realistic assessment of completions expected to come forward to meet the overall emerging Core Strategy target up to 2026.

## **HOUSING ON PREVIOUSLY DEVELOPED LAND**

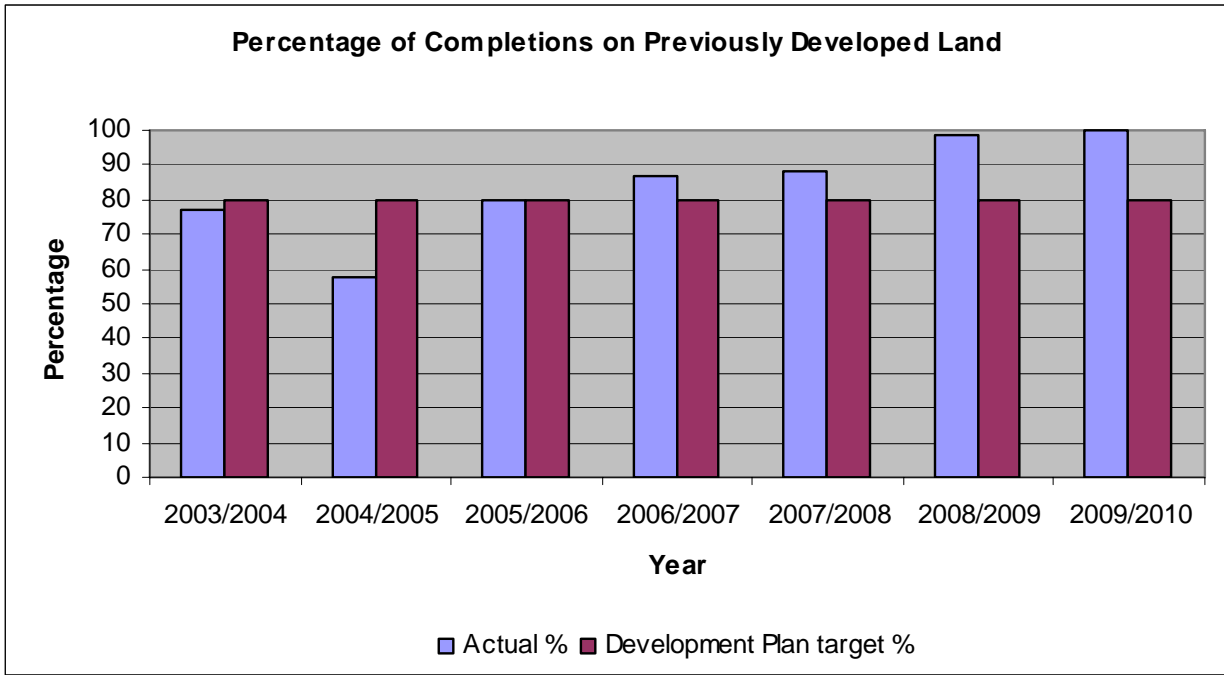
*Policies: G/H/1, H/2, H/3*

**Core Output Indicator: 2b – Percentage of New and Converted Dwellings on Previously Developed Land**

The housing policies within the UDP reflect national and former regional guidance, with particular emphasis on maximising the use of previously developed land. The borough's target for the percentage of residential development on previously developed land (often termed 'Brownfield') is 80%. The graph below shows the percentage of completions on previously developed land since 2003.

As the graph (see figure 7) shows in 2009/10 the target was exceeded again, with 99% of completions on previously developed land. This significant improvement beyond the requirement was anticipated to continue in last year's AMR. This latest figure also illustrates that the approach adopted by the Council since November 2002 where permission for residential development on greenfield land will not normally be granted is becoming more and more effective as the stock of long-standing greenfield sites diminishes.

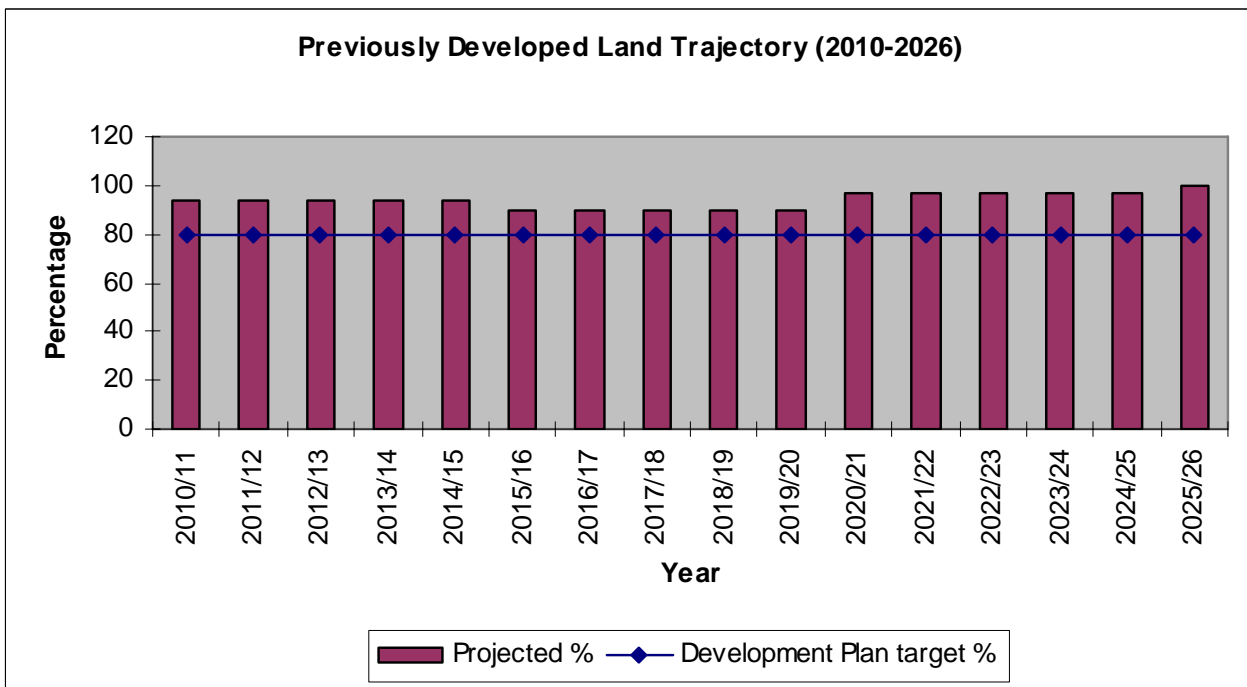
**Figure 7 – Percentage of Completions on Previously Developed Land**



Analysis of the supply within the SHLAA shows that in years 0-5, 94% is on Previously Developed Land (PDL). For years 6-10, this drops to 90% which is mainly because of the greenfield sites at Kingsway Business Park being developed during this period along with other smaller greenfield sites within regeneration initiatives. Years 10-15 and 15+ of the SHLAA show percentage PDL figures of 97% and 100% respectively. This is reflected in the PDL Trajectory shown below (see figure 8).

As work on the Core Strategy and Allocations' DPD continues it should be possible to produce a more accurate longer range trajectory as more will be known regarding future sites and the timing of their delivery.

**Figure 8 – Previously Developed Land Trajectory (2010-2026)**



Included within the SHLAA are sites that have been identified for future development in the emerging Core Strategy. There are around 750 units identified on these sites but they have not been allocated to a time period in the SHLAA. These Core Strategy sites will be on 100% greenfield land. If the principal of these sites is agreed through the Core Strategy and they come forward in the lifetime of the plan then the overall total supply identified in the SHLAA will average at 83% on brownfield land. This is still over the target of 80%.

## HOUSING DENSITY

Policies: H/5

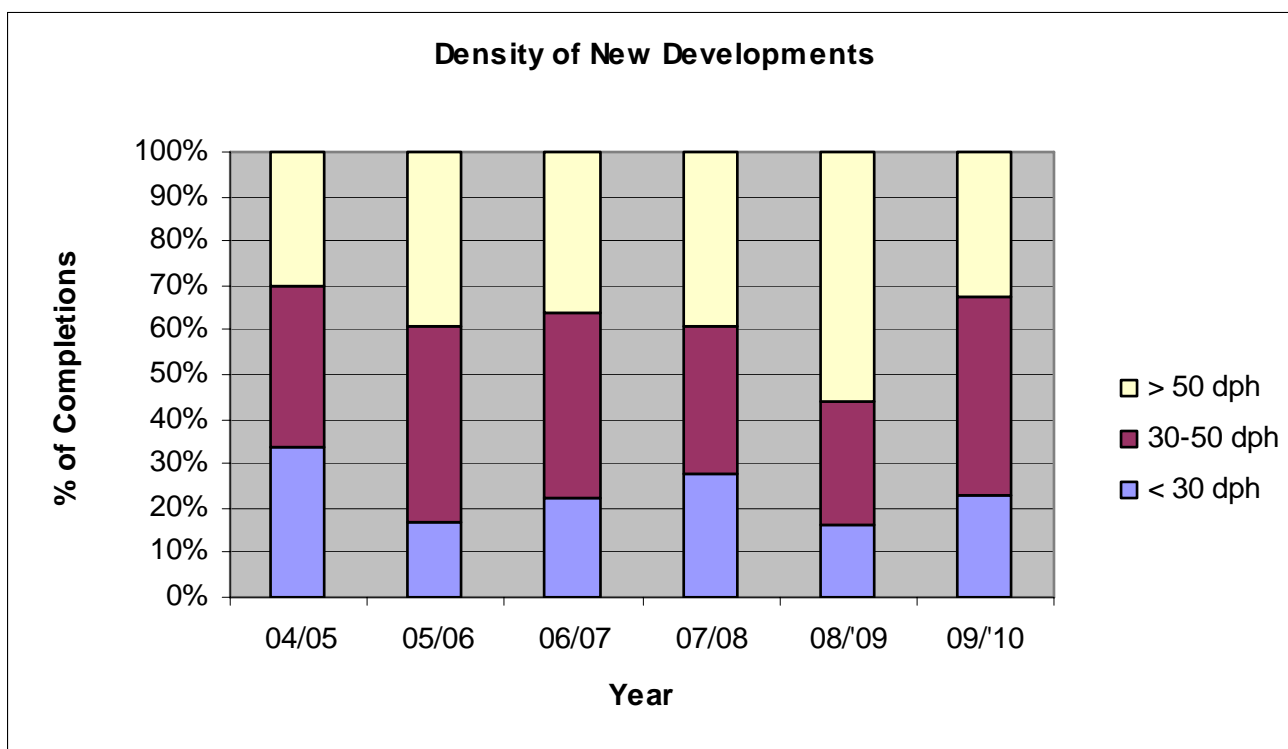
**Core Output Indicator:** 2c – Percentage of New Dwellings Completed at:  
 (i) less than 30 dwellings per hectare  
 (ii) between 30 and 50 dwellings per hectare  
 (iii) above 50 dwellings per hectare

Planning Policy Statement 3 (PPS3) emphasises the need to make efficient use of land. Although recent changes to PPS3 have removed reference to an indicative minimum density of 30 dwellings to the hectare, making good use of housing land is still seen as a priority. Policy H/5 of the UDP seeks to achieve densities between 30-50 dwellings per hectare, with even higher densities promoted in sustainable locations e.g. in and around town centres or with good links to public transport. The graph below shows the figures for the last six monitoring periods.

The graph (see figure 9) illustrates that the proportions of housing developed in the lowest density range increased in the last monitoring period. In the period 09/10, 23% of dwellings were completed on sites with a density below 30 dwellings per hectare compared with 16% in 08/09. The proportion of dwellings built at a density of between 30-50 dwellings per hectare increased from 28% in 08/09 to 45% in 09/10. There was a significant decrease in the proportion of dwellings built on sites with a density of 50 dwellings per hectare or more, which decreased to 32% compared with 56% in 08/09.

The higher proportion of completions at a lower density can be attributed through a return to more traditional housing types and layouts and a drop in the apartment market. It was the relatively large number of apartments being built that had previously led to an increase in the proportion of dwellings built at a high density, particularly in 08/09.

**Figure 9 – Density of New Developments**



Calculated based on completions on developments of 5 or more dwellings (based on requirement within RSS Monitoring)

## AFFORDABLE HOUSING

Policies: H/7

### **Core Output Indicator: 2d – Affordable Housing Completions**

Increases in house prices, both nationally and locally in recent years, mean that affordability has become a key issue in delivering new housing. Although house prices in parts of the borough are still relatively low compared with the national average, the fact that a lot of households have a low income means that it is difficult to access housing appropriate to their needs. The adopted UDP contains a policy which requires a contribution towards affordable housing on all sites of 1ha or 25 dwellings or more. Further detail relating to the implementation of this policy is included in a SPD which was adopted in March 2008. This SPD is based on the 2006 Housing Needs Study (HNS) Update which was completed in 2007. It should be noted that given the guidance in PPS3 Housing and the recommendations within the 2006 HNS Update, the threshold for when affordable housing will be sought has subsequently been lowered to 15 dwellings. This threshold was applied from May 2007 following advice from GONW and is reflected within the SPD.

The Council has commissioned work on a Strategic Housing Market Assessment (SHMA) and an economic viability assessment in order to support its existing and emerging affordable housing policy. In summary, data from the draft Rochdale SHMA suggests a net requirement of 128 affordable homes per annum. The Economic Viability of Affordable Housing Requirements study assesses the viability of the affordable housing policy and concludes that the current approach can be supported.

In terms of affordable housing completions, the table below gives figures for the last six years (see figure 10).

**Figure 10 – Affordable Housing Completions**

<b>Year</b>	<b>Number of affordable housing completions</b>
2003/04	62
2004/05	23
2005/06	71
2006/07	12
2007/08	49
2008/09	158
2009/10	71

As a significant proportion of affordable homes are provided by housing associations, the number of completions reflects the activity of housing associations within the borough. The Council has been successful in securing some affordable homes on private developments through Section 106 agreements. Generally in recent years the number of affordable houses completed has been relatively low. This year's figure is made up of the following:

- 15 new build units for rent;
- 26 private units refurbished using temporary social housing grant and currently let on rent terms;
- 14 units acquired through mortgage rescue scheme and let on rent terms; and
- 16 units completed under 'homebuy direct' scheme.

## **HOUSING QUALITY – BUILDING FOR LIFE ASSESSMENTS**

The assessment of building for life standards uses the CABA Building for Life criteria, which is a government – endorsed assessment benchmark, aimed at showing the level of design quality in new housing developments.

No developments were assessed in the monitoring period.

A member of Development Management has qualified as a Building for Life assessor. The need for assessments has been given statutory weight in the borough by its inclusion as a requirement in

the Core Strategy. However, there have been no assessments recently due to lack of suitable schemes.

## **SUMMARY**

The monitoring information shows that last year the requirement of 400 a year was not met. The net figure of 37 was significantly lower than the projected target for 09/10 (400) in last years AMR. This lower figure was due to a lower level of gross completions coupled with a high number of demolitions. The impact of the recession has had a direct effect on the delivery of housing developments on the ground as predicted in last year's AMR. Given the current economic climate and the well publicised slow down in the housing market, it is difficult to assess to what extent this will affect the number of completions and for how long.

The proposed revocation of RSS gives authorities the opportunity to reassess their housing target to take account of up to date evidence and local priorities. Given the recent level of completions, the impact of the recession and likely reduction in resources to deliver regeneration; the Council has proposed a target in its Publication Draft Core Strategy that is lower (400 net per annum) than the recalculated RSS target which due to underperformance in the period 2003-2010 had increased to nearly 500 per annum net. This target will be tested at the Core Strategy EIP which is due to take place around June 2011. This revised requirement and the results of the updated SHLAA have been taken account of in the housing trajectory.

This AMR, in accordance with PPS3, makes reference to a five-year 'deliverable' supply and a PDL Trajectory. The five-year 'deliverable' supply demonstrates that over the period 2011-16, the requirement within the emerging Core Strategy (400 per annum) can be met. However, the economic downturn may mean that this supply does not translate into completions, especially in the short term, and it is therefore expected that net completions will be below the recalculated Core Strategy requirement for 2010/11 and 2011/12. In terms of the PDL trajectory this demonstrates that a high percentage of housing completions, beyond the Core Strategy, will continue to come forward on previously developed land.

In this monitoring period there was a significant increase in the proportion of completions on lower density sites. Progress in relation to density will continue to be assessed in order to ensure that the right type of housing is being provided and that the guidance in the Design SPD is being taken into account. Progress on implementing the Affordable Housing SPD is required in order to improve the delivery of affordable housing and ensure that it is meeting local needs. However, it is recognised that the delivery of affordable housing is more challenging in the current climate.

In terms of the LDF, this will need to be underpinned by continued monitoring both in terms of what is being built as well as rolling forward the SHLAA to ensure we keep an up to date position regarding potential supply, particularly ensuring a five-year deliverable supply and identifying a longer-term supply to evidence the emerging Core Strategy. In doing this it will be important to take particular account of progress made on regeneration. Although resources to deliver regeneration are likely to be more limited it will still have a significant impact on the delivery of additional housing, clearance and the overall improvement of existing residential areas.

Subsequent AMR's will take account of all of this information in order to assess what changes to housing policy are required through the production of relevant DPDs.

## 4.3 ENVIRONMENT

### Relevant UDP Chapters:

- Chapter 7 – Defined Urban Area, Green Belt and Protected Open
- Chapter 14 – Greenspace
- Chapter 15 – Countryside and the Rural Economy
- Chapter 19 – Design and the Built Environment
- Chapter 20 – Environmental Management
- Chapter 21 – The Natural Environment

### INTRODUCTION

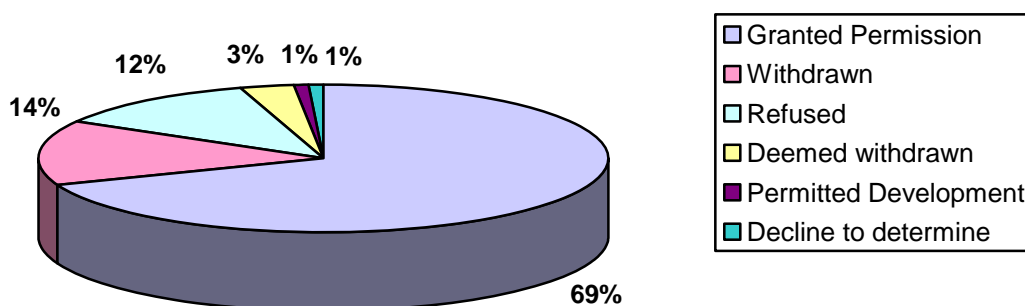
The policies in the UDP are concerned with controlling the impact of development and activities on the natural and built environment (e.g. water supply and quality, air quality, noise and disturbance, visual amenity and biodiversity). Some policies seek to ensure that new development contributes to the environment and secures enhancements through the development process (e.g. improvements to open space, habitats, landscape and townscape quality, safety and security, energy conservation and efficiency etc. Other policies (e.g. Green Belt and Protected Open Land) are intended to protect the countryside from development and to promote urban regeneration. There are also other environmental issues which the Plan is concerned with including the effects of development on water quality and supply, air pollution and traffic congestion and the opportunities for providing greater energy efficiency and renewable energy resources.

### GREEN BELT

#### Policies G/D/2, D/3-D/8

There continues to be strong and clear national guidance regarding the protection of the Green Belt and the policies within the UDP reflect this. Between 1<sup>st</sup> April 2009 and 31<sup>st</sup> March 2010, Rochdale MBC determined 126 planning applications for development/change of use within the Green Belt. This shows an increase on the figure for 08-09 when 120 applications were considered. The chart below (see figure 11) gives a breakdown of the decisions. Overall, Green Belt policy has been successfully applied over the monitoring period. Although there were 4 appeals against refusals in this period one of these was subsequently dismissed, with three approved on appeal for a household extension, minor development and new dwelling.

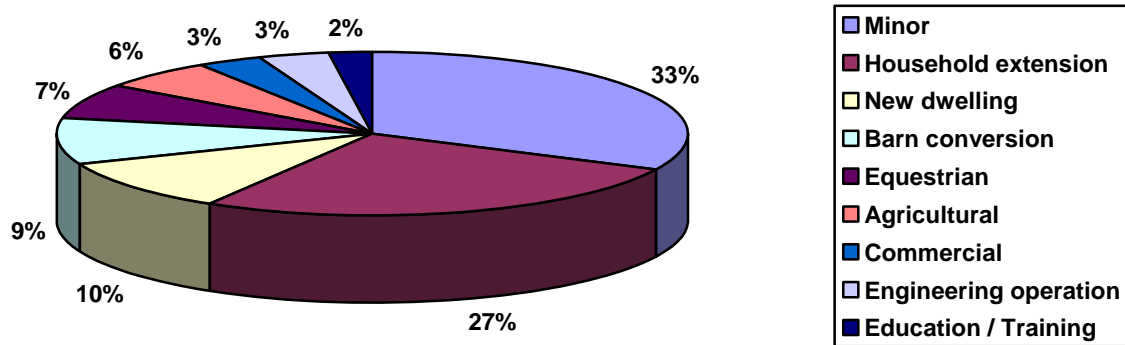
Figure 11 - Decisions on applications within the Green Belt – 1<sup>st</sup> April 09 – 31<sup>st</sup> March 10



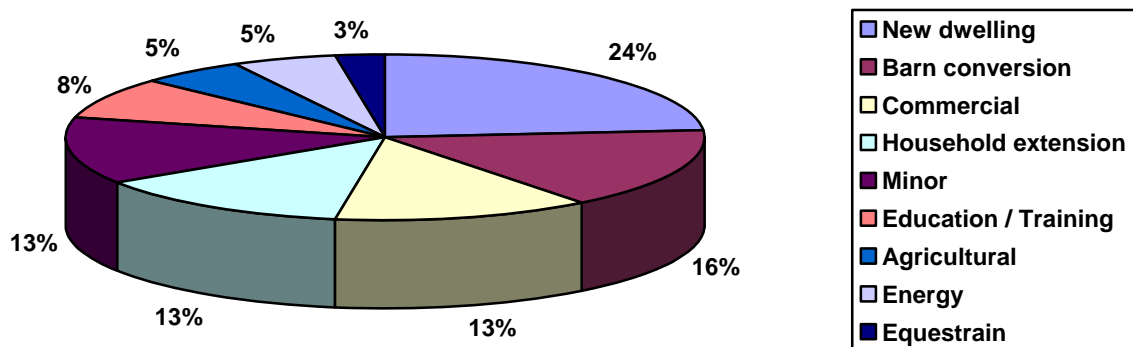
Of these, 87 applications (69%) were granted permission subject to one or more conditions, whilst 15 (12%) were refused. Eighteen planning applications were withdrawn in this time period, four deemed withdrawn, one declined to determine and one application permitted development.

The charts below gives a breakdown of approvals and refusals/withdrawn by type (see figure 12 & 13).

**Figure 12 - Decisions on applications within the Green Belt by type (Granted Permission)**



**Figure 13 - Decisions on applications within the Green Belt by type (Refused/Withdrawn)**



Of the 87 applications that were granted planning permission within the greenbelt designated areas, the majority were household extensions and minor developments.

**THE NATURAL ENVIRONMENT & BIODIVERSITY**

*Policies G/8, RE/5-RE/7, G/NE/1-NE/10*

Tree cover in Rochdale is low, currently around 3% of land area, compared with 5.8% for the region and 8% for England (DEFRA). Although not all open land is appropriate for woodland planting, there are significant opportunities for increasing woodland cover. Losses of woodland have been insignificant but neglect and poor management of areas are a threat. Pennine Edge Forest (PEF) seeks to protect and promote the management of existing tree cover and to encourage and support appropriate new planting, primarily through grant schemes administered by the Forestry Commission, and others but also through the development process. The PEF Business Plan aspires to increasing tree cover by 400 ha (around 100 ha in Rochdale Borough) over the next ten years. During 2010 significant woodland planting will take place at Watergrove Reservoir and at Naden and Greenbooth Reservoirs through the Sustainable Catchment Management Project. Jointly the proposals will see a total of 32 ha of upland oak woodland planted.

In future years, annual monitoring of tree cover will be assisted by a detailed mapping exercise. PEF monitors activity in woodland planting, management and access improvements through the numbers of successful Forestry Commission grant applications achieved in a year and through details of activity provided through partner organisations such as Groundwork Trust and British Trust Conservation Volunteers (BTCV). Planning applications with significant woodland impacts will also be monitored.

Rochdale Council has been working to improve the management of woodland within its ownership and has been successful in gaining forest stewardship council certification for its primary woodland stock. Certification recognises that management is sustainable and that woodlands are being managed to benefit biodiversity and as a recreation resource.

**Core Output Indicator 8:- Change in areas and populations of biodiversity importance, including:**

- (i) change in priority habitats and species (by type); and**
- (ii) change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance**

The review of the Greater Manchester Biodiversity Action Plan was completed during 2009 and the new plans have now been adopted across the sub-region. Work has commenced on producing a local Biodiversity Action Plan for Rochdale which will be completed during 2010. This will identify local target species and beneficial actions for active conservation and will provide a future basis for improving data about local species of importance and monitoring the extent or quality of habitat and distribution of species. Updated habitat surveys have been completed in association with Greater Manchester Ecology Unit (GMEU) and the voluntary sector to help provide good supporting species and habitat information.

The Biodiversity and Development SPD, adopted in January 2008 continues to provide a framework to support existing biodiversity policy in the UDP and ensures that the biodiversity resource is retained and where possible enhanced.

The Council continues to be an active member of the South Pennines Twite Group, assisting in work to increase the population of this endangered species. Work is continuing to develop positive land management with local landowners through the Twite Project. The colonies were monitored during 2009 by RSPB. Unfortunately, it appears that the size of the colony was affected by a grass fire in May 2009 which has reduced numbers considerably.

Rochdale contains a series of statutorily designated sites of nature conservation importance i.e. a part of the South Pennine Moors and Rochdale Canal Sites of Special Scientific Interest. The conservation quality of such sites is monitored through Natural England who are consulted on proposals which may affect these special qualities. These sites have a further enhanced measure of protection through European legislation.

In addition, there are a series of Sites of Biological Importance (SBI) identified through GMEU and approved by the Council. The review carried out in 2009 shows that there are 43 sites in the borough covering 2,451.7 hectares. These are non statutory designations which in some cases overlap with statutory designations. GMEU carries out a process of new site evaluation and site monitoring as part of a continuous Greater Manchester wide process. GMEU produce an annual monitoring report which indicates the extent of SBI lost and gained in each district. The table below (see figure 14) shows information relating to the 2009 report for Rochdale.

**Figure 14 - Change in Number and Area of SBIs by Grade (areas in hectares)**

	2008	2009	Net Change 2008-9	
			area	%
<b>Total Number Of SBIs</b>	43	43	-	-
<b>Total Area Of SBIs</b>	2,448.9	2,451.7	2.8	0.1
<b>Total Number Grade A</b>	12	11	-1	- 8.3
<b>Total Area Grade A</b>	2,231.8	2,195.6	-36.2	-1.6
<b>Total Number Grade B</b>	14	15	1	7.1
<b>Total Area Grade B</b>	129	168.3	39.3	30.5
<b>Total Number Grade C</b>	17	17	-	-
<b>Total Area Grade C</b>	88.1	87.8	-0.3	-0.3

The number of designated SBIs in the borough has remained static at 43, although the total land area covered by this designation has increased by 2.8 ha. Some of this increase was due to technical and measuring changes. Alkington Woods and Rhodes Lodges SBI has been downgraded from grade A to grade B, following reassessment against the new SBI guidelines (2008) and a decline in the number of bird records for the site. However, the site gained 1.4 ha of habitat following resurvey. Piethorne Reservoirs & Plantations gained an additional 1.3 ha due to the inclusion of good quality contiguous habitat.

Lomax Wood lost 0.4ha of grassland due to a decline in habitat quality.

## **OPEN SPACE**

*Policies: G/UG/1-UG/10, H/6*

**Core Output Indicator: 4c – Percentage of eligible open space managed to Green Flag award standard**

UDP policies seek to protect and enhance existing areas of open space whilst encouraging the laying out of new areas in appropriate locations. Policy H/6 requires that new housing developments provide a contribution towards open space provision, either on-site or through the payment of a commuted sum, or both. The SPD on Recreational Open Space in New Housing Development provides guidance and advice on this.

In 2010, the following open space sites were awarded Green Flag status:

- Broadfield Park, Rochdale;
- Harehill Park, Littleborough;
- Middleton Cemetery, Middleton;
- Milnrow Memorial Park, Milnrow;
- Packer Spout and St Chad's, Rochdale;
- Queen's Park, Heywood;
- Rochdale Memorial Gardens, Rochdale; and
- Truffet Park, Middleton

Other applications are planned, but this is subject to sufficient funds being made available for essential works, identified in the feedback reports for the Green flag sites. It is essential to carry out work identified in the feedback reports and scheduled work identified in our own management plans which would be required to retain green flag status. Additional funding would also be required to bring other parks up to the required green flag standard prior to submission.

A new database has been set up which will allow monitoring of all developer contributions for open spaces. A new system has also been set up which will give decisions on expenditure to Townships following recommendations to them based on relevant strategies / surveys. It is expected that in excess of £500,000 will be generated annually, dependent on market conditions.

Rochdale Council owned woodland gained Forestry Stewardship Council certification in 2006, which has been subsequently retained in recognition of the sustainable management of its existing woodland stock.

## CONSERVATION & DESIGN OF THE BUILT ENVIRONMENT

### Town Centre Conservation & Design

In **Heywood town centre** a number of developments have been completed with the aim of making significant improvements to the town centre. The following schemes were shaped by the conservation and design team:

- Conservation and reuse of the former police station and magistrates court as a business centre, now completed.
- Refurbishment of the library (Grade II Listed), now completed.
- The new joint service centre, now completed.
- Conservation of the facades and shop fronts of Church Street and York Street, now completed.
- Re-erection of technical school arched entrance; now completed.
- Addition to the War Memorial (Grade II listed) now completed.
- Discussions on the future of St. Luke's Church (Grade II\* listed).

In **Rochdale town centre** the conservation and design focus lies in three areas.

The first is **Town Head** where there has been a series of actions including:

- Improvements to Town Head offices and environs (Listed Grade II), now completed.
- Urgent works to 1-3 Whitehall Street and East Street (Listed Grade II Buildings at Risk), now completed.
- Design of a new public square at St. Mary's RC Church; now completed.

The second area is the **Toad Lane Conservation Area** where the following conservation and design initiatives took place:

- Enhancement document.
- Re-laying of cobbles and flags to road and paths; now completed.
- Planters scheme to reduce on street car parking; now completed.
- Controlled entrance; now completed.
- St. Mary's Church - repair of bellcote, stained glass windows and other works via English Heritage grant; now all completed.
- Design of extension to museum (Grade II Listed Building) and submission of Heritage Lottery Fund bid; now approved and underway.

The third area is **Rochdale Town Centre Conservation Area** where the following initiatives are taking place:

- Presentations on the Town Hall and environs, setting direction for future conservation and design activity.
- Research into the history and architecture of the area and archaeological study of the hidden Rochdale Bridge.
- Conservation works to stone flag apron around the Town Hall, damaged wall decoration in former Council Chamber (Reception Room) and analysis of hidden interior painting schemes; now completed.
- Repair and restoration of the Exchange of the Town Hall.
- Building of new Sixth Form College, now completed, and reshaping of Police Station and Courts.
- Restoration of Packer Spout Market Cross steps and fountain (Grade II Listed building); now completed and improvements to the Memorial Gardens.

In **Middleton town centre** the following took place:

- Edgar Wood research project and competition of paper for publication by Manchester University.
- Research project into the history and architecture of St. Leonard's Parish Church.

- Transfer of Long Street Methodist Church and schools to building preservation trust.
- Develop the “Golden Cluster” as the heart of the area.
- Development schemes for shops and offices on the Long Street Triangle.
- Restoration of Building at Risk, former Hare and Hounds Public House as business centre.
- Monthly series of events celebrating the 150<sup>th</sup> anniversary of Edgar Wood’s birth.
- Redesign of Middleton Gardens.
- Extended conservation area to reflect the recommendations of the conservation area appraisal.
- Submission of Stages 1 and 2 of a Heritage Lottery Fund, Townscape Heritage Initiative Scheme to restore the Edgar Wood and other heritage buildings and open spaces.

### Listed Buildings at Risk

Considerable numbers of listed buildings are at risk including roughly a quarter of the borough’s Grade II\* buildings. The recession brought to a standstill various schemes but Clegg Hall and Clegg Hall Mills are in the process of being completed. Physical activity focused on undertaking an urgent works package for Tonge and Hopwood Halls and Falinge Hall Coach House. Research activity has focused on the study of St. Edmund’s Church, Falinge which was upgraded to grade I as a consequence. The Heywood Railway Warehouse was researched and listed grade II (see figure 15).

**Figure 15 – Listed Buildings at Risk**

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

### Registered and Historic Parks and Gardens

Further improvements have been undertaken to Broadfield Park, Rochdale.

### Conservation Areas

Recent conservation areas were appraised and consulted upon at Birtle, Rochdale and Town House, Littleborough and a new conservation area was made at Manchester Old Road, Middleton with extensions to Middleton town centre and Castleton South. Conservation area enhancement and control work has focused on the Rochdale and Middleton town centre conservation areas.

### Design

Rochdale Urban Design Guidance was adopted in 2007 as a SPD and Development Management is promoting its use for the preparation of development schemes. The Council is committed to moving design up the agenda in Rochdale Borough, and the Design Guidance has helped to do this. Additionally, there have been a number of other initiatives:

- Regular meetings of the Design and Conservation Sub Group of Pride of Place Local Strategic Partnership, who review proposed schemes and co-ordinate the promotion of good design.

- Three officers attended the CABA Urban Design summer school.
- A number of schemes have been reviewed by Places Matter! design review panel.
- The Rochdale Borough Design Awards have taken place for two years running, attracting a great deal of interest.
- A Public Art Strategy has been prepared and adopted.
- A Public Realm handbook is in preparation, and it is hoped this will be adopted in January 2011.

The new design agenda is starting to have a positive impact upon the quality of new development in the borough.

## **FLOOD PROTECTION AND WATER QUALITY**

*Policies EM/7-EM/8*

**Core Output Indicator 7 -** *Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality*

The adopted UDP contains policies that deal with development and flood risk. Where it appears that there may be a possibility of risk from flooding, or upon the advice of the Environment Agency (EA), a flood risk assessment will be requested from the applicant in accordance with advice in PPG 25. Where the EA objects to development proposals on either flood defence or water quality grounds, the Council would normally not grant planning permission. No applications have been granted where the EA has objected on these grounds. If it is considered that an amendment to a scheme would avoid flood or pollution risk then the Council would negotiate with an applicant but only after raising this with the EA. Usually where amendments, such as siting, increase in floor levels, alterations to drainage/bunding, would remove these objections then the EA normally suggest these when they make their initial response.

In November 2009, the Council published its Level 2 Strategic Flood Risk Assessment providing a much improved local evidence base for flood risk throughout the borough and its source.

## **RENEWABLE ENERGY**

*Policies G/EM/12-EM/16*

**Core Output Indicator 9 – Renewable energy capacity installed by type**

The adopted UDP contains several policies which cover renewable energy. Whilst these policies encourage the use of renewable energy this is balanced against the impact on the local environment.

Within the monitoring period 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010 there has been no significant stand alone energy developments within the borough.

The Crook Hill windfarm proposal has been granted planning permission (July 2009) but its implementation is still subject to the decision of the Secretary of State in respect of consent for development on common land and the associated exchange of land to replace that being built on. In addition, further planning applications are expected in respect of alternative proposals for accessing the site.

As from March 1<sup>st</sup> 2009, the provisions of the Council's Energy and New Development SPD were put into practice. This means all new residential developments of 5 or more dwellings and all new non-residential developments of 500 sq m floorspace or more will have to make at least a 10% (20% from April 2010) reduction in the CO<sub>2</sub> emissions predicted to result from the energy demand of the development through the provision of on-site renewable or low carbon energy generation or through connection to a decentralised, renewable or low carbon energy supply if available. A Local Performance indicator has been set up in relation to this and data on outputs and CO<sub>2</sub> reductions achieved by the putting into practice of the SPD has been collected; in the first year of the

implementation of the SPD (up to 31<sup>st</sup> March 2010), a total of 28 proposed developments were subject to the requirements, including 369 dwellings, a large part of Kingsway Business Park, six school / college redevelopments, the new Rochdale bus station, several health centres, a care home and other business developments. Some of the smaller of these developments are now under construction and should be installing renewable energy technologies in the next few months.

## **SUMMARY**

Gaps in monitoring that need to be addressed are local air quality, contaminated land, derelict land, greenspace and tree cover. A recreational open space survey is now completed and been digitised (available March 2009). A Green Infrastructure Strategy for Heywood is in preparation, and this will be the first of four covering the four Townships. The use of renewable sources of energy within new developments is required through the Energy and New Development SPD and progress is being monitored.

Monitoring of policies with design requirements has been difficult in the past but the adoption of the Urban Design Guidance will mean that all planning applications will have to take account of the design requirements set out in the guidance and ensure design standards are established and met. Whilst policies for Listed Buildings and Conservation Areas are robust and being successfully applied, it is the intention to consider the use of indicators and targets to measure progress in future years.

## 4.4 REGENERATION

*Relevant UDP Chapters:*

*Chapter 12 – Regeneration*

### INTRODUCTION

The regeneration of Rochdale Borough is a key objective of the UDP with regeneration running as a theme throughout many of its chapters, most notably the Plan Strategy, Employment and the Economy, Housing, Design and the Built Environment and in particular Regeneration – Chapter 12. The focus on regeneration is continued in the emerging Core Strategy.

This chapter deals specifically with regeneration by identifying priority areas for physical regeneration and specific sites such as Areas of Opportunity where comprehensive mixed use developments will be sought. Progress with these policies and sites is as follows:

### PHYSICAL REGENERATION

*Policies: G/R/1*

Policy G/R/1 indicates that priority will be given to the physical regeneration of the following broad areas:

- A) Central and East Heywood
- B) Central and East Middleton
- C) Inner Rochdale
- D) Langley

### HOUSING MARKET RENEWAL (HMR)

The HMR Pathfinder programme covers the older housing areas of Rochdale and Middleton and two large social housing estates. This programme involves the modernisation of, and provision of new, housing to meet 21<sup>st</sup> Century needs and the transformation of neighbourhoods to make them more attractive and sustainable places to live. The work may involve the demolition of existing housing and industry and its replacement with new housing where this provides the most effective way forward. Those HMR neighbourhoods where major intervention is ongoing or planned are set out in more detail below.

### SUSTAINABLE COMMUNITIES PROGRAMME

Given the current changes to public funding it is likely that the HMR programme will cease in its current form. Many of the areas covered by the HMR programmes are also covered by the Council's Sustainable Communities programme. The priorities for the Sustainable Communities have been selected carefully to fall in line with those set out in the Community Strategy "Pride of Place" 2007-2010 but also to include others identified as basic requirements to Sustainable Communities. These are inextricably linked to improving the quality of life for people. Our priorities are:

- Housing & Physical Environment.
- Increasing jobs and prosperity.
- Making sure every child matters.
- Improving community safety.
- Creating a cleaner greener environment.
- Improving health and wellbeing.

Whatever the name of the initiative or governance arrangements, the Council will continue to work with its partners to secure alternative sources of funding to deliver regeneration.

## **East Central Rochdale**

The Phase 1 HMR programme covers East Central Rochdale (ECR). Initial master planning in this area was reviewed culminating in a Strategic Regeneration Framework being approved in September 2007. A SPD was adopted in May 2008, which helps to guide decisions on proposals and investment and provides the necessary weight to support any CPO activity required to deliver the wider regeneration of the area. A key issue to address within ECR is flood risk and a Level 2 Strategic Flood Risk Assessment (SFRA) has been produced. This study gives a detailed assessment of flooding issues in the area along with potential mitigation measures.

In terms of on the ground activity the notable achievements have been as follows:

- Progress with acquisition programme and site assembly – notable Nile Street, Entwisle Road and Gowers Street.
- New housing nearing completion at Nelson Place.
- New housing and fire station proposed on land between Belfield Road and Halifax Road.
- New health facility off Belfield Road.
- New community facility – Unity House.
- Application submitted for replacement leisure facility adjacent to existing Central Leisure facility on Entwisle Road.

## **Langley**

The Phase 1 HMR programme also covers the Langley neighbourhood (see R/2 below) where work is still progressing on a number of redevelopment schemes.

## **Inner Rochdale**

Inner Rochdale, which includes parts of Milkstone & Deeplish and Newbold, is one of the five area based regeneration initiatives which form part of the Council's Sustainable Communities Programme. The core area of Inner Rochdale, around the Oldham Road Corridor, the railway station and the Canal Basin, has been identified as an area where physical regeneration will be focused. It is a strategically important area to the south of Rochdale town centre, close to Kingsway Business Park, and adjoining the canal, the Oldham Road corridor (a major transport route and a Quality Bus Corridor), Rochdale railway station, a housing community and mixed employment areas. The main objective of the regeneration initiative for this area is to bring forward new development for housing and employment purposes and to improve the local environment.

A land assembly programme in the area (funding by HMR and North West Development Agency) has brought a number of sites into public ownership, which will be developed for housing and employment purposes.

Existing UDP policies are unlikely to provide a sufficiently detailed framework to support/deliver the physical regeneration of the area. Consequently, a SPD for the area has been prepared and adopted. The document will help guide development and provide the appropriate planning framework to support the regeneration of the area, particular the recently acquired housing and employment sites.

## **Kirkholt**

It was agreed that the original masterplan, "Ideas for Change" for Kirkholt although comprehensive did not give enough detail or emphasis on targeting sites in the area. Due to this a second round of masterplanning has been started to identify the detailed proposals for a number of sites and to "business plan" the potential values and linkages between the sites.

At the same time it was agreed that the programme would test the values on the estate and to look at the marketability in the present economic climate. To do this one of the original identified sites, the ex primary school site on Hartley Lane, is in the process of being tendered through the Homes and Communities Agency (HCA) panel of contractors. It is expected that the developer for this site will be appointed by December 2010.

## LANGLEY PHYSICAL REGENERATION AREA, MIDDLETON

*Policies: R/2*

A significant amount of development has been and will continue to take place on Langley. Lovell Partnerships planned to build up to 800 new homes for sale by 2015 and about 300 of these have been built to date. In the current climate the scale of development has slowed and delivery timescales will therefore need to be extended.

Riverside Pennine should complete the development of Rydal Court later in 2010. This is a 24 unit scheme located in the central core area of Langley and developed to code level 4. These new apartments will be occupied by tenants who were previously living in homes that were too big for them and this has therefore freed up 24 homes for families. Funding for this was provided by the HCA with support from HMR.

Working with Rochdale Housing Initiative Riverside Pennine have acquired 22 derelict cottage flats and refurbished them to provide 11 four bedroom homes, funding for this project was in part provided through a temporary social housing grant allocation from the HCA. The refurbished homes will provide additional rented accommodation.

The Langley Masterplan which has been fully consulted has moved towards the implementation process. Work has taken place to prepare an innovative land pooling agreement which enables Rochdale Council and Riverside Pennine to combine their land assets and deliver the long term strategy. The strategy is now at the point of procuring development support. The plans aim to make better use and increase the quality of existing open space and provide for around 500 additional new homes over the next 10-15 years focused around the central area of the estate. Changes to the HMR programme will create challenges in delivering the aspirational plan and work has been done to prioritise areas where development may take place with limited public sector investment.

## DRAKE STREET PHYSICAL REGENERATION AREA

*Policies: R/3*

Construction of Metrolink is underway with the first phase to Rochdale Station and Maclure Road to be completed by early 2012 and the second phase to the town centre by early 2014. Despite the current economic downturn there are still expressions of private sector developer interest in a number of the sites identified for redevelopment. Discussions with potential investors are continuing to maximise the regeneration priorities on Drake Street.

## AREAS OF OPPORTUNITY

*Policies: R/4*

This policy seeks the comprehensive regeneration of the Areas of Opportunity (AoO) identified below, that are either a combination of sites with different ownerships or are major sites in one ownership, with a mix of different uses sought or permitted by the policy for each area. Proposals will be required to accord substantially with a Planning Brief or Masterplan that sets out proposals for the comprehensive redevelopment of the area.

- **Ealees Area of Opportunity, Littleborough**

*Policy R/4(a)*

Considerable work has been done by the Rochdale Development Agency (RDA) and the Councils preferred private sector development partner in preparing proposals for a mixed use development scheme. Work continues on developing a viable scheme for this site.

- **Durn Area of Opportunity, Littleborough** *Policy R/4(b)*  
 On the land to the west of the canal, permission was granted subject to a Section 106 for 29 houses and a block of 14 apartments. On the land to the east of the canal (comprising three distinct parcels of land) a mixed use development which incorporates a boating marina remains the aspiration for this site.
- **Two Bridges Road Area of Opportunity, Newhey** *Policy R/4(c)*  
 An application for a housing development on the site of Coral Mill was approved on appeal in September 2007 following some amendments to the scheme and an undertaking by the developers to make a financial contribution for a bridge as part of an access road to the wider area. The approved scheme has not been implemented and no progress has been made with any other schemes for the area.
- **Birch Hill Hospital Area of Opportunity, Rochdale** *Policy R/4(d)*  
 A detailed scheme was submitted in December 2009 for 293 new homes and conversion of some of the retained hospital buildings to provide a further 68 dwellings. This application has subsequently been approved. It is anticipated that a phased development of the site will commence in 2011.
- **Riverside Area of Opportunity, Rochdale** *Policy R/4(e)*  
 This area forms part of the wider Rochdale Town Centre East area in which the Council and RDA are working on major redevelopment proposals in order to regenerate this large part of the town centre. An Area Framework has been prepared to guide redevelopment within the area and was adopted as a SPD in December 2007. Detailed planning permission for a new bus station has been granted on part of the site and the land has been remediated in preparation for that development. Construction of the bus station is anticipated during 2011-12. The rest of the AoO to the west of the river is proposed for a mixed use scheme; primarily comprising of offices and housing. The first phase of development of this area is the construction of new Municipal Offices, customer service centre and library. The site is currently being remediated with construction due to start in early 2011 and completion by late 2012.
- **Canal Basin Area of Opportunity, Rochdale** *Policy R/4(f)*  
 A masterplan has been prepared for the comprehensive regeneration of this area adjoining the reopened Rochdale Canal. A managed office facility (Lock 50) has been developed on a key canal basin site to initiate phase 1 of the regeneration programme. The masterplan and development options will be reviewed and further development promoted through RDA as part of the regeneration of the wider area (see section on Inner Rochdale above).
- **Assheton Way / Townley Street Area of Opportunity, Middleton** *Policy R/4(g)*  
 The Middleton Spatial Masterplan that identifies opportunities for town centre regeneration, improved transport options and the creation of high quality public spaces was endorsed by Middleton Township in September 2006 following extensive public and stakeholder consultations. A further revision of the masterplan will be undertaken later in 2010. Construction of the Middleton Arena leisure facility was completed in December 2008 and the redevelopment of the former leisure and civic centre sites with a new Tesco superstore was completed in July 2010.
- **Sefton Street / Green Lane / Railway Street Area of Opportunity, Heywood**  
*Policy R/4(h)*  
 Uses complementary to the opportunities offered by the location of the East Lancashire Railway station are being promoted at this site. Owners of the land adjacent to Sefton Street and Green Lane have proposed a development scheme and are being encouraged to extend the scope of their scheme and harmonise with the tourism opportunities evident in the area. Development of the area is being considered as part of a wider ranging package of measures arising from proposals to develop the railway line for commuter traffic with a link through to Castleton and the Trub Farm AoO detailed below. A Heywood and Castleton Masterplan has been prepared to promote development opportunities and the regeneration of this part of Heywood and Castleton

- **Trub Farm Area of Opportunity, Castleton**

*Policy R/4(i)*

A Planning and Development Framework for the area was approved early in 2007 and the site marketed for development early 2008. The economic downturn has however resulted in a delay in development being progressed. A residential scheme for this site is currently being discussed. This site is one of several opportunities in the Castleton area which have been brought together in the Castleton and Heywood Masterplan. It is hoped that the development of these sites will assist in the wider regeneration of the area.

- **Rooley Moor Road Area of Opportunity, Rochdale**

*Policy R/4(j)*

An outline planning application was submitted in 2004 for a primarily residential mixed use redevelopment. However the determination of this application has been delayed awaiting agreement on a remediation strategy to tackle the contamination problems on the site and the provision of other information to support the application.

## **OTHER REGENERATION AREAS**

### **Heywood SUN**

The Heywood Sustainable Urban Neighbourhoods (SUN) physical regeneration framework has been approved to guide future growth and development in Heywood over the next 10-20 years. Work is progressing to establish the governance framework and staffing structure to deliver the project. A SPD to guide this regeneration is due to commence in 2010/11.

Proposals for the development of the former Mossfield School site to the immediate north of the centre are being developed and may include provision for the planned Heywood Skills centre. This will complement develop of the Sports and Leisure Village on the north side of West Starkey Street. The Council now owns the Boots Warehouse to the south of the town centre. There is an agreement with key partners to bring this site forward along with other opportunities in this area.

Longer term proposals for the town centre are to be reviewed and developed through the production of the SPD.

## **REGENERATION IN THE EMERGING CORE STRATEGY**

The focus of regeneration is continued within the emerging Core Strategy. This focus remains on those broad areas identified above and recognises their potential to deliver new housing and community and leisure facilities. It is hoped that this will improve the quality of life for residents and the overall image of the borough. The Core Strategy also acknowledges the role of regeneration to support and deliver economic growth. To do this the Core Strategy identifies several economic growth corridors where regeneration and growth is focussed alongside new employment and residential development. These include:

- Rochdale town centre / Kingsway corridor (which incorporates most of Inner Rochdale);
- Sandbrook Park / Castleton corridor;
- South Heywood / J19 corridor; and
- Middleton town centre / Oldham Road corridor.

## **SUMMARY**

The policy approach adopted in the UDP has been found to be generally sufficiently flexible to enable the regeneration initiatives in the regeneration priority areas to be brought forward. However it is recognised that additional guidance through the LDF in the form of SPDs could provide further support for the delivery of regeneration initiatives.

Consequently two new LDF documents, an SPD for East Central Rochdale and an SPD for Rochdale Town Centre East have been adopted to guide redevelopment in those areas. In 2010 work commenced on the Milkstone, Deeplish and Newbold SPD and this was adopted in September 2010, which itself will be supported by a SPD to guide development in that area.

The emerging Core Strategy will continue the strong local focus on delivering regeneration. The recent economic downturn and cuts to public spending will affect the delivery of regeneration activity in the short term but significant progress has been made to ensure that sites and schemes are in place and ready to be delivered when the market picks up.

## 4.5 TRANSPORT

**Relevant UDP Chapters:**

**Chapter 18 – Accessibility**

### INTRODUCTION

This section details the progress made in 2009-2010 in implementing UDP Policy guiding and controlling new development and addressing transport and accessibility issues.

### CORE OUTPUT INDICATOR - ACCESSIBILITY

**Core Output Indicator:** 3b – Amount of New Residential Development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre(s).

This indicator measures the sustainability of new housing development by considering the ease of access to essential local and community services by sustainable means of transport. The table below (see figure 16) shows the percentage of residential development completions from 1<sup>st</sup> April 2009 to 31<sup>st</sup> March 2010 that are within 30 minutes travelling time of a range of services by combining walking and public transport.

**Figure 16 - Residential Development within 30 minutes public transport time of**

Residential Development within 30 minutes public transport time of:					
GP Health Centre	Hospital	Primary School	Secondary School	Areas of Employment	Major Retail Centre(s)
<b>100%</b>	<b>44.8%</b>	<b>100%</b>	<b>97.8%</b>	<b>100%</b>	<b>100%</b>

In considering these travel times, no account is taken of specific access requirements. Average walking speeds and entry to the nearest facility is assumed. Based on these, all residential development completions (268 units) in 2009/2010 are within 30 minutes travel time of a GP surgery / health centre, primary school, employment areas (assumed to be employment zones and town centres) and major retail centres (assumed to be Rochdale, Heywood, Middleton, Littleborough, Milnrow, Bury or Oldham town centres).

There were four small developments in Middleton and on the edge of Littleborough with a longer than 30 minute travel time to a secondary school. This is due to their peripheral location combined with longer walks to access local bus stops to bus services of less than 30 minute frequency. The 97.8% accessibility level to a secondary school in 2009/2010 is an increase on 93.6% in 2008/2009 and continues increases in accessibility levels to Secondary Schools since 2004/2005.

With regard to access to hospitals, a level of 44.8% of completions in 2009/2010 continues the increase in residents within 30 minutes travel time since the closure of Birch Hospital in 2005. From a low in 2005/2006 of 9.8% of new residences accessible to a hospital there has been a rise to 44.8%. This has occurred through the re-casting of the public transport network to address the issue. Accessibility to hospitals this year exceeded the 2005 accessibility level of 43%, achieved prior to the closure of Birch Hill Hospital. There are potential threats to this continued improvement with transfer of clinical services away from Rochdale Infirmary to specialist units at Oldham, Fairfield and North Manchester hospitals or further away potentially making them more difficult to access in the future. Establishing “super-surgeries” in local communities that provide a greater range of clinical services such as minor operations, previously carried out in hospitals will make little impact on this measure of accessibility.

Most of the new residences not within the 30 minute threshold of a hospital are in Middleton, Milnrow and Littleborough, with some pockets in Rochdale where access to bus services is poor.

This may increase in the future as cuts in transport funding leads to revision and reductions in service frequencies.

Levels of sustainable access from new residential development to primary schools, employment areas, major retail centres and GP health centres in 2009/2010 have been maintained at 100% achieved in 2008/2009 levels in 2006/07.

## **TRANSPORT POLICIES**

Rochdale MBC was awarded £4.55 million through the Local Transport Plan process for 2009/10 with £1.2 million for integrated transport schemes and £3.35 million for structural maintenance.

Rochdale Borough's Transport Strategy underwent consultation during 2009-10 and was approved in March 2010. The strategy supports the policies and proposals set out in the UDP / LDF Core Strategy. It is also a lobbying document to influence Greater Manchester's Local Transport Plan (LTP3) and sets out the Council's transport aspirations. It has already been used to lobby for proposals in the Greater Manchester Transport Fund (GMTF) programme, which includes:

- Rochdale Metrolink Phase 3b (Rochdale railway station to town centre).
- Station improvements (including park & ride at Littleborough & Rochdale stations).
- East Lancashire Railway (ELR) and Rochdale West Package (includes Castleton regeneration, Mills Hill station improvements / park & ride and improved public transport links between Heywood and Manchester and Bury / Rossendale): subject to demonstrating a satisfactory business case.

## **WALKING AND CYCLING**

*Policies: A/4, A/13, A/14*

### **Connect 2 Proposals and Progress**

Rochdale Borough's proposals that form part of Sustrans' successful Connect 2 Big Lottery Fund Programme are progressing. This funding secured in December 2007, together with match funding from developer / third party contributions and the LTP is contributing to providing a coherent cycle network.

Rochdale Council's commitment (Rochdale Towpath Connections) includes provision of routes linking the borough's four township centres, key local destinations, railway stations, Oldham via the Rochdale Canal towpath (National Cycle Network Route (NCN) 66), and Kingsway Business Park. The £450,000 Connect 2 allocation to the borough will assist in increasing local walking and cycling route quality and connectivity enhancing and encouraging travel by these modes particularly for short journeys, while accommodating horse riders in on sections where there is a demand.

The works, delivered through a partnership with Sustrans and British Waterways amongst other partners in accordance with a Memorandum of Understanding signed in January 2009. The work completed to date provides a continuous spine route along Rochdale Canal from Calderdale through Pennine and Rochdale Townships to Castleton and along Broad Lane. Design work is continuing on the sections to Middleton and Heywood.

The Council has continued to invest in the walking and cycling networks with a Greater Manchester Cycling Strategy informing the Rochdale Borough Transport Strategy and Township action plans:

- Around £115,000 of transport capital schemes primarily benefiting pedestrians and cyclists in the borough have been constructed. They include measures in Smithy Bridge, walking and cycling links to Kingsway Business Park, cycle crossing facilities in Bamford, Queens Park Road, Heywood, and Albert Royds Street in Rochdale. A review of walking and cycle priorities which will inform the future programme has also been carried out.
- Measures to improve access and safety for pedestrians, cyclists and people with impaired mobility have been included in major schemes such as those completed at Townhead and Sudden junctions.

- Proposals have been developed to improve walking and cycling access to Metrolink stops in preparation for the opening of the Manchester to Rochdale railway station section (Phase 3a).
- Works totalling around £21,000 have included the installation of dropped crossing facilities and kerbs to assist independent travel for people with impaired mobility.
- Volunteers lead bi-monthly working parties to maintain the Healey Dell Cycleway (part of NCN Route 92).
- Cycle counters are monitoring use at several locations on the Kingsway Business Park cycle network and the Rochdale Canal towpath as the business park and Connect 2 network develops.
- Cycle Touring Club (CTC) has seconded a community cycling development officer to the borough since May 2008. Funded by Lottery, the Council, Primary Care Trust (PCT) and Link4Life, the post has involved promoting cycling amongst Asian teenage girls and launch of a cycling centre at Hollingworth Water Activity Centre.
- Healths on Wheels funded by the PCT provides cycles and secure cycle parking as well as supporting weekly rides to offer gentle introduction to cycling for returning or new cyclists.

The emphasis on enhancing segregated cycle links favoured particularly by less experienced cyclists means that on-road cycle trips levels are quite low. The route with the highest Average Annual Daily Traffic (AADT) cycle flow in the borough is on Drake Street, Rochdale where 147 cycles were recorded. The average A road 12 hour cycle flow in the borough is 55 with a B road average of 36, well below the respective averages for the whole of Greater Manchester and slightly lower than 2008-2009. No segregated route cycle flows are provided.

## **FACILITIES FOR BUSES**

*Policies: A/15, A/16, A/17*

Bus mileage information is based on a bus registration database maintained by Greater Manchester Passenger Transport Executive (GMPTE). This database has been revised; therefore the most recent information (2007) is presented but this will be updated in future AMRs when data becomes available.

In Rochdale Borough, 4.5 million bus miles were operated in 2007, 4% less than in 2006 and 2005 (4.7 million miles) but 15% higher than the 1985 pre de-regulation level (3.9 million miles). Greater Manchester bus mileage in 2007 was only 2.4% higher than 1985 and fell by 6.2% on 2006 levels.

The proportion of services subsidised in 2007 rose 1% to 25% compared with 2006, in the Rochdale Borough area, reversing some of the 4% rise in commercially viable services that operated between 2005 and 2006. The proportion of bus services subsidised in Greater Manchester in 2007 remains at 20% (as in 2006). Weekday off peak bus mileage in the Rochdale Borough area is 56% higher than the 1985 levels (38% for Greater Manchester as a whole). Evening bus service mileage in Rochdale Borough however has increased by 4% in 2007 compared with 2006.

The economic downturn has resulted in bus operators seeking to improve efficiency. Routes and service frequencies have been reviewed with some services altered to run with less frequency. Where service duplication has been identified there has been some rationalisation of routes. It is anticipated that these measures have led to a fall in bus mileage both in the borough and across Greater Manchester.

In Rochdale Borough, a number of schemes benefiting buses progressed including; A few shelters in the borough where regular incidents of anti-social behaviour have occurred have been fitted with CCTV cameras with successful results.

- Work at the Sudden and Townhead junctions including measures to tackle congestion issues was completed in 2009 /2010, including the provision of a new bus lane to assist outbound bus journeys from Rochdale town centre at Townhead.

- Passenger numbers on quality bus corridors have risen, but journey times reduced by less than expected. More work is programmed to reduce journey delay and improve reliability.

Future Quality Bus Corridors proposed include:

- Potential improvements in Heywood as part of the Heywood / Castleton Masterplan and the East Lancashire and West Rochdale Accessibility Study (ELWRAS) being conducted by Atkins for GMPTE.
- Bus priority measures as part of the Cross City Bus Service proposals improving services between Middleton and Manchester City Centre and beyond.

During 2008-2009, financial approval was secured for a new public transport interchange (bus station) in Rochdale town centre and it is one of the first projects in the redevelopment of this centre. Planning approval was granted in early 2010; however following the Government's Comprehensive Spending Review the project has been given "Development Group" status. Scheme promoters are required to update and provide additional information to the Department for Transport (DfT) before a decision whether to approve funding for the scheme is made in December 2011. This is a competitive process with £600 million available for "Development Group" schemes.

## **RAIL FACILITIES**

*Policies: A/18, A/19, A/21*

### **Rail Patronage**

The number of boarders travelling inbound to Manchester on the Rochdale / Oldham line in 2009 was 1,100 at peak time (0730 to 0930) compared with 1,518 in 2006 and 1,300 off-peak (0930 to 1330) in 2009 compared with 1,192 in 2007. These figures represent a decrease of 23% in the morning peak and a 28% decrease in off-peak travel compared with 2008. These reductions are predominantly due to the closure of the Oldham Loop line. Patronage at the borough's that have been unaffected by the loop line closure have increased by 15% in the peak and 6% off peak in 2009. Since 1991 however off peak rail travellers have increased by 59% to 2009 but peak time boarders have fallen by 8% following steady growth up to 2007.

The construction of Metrolink to Rochdale town centre started on 3<sup>rd</sup> October 2009 and will be completed in two phases.

Phase 3a converting the Oldham Rochdale Loop railway to Maclure Road to the north of the railway station is programmed to open in spring 2012 and will enable trams to run every 12 minutes on average. Preliminary works were carried out in 2009/2010, decommissioning the Heavy Rail infrastructure and preparing the off-street sections of the route for conversion. Most of the conversion works and construction of the on-street section along High Level Road and on to Maclure Road will be carried out in 2010/2011.

Phase 3b is included in the GMTF programme. It will extend the Metrolink Line from Maclure Road to Smith Street in Rochdale town centre. This will create an integrated transport hub linking the Metrolink network to a new bus station and adjacent to a planned re-development of the town centre. Construction of this section of the line is programmed to follow on from Phase 3a in spring 2012 and be completed in spring 2014. Preliminary statutory undertakers works are however planned for early 2011.

Small station improvement proposals are being designed at Castleton, Mills Hill, Smithy Bridge and Littleborough by GMPTE in consultation with the Council. They seek to improve the waiting environment, safety, security, passenger information and enhance parking and interchange facilities. A refurbishment of Rochdale railway station at a cost of around £400,000 started in March 2010, including the provision of a waiting room, refurbishment of the station entrance and platform buildings, enhanced surfacing, additional CCTV cameras and a refurbished ticket office.

Network Rail is working with the Council, GMPTE and local user groups to address disability and discrimination access improvements at Littleborough station. There are also wider issues that need

to be addressed with the rail industry, particularly capacity issues on the Calder Valley Line. The Council is working and lobbying rail industry partners with neighbouring authorities to address these.

In February 2010, Network Rail published its Northern Hub Study reports introducing proposals to increase capacity of the north of England's rail network to accommodate an additional 40% of passengers and increase the number of services by around 700. The £530 million of investment sought includes building a new section of railway at Ordsall in Salford, providing a link between Manchester Victoria and Manchester Piccadilly Stations. This could provide an additional 2 trains an hour on the Calder Valley Line and offer direct access to Manchester Airport (and destinations further south) and to Liverpool. The Northern Hub recommendations also include provision of a new bay platform at Rochdale station to accommodate a shuttle service between Rochdale and Manchester and loops to allow limited stop services to overtake slower services. This also assists in increasing the capacity of the line.

The Council will continue to lobby for interim measures to increase the capacity and improve rail services in the borough. These include:

- Contemporary rolling stock that meets the demands of business travellers and can accommodate more passengers at peak times.
- Modest rail infrastructure improvements and signalling improvements to enhance line speeds which are robust enough to accommodate these future improvements.
- Increased opportunities for park and ride at all of the borough's stations as well as their promotion and marketing as transport hubs.

The ELR to Heywood was restored in 2005 for passenger and freight services. The Heywood vision and supporting strategic framework aspire to develop further freight and passenger use of the line, and development that may prejudice its continued development will not be permitted. Work continues to assess the feasibility of establishing a public rail service between Rawtenstall and Manchester Victoria as part the Greater Manchester Fund proposals for the Rochdale West package. One of the options being considered is to use the ELR, connecting Heywood to the Network Rail network with ELR providing a rail link to Castleton. This will provide a focus for development opportunities and the regeneration of Castleton and is a key feature of the Heywood and Castleton masterplan

ELR have also set out a business plan aimed at doubling its patronage on its core services and activities over the next 10 years with the extension from Heywood to Castleton contributing to achieving this.

## **TRAVEL PLANS AND SCHOOL TRAVEL PLANS**

*Policies: A/12*

Significant progress has been made in relation to Travel Plans as follows:

- Implementation of the Kingsway Business Park Travel Plan continues.
- 88% of Rochdale Council's schools (84 in total) have Travel Plans in place – ahead of the Council performance indicator and the 2<sup>nd</sup> best in Greater Manchester.
- Over £80,000 of expenditure on School Zone safety and speed reduction schemes at Victoria Street, Birch Road, Smithybridge and Caldershaw Road Schools in 2009/2010.
- The road safety team continue to offer cycle training to national standards in primary schools.
- 21 schools have accepted the Council's invitation to have a year's further training to enhance safety and awareness for staff and pupils.

## STRATEGIC HIGHWAY NETWORK IMPROVEMENTS

*Policies: A/25*

Road traffic figures and traffic growth for Rochdale should be treated with a degree of caution as the sample size is much smaller and can be influenced by unexpected or extreme data to a much greater degree than figures for all of Greater Manchester.

Motorways make up 19% of Rochdale's major highway network and carry 60% of the traffic. These are higher than for Greater Manchester as a whole where motorways make up 12% of the network and carry 45% of the traffic. The busiest section of motorway in the borough in 2009 was the M62 between junctions 18 and 19, with a flow of 140,600. Motorway traffic flows in Rochdale Borough show a 1% increase in 2009 compared with 2008. This compares to no change in motorway traffic flows in the same period for Greater Manchester.

The busiest all purpose road in 2009 in Rochdale Borough was the A58 Manchester Road in Sudden, east of Edinburgh Way with an estimated AADT of 43,500 vehicles (down 7%). Traffic flows on Rochdale Borough's A and B roads increased by 1% in 2009 compared with 2008, while there was average decrease in traffic of 1% on A and B roads in Greater Manchester in the same period.

Between 1993 and 2009, traffic flows on the borough's A and B roads have risen by 7% compared with a 1% decrease across Greater Manchester as a whole over the same period, and a 3% increase nationally. These figures continue to suggest that borough transport policies encouraging a greater proportion of travel for short journeys by sustainable modes need to continue to be strengthened.

It should be noted that the borough's motorway network carries a higher proportion of Goods Traffic (78%) compared with the rest of Greater Manchester (62%).

Progress on implementing the following road schemes has taken place in 2009/2010. These schemes include those referred to in the adopted UDP and LDF Core Strategy:

- Further works to Town Head junction to address accident and capacity issues.
- Progression on proposals to enhance A640 Milnrow Rd / A671 Oldham Rd / A640 Drake St, Rochdale. Improvements will be implemented in conjunction with Metrolink Phase 3b).
- Work continued on secondary distributor roads serving Kingsway Business Park to open up further development land.
- Edinburgh Way / Manchester Road / Roch Valley Way / Bolton Road (Sudden roundabouts) was completed in mid 2008, however the expansion of the nearby Tesco superstore has attracted further Section 106 contributions to enhance bus priority at the junctions which was completed in 2009.
- Improvements to the highway network in Middleton were completed to accommodate traffic generated from the new Tesco Store with enhanced access to the bus station in time for its opening in July 2010. The access arrangements include reducing part of the inner ring road from dual to single carriageway.
- Improvements to the junctions around the gyratory in Heywood town centre are proposed as part of the town's vision and strategic framework to improve journey reliability.
- Major works to strengthen Belfield Road and Clover Hall bridges totalling over £500,000 and over £1.8 million on securing retaining walls around the borough to prevent them collapsing in 2009/2010.

## CAR PARKING

*Policy: A/23, A/24, A/10*

A large amount of work is planned and has been undertaken in relation to car parking in the borough. This includes:

- An approved car parking strategy for Rochdale town centre includes a summary of town centre development opportunities and predicted future car parking demand. It is anticipated that short stay car parking will increase by 0.5% annually in addition to development borne demand.
- A review of car parking in Middleton and Heywood town centres is planned.
- Provision of a temporary park and ride facility for Rochdale railway station is planned on the former MFI site, Central Retail Park following the introduction of a residents parking scheme in the area and construction of Metrolink. Work is ongoing to provide a permanent park and ride facility to the south of the railway station where land can be acquired.
- Establish local indicators to monitor levels provision in relation to minimum parking standards.

## SUMMARY

Rochdale Council is becoming increasingly proactive in capitalising on opportunities to secure transport provision that supports the social, environmental and economic regeneration of the borough and to provide transport improvements that the travelling public experience the benefit of. Progress has slowed during the last two years as the economy as a whole has slowed down and capital funding for transport from central government has reduced. The borough is emerging from the recession, with: interest in development opportunities such as at Kingsway Business Park increasing; the arrival of Metrolink in Rochdale; and masterplans in place for Rochdale Town centre, Middleton, Heywood and Castleton and Littleborough / Eales.

Enhancing the local transport infrastructure is integral to the transformation and regeneration of these areas and the Rochdale Borough Transport Strategy is influencing LTP3 and is used to lobby for wider funding opportunities. To ensure economic regeneration is sustainable, the transport policies seek to maximise travel opportunities by sustainable modes. This will suppress the growth in private motorised trips and deliver steady increases in trips on foot, by cycle and by public transport, while addressing accessibility and social exclusion challenges sought by local communities and partners.

The Council is seeking to bring together progress in preparing LTP3 with GMTF proposals and local / strategic transport priorities and aspirations set out in the Rochdale Borough Transport Strategy influencing Rochdale Council's LTP3 Implementation Annex. Delivering these will support the long term regeneration, environmental, social and community needs in improving access to employment opportunities within the borough and in the wider sub-region as well as to education, training, health, social and leisure facilities. These are set out in the Community Strategy / Local Area Agreement (LAA), Borough Masterplan, Economic Development Strategy and UDP / LDF Core Strategy and supporting delivery programmes.

Work has continued on LTP3 updating and revising sub-regional transport policies and priorities aligning them with changing national transport policies. Where targets set for the borough have been achieved and are required in the future, they will become more challenging and increase their contribution to wider Greater Manchester targets. Others may be revised so they are realistically achievable.

Procedures are already in place to monitor:-

- Parking provision against standards for planning applications, particularly in meeting demand while town centre regeneration schemes are taking place.
- The progress and extent of walking and cycle network improvements and their use.
- Journey times between new residential development and key local services measuring improvement in accessibility.



## 4.6 MINERALS AND WASTE

*Relevant UDP Chapters:*

*Chapter 16 – Minerals*

*Chapter 17 - Waste*

### INTRODUCTION

The minerals and waste policies within the UDP have been robust in terms of dealing with planning applications over the monitoring year. However, these policies are being reviewed through the Greater Manchester Joint Minerals Plan DPD and the Greater Manchester Joint Waste Plan DPD, having regard to the latest national guidance and evidence of need and available sites. The existing policies and their relevant core output indicators are set out below.

### MINERALS

*UDP Chapter 16 - Minerals*

*Policies: G/M/1- M/8*

*Core Output Indicators:- 5a Production of primary land won aggregates  
5b Production of secondary/recycled aggregates*

Data at a local authority area does not exist for this indicator. Greater Manchester Geological Unit (GMGU) has provided a summary of the position in Greater Manchester and the North West.

During the period relating to this AMR there have been no proposals for new minerals development within the borough against which the effectiveness of these policies can be tested.

### NATIONAL, REGIONAL AND LOCAL POLICY – MINERALS

#### Construction, demolition and excavation waste streams in the North West region of England 2008

In 2005 estimates were generated for certain key components of mainly-inert CDEW in England. WRAP, Capita Symonds and Alfatek Redox (UK) sought to update these estimates with the 2008 study named above. The headline figure was 83.24 million tonnes of CDEW generated in 2008, which is down by 7% on the 2005 figure of 89.63 million tonnes. Of this waste, 19.53 million tonnes was deposited at permitted landfill sites in 2008; which is down by 30% from the 2005 figure of 27.75 million tonnes.

**Production of primary land-won aggregates** – The North West Regional Aggregates Working Party (RAWP) Annual Report 2009 provides an aggregated figure for Greater Manchester, Halton, Warrington and Merseyside for the year 2008. Data for the year 2009 has been collated; however, the final report for 2009 is not due to be published until December 2010. Aggregate production during 2008 was 0.69 million tonnes for crushed rock and 0.44 million tonnes for sand and gravel, giving a total production figure of 1.13 million tonnes. Figures cannot be assigned to individual boroughs for reasons of confidentiality.

**Production of secondary / recycled aggregates** – In 2005 Capita Symonds was commissioned by the Department for Communities and Local Government to produce a report on the arisings and use of alternatives in England. In 2007 their report 'Survey of Arisings and Use of Alternatives to Primary Aggregates in England 2005' was published. Figure 17 illustrates the findings of the report for the North West and England.

**Figure 17: Alternative Arisings in North West in 2005 (million tonnes)**

Material	North West	England
Pulverised Fuel Ash	0.42mt	5.0mt
Furnace Bottom Ash	0.08mt	1.0mt
Slate Waste	0.20mt	0.5mt
Spent Railway Track Ballast	0.38mt	1.4mt
Waste (Container) Glass	0.27mt	2.0mt

During the AM2008 Annual Monitoring Survey, data was gathered for the arisings of secondary aggregate during the period 01.01.2008 to 31.12.2008, in the North West. Figure 18 illustrates the findings of this survey.

**Figure 18: Alternatives Arisings in North West 2008 (million tonnes)**

Material	Cheshire	Cumbria	Lancashire	G'Manchester, Halton, Merseyside & Warrington	Total North West England
Pulverised Fuel Ash	-	-	-	0.13mt	0.13mt
Furnace Bottom Ash	-	-	-	0.01mt	0.01mt
Slate Waste	-	0.29mt	-	-	0.29mt
<b>Total Alternatives</b>	-	0.29mt	-	0.14mt	0.43mt

The total arisings of Pulverised Fuel Ash (PFA) has fallen by 31% since 2005, from 0.42mt to 0.13mt in 2008. Total arisings of Furnace Bottom Ash has also fallen dramatically since 2005 by 87.5%, from 0.08mt to 0.01mt in 2008. The arisings of slate waste has increased by 31%, from 0.20mt in 2005 to 0.29mt in 2008.

### **Study to fill the evidence gaps for construction, demolition and excavation waste streams in the North West region of England**

The North West Regional Technical Advisory Body (NWRTAB) for Waste and the North West RAWP (which has membership of officers from the Environment Agency, all of the North West Minerals and Waste Planning Authorities and the North West Regional Assembly) commissioned a waste survey for the North West region of England. This was funded from the BREW fund, the North West Minerals and Waste Planning Authorities (Cheshire, Lancashire, Cumbria, 10 GM Authorities, Merseyside and Warrington), the Environment Agency and the North West Regional Assembly.

The study, published in July 2007, was undertaken by Smiths Gore and represents the most up-to-date information available for this waste stream. However, the results have not been broken down below regional estimates due to the low return rate of surveys.

The CDEW arisings generated, processed or handled and disposed of in 2006 are shown in Figure 19 below. The survey estimated that some 11,345,222 tonnes of waste was generated in 2006, compared to the national survey result of 10,792,823 tonnes for 2005.

**Figure 19: Regional estimates of CDEW generated, processed or handled and disposed of in 2006**

Operators that generate arisings	Regional estimate <sup>1</sup>	Operators that process / handle / transport arisings	Regional estimate <sup>1</sup>	Operators that dispose of arisings	Regional estimate <sup>1</sup>
Demolition contractors	No data	Crushers and screens	5,168,157	Landfill sites	4,113,878
House builders	183,245	Composters	44,500	Registered Exempt Sites <sup>3</sup>	3,438,940
Highways works	27,500	MRFs and WTSs	3,357,349	Quarries	1,499,436
Land regeneration firms	No data	Registered Exempt Sites <sup>3</sup>	3,438,940		
Land remediation firms	No data	Rail ballast recyclers	436,000		
Ports and harbours	<25,000	Skip hire operators	No data		
Power stations <sup>2</sup>	>5,000,000	Quarries	1,499,436		
Pre-cast concrete manufacture	3,957,360				
Quarries	1,499,436				

All figures are in tonnes

No data means that due to the low response rate received from this operator group, data is not presented for them

Some operators (e.g., quarries) generate, process and dispose of CDEW and so appear in all three sections

<sup>1</sup> Regional estimate is the mean regional estimate of CDEW arisings or waste handled for all types of waste

<sup>2</sup> Only one power station reported producing and handling relevant waste, so data is not presented

<sup>3</sup> Data presented for all types of RES surveyed. There was 1,510,788 tonnes of waste received at Paragraph 9 and 19 RESs

The total arisings for the region when compared to the national survey were similar, although the source of waste differed.

### **Greater Manchester Construction, Demolition and Excavation Waste (CDEW)**

The 2008 Environment Agency waste interrogator data provides a figure of 1,299,421 tonnes of CDEW for the Greater Manchester sub-region.

### **Development of a Joint Minerals Development Plan Document**

The 10 Greater Manchester Authorities also have a requirement to include minerals policies and identify sites for aggregate extraction, processing and safeguarding within each of their LDFs. In August 2009, agreement was reached across the ten AGMA Authorities. The formal title of the Minerals Plan is the Greater Manchester Joint Minerals Development Plan Document (JMDPD). The production of the Minerals Plan commenced in November 2009, the date of adoption is currently (as of September 2010) set at October 2012. The Preferred Approach for the Minerals Plan is due for consultation in October/November 2010.

### **WASTE**

No new waste facilities became operable during the 2009/10 period in Rochdale. Greater Manchester Geological Unit (GMGU) has provided a summary of the position on national, regional, sub-regional and local policy, below.

### **NATIONAL, REGIONAL AND LOCAL POLICY – WASTE**

#### **National Policy**

The Government announced in June 2010 that it is to carry out a full review of waste policy in England, looking at the most effective ways of reducing waste, maximising the money to be made from waste and recycling, and how waste policies affect local communities and individual households. Comments can be made by following this link: <http://www.defra.gov.uk/corporate/consult/wastereview/index.htm>.

## **Regional Spatial Strategy**

Regional Strategies have been revoked under s79(6) of the Local Democracy Economic Development and Construction Act 2009 and no longer form part of the development plan for the purposes of s38(6) of the Planning and Compulsory Purchase Act 2004.

The regional planning function of Regional LA Leaders' Boards – the previous Regional Assemblies – is being wound up and their central government funding will end after September this year. The planning data and research they currently hold will still be available to local authorities for the preparation of their local plans whilst they put their own alternative arrangements in place for the collection and analysis of evidence. Notwithstanding, the new Government regards the Regional Leaders' Boards as an unnecessary tier of bureaucracy.

## **National Studies**

### **Construction, demolition and excavation waste (CDEW) arisings, use and disposal for England 2008.**

In 2005 estimates were generated for certain key components of mainly-inert CDEW in England. WRAP, Capita Symonds and Alfatek Redox (UK) sought to update these estimates with the 2008 study named above. The headline figure was 83.24 million tonnes of CDEW generated in 2008, which is down by 7% on the 2005 figure of 89.63 million tonnes. Of this waste, 19.53 million tonnes was deposited at permitted landfill sites in 2008; which is down by 30% from the 2005 figure of 27.75 million tonnes.

## **Regional Studies**

### **Study to fill the evidence gaps for Construction, Demolition and Excavation waste streams in the North West region of England**

The North West Regional Technical Advisory Body (NWRTAB) for Waste and the North West RAWP (which has membership of officers from the Environment Agency, all of the North West Minerals and Waste Planning Authorities and the North West Regional Assembly) commissioned a waste survey for the North West region of England. This was funded from the BREW fund, the North West Minerals and Waste Planning Authorities (Cheshire, Lancashire, Cumbria, 10 GM Authorities, Merseyside and Warrington), the Environment Agency and the North West Regional Assembly.

The study, published in July 2007, was undertaken by Smiths Gore and represents the most up-to-date information available for this waste stream. However, the results have not been broken down below regional estimates due to the low return rate of surveys. The survey estimated that some 11,345,222 tonnes of waste was generated in 2006, compared to the national survey result of 10,792,823 tonnes for 2005.

### **Greater Manchester Construction, Demolition and Excavation Waste (CDEW)**

The 2008 Environment Agency waste interrogator data provides a figure of 1,299,421 tonnes of CDEW for the Greater Manchester sub-region.

### **North West England Commercial & Industrial Waste Arisings Survey 2009**

The Local Authorities of the North West Region, plus 4NW, have commissioned a survey of the waste produced by Commercial and Industrial (C and I) companies throughout the region, to update the regional assessment of total waste arisings. The survey details that the total North West regional arisings for 2009 totals 7,631,158 tonnes, which is down 6% on the 2006 survey. Of the total arisings, 20.2% was landfilled and 59.8% was recycled.

## **Development of a Joint Waste Development Plan Document (JWDPD)**

Consultation on the JWDPD Preferred Option Report has ended and the Outcome Report is available to view online. The Publication Waste Plan is due for consultation in November 2010 with submission planned for February 2011.

As part of the evidence base for the JWDPD, GMGU commissioned a Needs Assessment in 2007; it was then updated in 2010. The Needs Assessment models future waste arisings alongside current/planned waste capacity data to identify future waste treatment and disposal requirements. The headline figures for waste arisings in Greater Manchester for 2009 are as follows:

- 2,517,010 tonnes of Commercial and Industrial waste per annum;
- 1,299,421 tonnes of Construction and Demolition waste per annum which is under management;
- 275,000 tonnes of Solid Derived Fuel, created from the municipal solid waste management methods of the PFI sites; and
- 300,000 tonnes of agricultural waste

## **Municipal Waste Management Strategies (MWMS)**

There are two waste disposal authorities in Greater Manchester; they are Wigan Metropolitan Borough Council (WMBC) which manages waste produced within in WMBC and Greater Manchester Waste Disposal Authority (GMWDA) which manages the waste of the other 9 authorities in Greater Manchester. Each WDA is responsible for producing a Municipal Waste Management Strategy (MWMS).

### **Greater Manchester**

The Greater Manchester Municipal Waste Management Strategy was adopted in 2004 and updated in 2007. It covers the other nine of the ten Greater Manchester districts and sets out a framework for managing Local Authority collected waste arisings up to 2030. The headline targets of the Strategy include:

1. arresting the increases in Local Authority collected waste arisings to:
  - no more than 1% per annum by 2010;
  - zero by 2020; and
  - no growth through to 2030
2. achieving levels of recycling and composting of household waste:
  - 33% by 2010; and
  - a minimum of 50% by 2020 and through to 2030

Figure 20 on the next page indicates the forecast Local Authority collected waste arisings within the Greater Manchester Waste Disposal Authority area, at five year intervals throughout the Plan period, illustrating the predicted arrest in growth in waste arisings in line with the targets above.

**Figure 20:**

<b>Greater Manchester Waste Disposal Authority: Local Authority collected waste arisings (tonnes per annum) 2009-2027.</b>				
Waste Arisings 2009.Taken from the Needs Assessment 2010.	Forecast Waste Arisings 2012	Forecast Waste Arisings 2017	Forecast Waste Arisings 2022	Forecast Waste Arisings 2027
1,111, 271	1,115,480	1,114,077	1,114,077	1,114,077

To assist in delivering the strategy, the GMWDA has signed a 25 year Private Finance Initiative waste and recycling contract with Viridor Laing (Greater Manchester) Limited. The contract has started a £640 million construction programme which will create a network of state-of-the-art recycling facilities over the next 5 years. The introduction of the facilities will divert more than 75% of Greater Manchester’s waste away from landfill which will be the greatest amount of diversion of all local authorities across the UK.

**UDP Chapter 17 - Waste**

**G/W/1 – W/8**

The existing adopted UDP relies heavily on criteria based policies as did the previous development plan. It seeks to maintain existing key sites from development for other purposes but makes no new allocations for future waste management facilities.

**Core Output Indicators :-**                      **6a Capacity of new Waste Management Facilities by waste planning authority**  
**6 b Amount of municipal waste arising, and managed by management type, and the percentage each management type by waste planning authority**

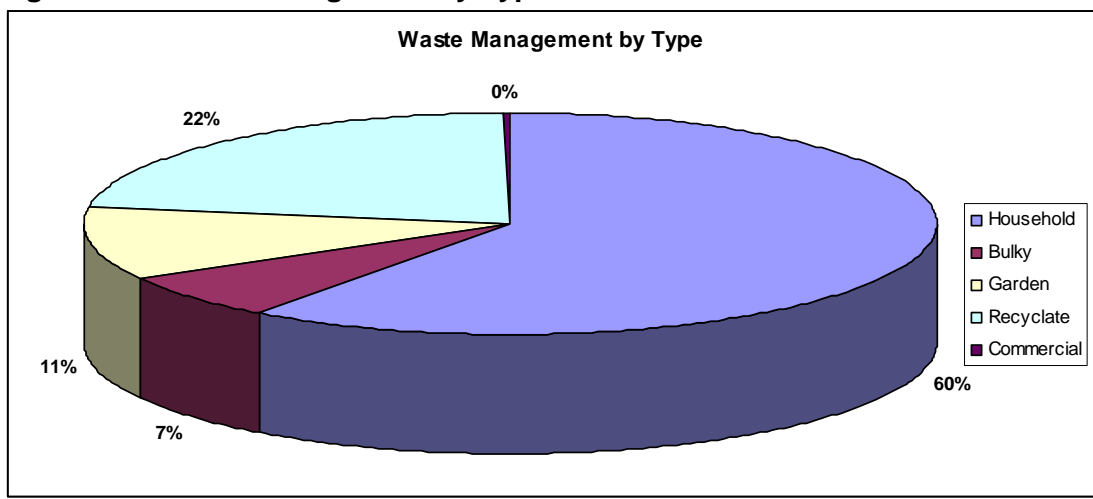
No new waste facilities became operable during the 2009/10 period in Rochdale.

**6 b Amount of municipal waste arising, and managed by management type, and the percentage each management type represents**

During 2009/10 Municipal Waste arisings for the borough amounted to around 62637 tonnes. This represents a slight decrease (5167 tonnes) on the amount of municipal waste collected in 2008/09.

The chart below (see figure 21) shows a breakdown of waste by management type:-

**Figure 21 - Waste Management by Type**



After household waste, the second highest waste amount is from recyclate waste (recyclable waste). This is mainly because various recycling programmes were rolled out across the borough in the previous year and it is anticipated that this will continue to grow. Commercial waste increased in the period 2009/10 to 248 tonnes (from 116 tonnes in the previous year); however this figure is still relatively low due to the fact that Rochdale does not handle commercial waste which is dealt by private contractors.

In addition, recycling of household waste in the borough has decreased by 2% from 2008/09 to 2009/10.

The percentage of household waste arising which has been sent for recycling decreased slightly from 23.01% in 2008/09 to 22.62% in 2009/10 (see table 22).

**Figure 22 – Percentage of Household Waste**

	2008/09	Q1 2009/10	Q2 2009/10	Q3 2009/10	Q4 2009/10	Total For 2009/10	
Household dry recycling	15,873	3,925	3,804	3,588	4,279	15,596	tonnes
Total household waste	68,975	18,102	18,273	16,188	16,384	68,947	tonnes
<b>Dry recycling rate</b>	<b>23.01%</b>	<b>21.68%</b>	<b>20.82%</b>	<b>22.16%</b>	<b>26.12%</b>	<b>22.62%</b>	<b>per cent</b>

The household waste collection continued to fall, albeit only slightly by 0.04% in 2009/10, see figure 23. Therefore the amount of waste collected in the borough appears to be at a similar level to last year.

**Figure 23 – Household Waste Collection**

		Total For 2009/10	%Change <sup>1</sup>
Waste Collected	68,975	68,947	0.00%
Population	206,100	206,100	0.00%
<b>Waste Collection Per Head</b>	<b>334.67</b>	<b>334.53</b>	<b>-0.04%</b>

## SUMMARY

Minerals development within the borough is relatively static but this situation could change if quarries that benefit from old mineral permissions are resurrected.

No applications for new built waste facilities were received over the monitoring period. Work has progressed on the Greater Manchester Joint Waste Development Plan Document which will identify the number and type of waste facilities that will be required to meet the needs of the Greater Manchester area as well as the most effective pattern of location. Currently information on waste collection is not provided by GMGU but is collected directly from the Waste Management section in the Council. Future monitoring reports will be looking to identify an increase in new and innovative waste treatment and handling facilities within the borough.

<sup>1</sup> (Note that the total for 2009/10 is based on data supplied to date, where the data for the month of March is excluded; therefore 2009/10 is not directly comparable to the previous year until data for March has been submitted.)



## 5. KEY ISSUES AND PRIORITIES

The AMR process has highlighted where significant progress has been made in relation to the LDF, other key priorities and key indicators. It has also identified where work has not proceeded as planned and the reasons for it, as well as identifying key priorities for the next twelve months and beyond. The section below summarises the achievements (a) over the period 1<sup>st</sup> April 2009 – 31<sup>st</sup> March 2010 and (b) achievements up to 31<sup>st</sup> December 2010. Following that is a list of the key priorities for the LDF and spatial planning initiatives in up to 31<sup>st</sup> December 2011.

### **KEY PROGRESS AND ACHIEVEMENTS**

#### **(a) Progress and achievements for the monitoring period 1<sup>st</sup> April 2009 – 31<sup>st</sup> March 2010:**

- Helped secure funding for key Green Infrastructure projects including Woodland Grant Scheme, Rural Development Programme England LEADER (Connect 2 Cycle Trail in Littleborough).
- 1st successful Design Competition and Awards completed.
- Achieved local indicator target of the number of households within 400m (straight line distance) from a natural greenspace, woodland or greenspace corridor which is classed as meeting 'green' standard.
- In the period 2009/10, 99% of all dwelling completions were on previously developed ('Brownfield') land. This figure significantly exceeded the governments target for development on brownfield land.
- Green Infrastructure Audit and PPG 17 Open Space Survey completed.
- The first full year of implementation of the Energy and New Development SPD, which applied to 369 dwellings, a large part of Kingsway Business Park, six school / college redevelopments, the new Rochdale bus station, several health centres, a care home and other business developments.
- Adoption of the Public Art Strategy.
- Strategic Flood Risk Assessment level 2 for Bury/Oldham – completed December 2009.

#### **(b) Progress and achievements 1<sup>st</sup> April 2010 – 31<sup>st</sup> December 2010:**

- LDF Core Strategy Preferred Options consultation completed and Core Strategy approved for publication consultation.
- Update of SHLAA to 1<sup>st</sup> April 2010 (published November 2010).
- Managing completion of Greater Manchester Green Infrastructure Project Phase 3.
- Managing commencement of Greater Manchester Green Infrastructure Framework to be completed May 2011.
- Commencement of Roch Valley Trail project and preparation of opportunities mapping with quick win proposals for land acquisition, woodland improvement and route enhancement identified.
- Commencement of Greater Manchester Surface Water Management Plan managed through Strategic Planning Team on behalf of AGMA.
- Establishment of Greater Manchester Flood Risk Management Co-ordinator post to be managed by Strategic Planning Team on behalf of AGMA.
- The adoption of the Milkstone, Deeplish and Newbold SPD in September 2010.
- Transport strategy approved.
- Simplified Planning Zone for Heywood Distribution Park approved.
- Heywood Green Infrastructure Plan adopted.
- Draft Green Infrastructure Plans for Middleton and Pennines Townships commenced.
- Commencement of the Reservoir Trail Project with Oldham Council as part of Pennine Prospects Watershed Landscapes Landscape Partnership project.
- Extensive joint working and collaboration with AGMA on LDF matters e.g. evidence base, and city region/regional issues, regional and sub regional issues. The following studies were prepared or in progress: strategic housing market assessment, strategic flood risk

assessment, employment and housing land studies, green infrastructure, transport modelling), etc.

- Heritage of the South Pennines. Additional funding for the project in Rochdale has been secured through LEADER (Rural Development Programme England) and Township.
- 2<sup>nd</sup> successful Design Awards competition held.
- New system set up to monitor Section 106 payments for open space improvements, and to ensure Townships are the key decision makers in respect of this money.

## **PRIORITIES FOR UP 31<sup>st</sup> DECEMBER 2011**

### **The key priorities will be:**

- The adoption of the **LDF Core Strategy**.
- The adoption of the **Travel Plan SPD**.
- A start on the preparation of the **Site Allocations DPD**.
- The preparation and adoption of a **Climate Change Adaptation SPD**.
- The adoption of the **GM Joint Waste Plan**.
- The submission (to the Secretary of State) of the **GM Joint Minerals Plan**.
- Prepare an SPD to provide a development framework for **Central Heywood**.
- Prepare and maintain an **evidence base** to support the LDF.
- **Completion of Township Green Infrastructure Plans for Middleton, Pennines and Rochdale Townships.**
- **Completion of Greater Manchester Surface Water Management Plan and Preliminary Flood Risk Assessment for Rochdale MBC.**
- **Completion of Rochdale Biodiversity Action Plan.**
- **Completion of Roch Valley Biodiversity Opportunities Map.**
- **Completion of first phase of the Roch Valley Trail between Springfield Park, Rochdale and Queens Park, Heywood.**
- Adoption of a **Public Realm Handbook**.
- **Review and publication of revised Pennine Edge Forest Action Plan.**
- To contribute to **high priority corporate policies and strategies** e.g., Local Transport Plan, Sustainable Community Strategy.
- Preparation of **area plans, briefs, masterplans**.
- Lead on the identification, preparation, implementation/delivery and monitoring of **key regeneration/development/infrastructure projects** e.g., Rochdale town centre projects.
- Liaison and collaboration with AGMA authorities on LDFs, strategic planning and evidence base, economic development, transport, housing delivery and key infrastructure projects.

# Appendices



## APPENDIX 1 – GLOSSARY OF TERMS

**Affordable Housing** – Subsidised housing and low-cost market housing available to people who cannot afford to occupy houses generally available on the open market.

**Biodiversity** – The range of life forms which constitute the living world, from microscopic organs to the large trees, animals, their habitats and the ecosystem in which they live.

**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 Levy** – Levy on development proposed by the government to fund infrastructure to support housing and economic growth.

**Community Strategy** – An overarching 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.

**Core Output Indicator** – The main purpose is to measure quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies.

**Core Strategy** – Set out the long term spatial vision for the Local Planning Authority Area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of Development Plan Document.

**Development** – The carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any buildings or other land.

**Development Plan Document (DPD)** – Spatial planning documents that are subject to independent examination will form the development plan for a local authority area for the purposes of the Act. They can include: Core Strategy and Site Specific Allocations of land.

**Employment Land (B1, B2, B8)** – Land used, planning permission for, or allocated in a development plan principally for business (B1), industrial (B2) and storage / distribution (B8) uses

**Employment Land Study** – The primary purpose is to provide planning authorities with effective tools with which to assess the demand for and supply of land for employment. In particular, sites allocated for employment need to reflect the changing requirements of businesses and local economies. This guide will help authorities assess the suitability of sites for employment development, safeguard the best sites in the face of competition from other higher value uses and help identify those which are no longer suitable for other uses.

**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. Evidence of previous development could have gone.

**Housing Market Renewal (HMR)** – The Oldham and Rochdale Housing Market Renewal Pathfinder Project has been established to address housing market dysfunction in the Borough's. 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** – Provide detail about people's housing needs and aspirations including key estimates on the numbers and types of households in housing need. Also provide detail on incomes, affordability of housing, suitability of existing housing and the scope of alternative housing solutions. All of this information assists the Council in developing housing strategies and planning policies to help secure investment in affordable housing and shape the development of new homes in years to come.

**Indices of Deprivation (IMD)** – The Indices of Deprivation combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area of England.

**Local Area Agreement (LAA)** – This is an agreement that has been made between the Local Strategic Partnership and central government, which sets out clear targets for the borough. These are based on the priorities identified within the Community Strategy. In future the local area agreement is expected to be the key way in which government will monitor our performance.

**Local Development Document (LDD)** – The collective term in the Act for Development Plan Documents, Supplementary Planning Documents and the Statement of Community involvement.

**Local Development Framework (LDF)** – The name for the portfolio of Local Development Documents. 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 for the local authority area.

**Local Development Scheme (LDS)** – Sets out the programme for preparing Local Development Documents.

**Local Strategic Partnership (LSP)** – Partnerships of stakeholders who develop ways of involving local people in shaping the future of their neighbourhood in how services are provided. They are often single non-statutory, multi-agency bodies which aim to bring together locally the public, private, community and voluntary sectors.

**Local Transport Plan (LTP)** – Sets out the sub-region's five year local transport investment programme and contributes to delivery of the long term vision and strategy for Greater Manchester.

**Pennine Edge Forest (PEF)** – Is a multi-agency partnership consisting the districts of Rochdale, Oldham, Stockport and Tameside. It seeks to ensure the economic, environmental and community benefits from community forestry are being delivered.

**Planning Policy Statement (PPS)** – New statements of Government policy covering different topics e.g. transport, housing etc issued under the new legislation. These statements replace Planning Policy Guidance Notes (PPGs)

**Preferred Options** – Produced as part of the preparation of Development Plan Documents, and is issued for formal public participation as required by regulation 26.

**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.

**Regional Spatial Strategy (RSS)** – Sets out the region's policies in relation to the development and use of land and forms part of the development plan for Local Planning Authorities, now revoked.

**Rochdale Borough Masterplan** – A visionary document that has been developed to guide the physical regeneration of our borough.

**Rochdale Development Agency (RDA)** – A partnership between the public and private sectors to promote new business investment and property development throughout the Borough.

**Saved Policies** – Existing adopted development plans are saved for three years from the date of commencement of the Act. Any policies in old style development plans adopted after commencement of the Act will become saved policies for three years from their adoption or approval.

**Site of Biological Importance (SBI)** – A protected area of ecological significance in terms of flora, fauna, geological or physical features and listed in a register produced on a county wide basis. Sites are graded A, B or C, depending on their scientific significance.

**Section 106 Agreement** – Allows a Local Planning Authority to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue.

**Statement of Community Involvement (SCI)** – Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of Local Development Documents and development control decisions.

**Strategic Flood Risk Assessment (SFRA)** – A spatial assessment of flood risk from all sources identifying where flood risk is greatest in the borough. The SFRA is used where certain types of development activity e.g. housing may or may not be appropriate and will provide background for detailed site flood risk assessments and emergency planning for flood incidents.

**Strategic Housing Land Assessment** – A key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in Planning Policy Statement 3: *Housing* (PPS3).

**Supplementary Planning Document (SPD)** – Provide supplementary information in respect of the policies in Development Plan Documents. They do not form part of the development plan are not subject to independent examination.

**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.

**The Regulations** – Town and County Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004.

**Unitary Development Plan (UDP)** – Adopted in 2006, the development plan currently in force for the whole Borough. This Plan will remain valid until replaced by new Development Plan Documents.

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