



## Statement of Case – Appendix S

### Planning Policy Assessment

June 2024

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## **1 Introduction**

- 1.1 This Planning Policy Assessment (“Assessment”) has been prepared by Harry Spawton, Partner at Gerald Eve, in order to assess the Proposal’s compliance with the relevant Development Plan policies and material considerations.
- 1.2 For the avoidance of doubt, this Assessment does not consider policies that are relevant to the reason for refusal as this is covered in Section of 9 in the Statement of Case. The policies relevant to the reason for refusal relate to design, visual impacts, amenity and noise.
- 1.3 The Assessment is contained within **Sections 3 – 7** below.

## **2 Authors' Qualifications**

- 2.1 The author of this evidence is Harry Spawton. I hold a Bachelor of Arts in Planning Studies and I have a Bachelor of Town Planning from Sheffield Hallam University. I am a Chartered Town Planner being a Member of the Royal Town Planning Institute. I am a Partner in the national firm of Gerald Eve. I have over 24 years' planning experience during which time I have practised in both the public and private sectors. My professional work has been concerned with planning matters, in particular development control and local plan preparation.
- 2.2 My firm and I personally have advised developers, landowners and local authorities on many aspects of planning, including, for example, planning appeals and public inquiries throughout England with respect to commercial and residential development. I am familiar with Heywood generally and the site in particular. I have inspected the site a number of times, as well as the surrounding area.

### **Endorsements**

- 2.3 My evidence for this appeal has been prepared in accordance with the guidance of the Royal Town Planning Institute and I confirm that the opinions expressed are my true and professional opinion.

Signed:



Harry Spawton BA (Hons) BTP MRTPI



### **3 Development Plan**

- 3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2005 states that planning decisions should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 3.2 The relevant Development Plan documents in this instance comprise:
- Places for Everyone (March 2024)
  - Rochdale Core Strategy (October 2016)
  - Saved UDP Policies (June 2006)
- 3.3 The relevant policies of each of these documents are assessed in Tables 1 – 3 below.

**Table 1 – Planning Policy Review - Relevant Policies of Places for Everyone (PfE) (March 2024)**

| Policy Title and Full Wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Planning Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <b>Policy JP-S 1 - Sustainable Development</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.</p> <p>In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.</p> <p>In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.</p> | <p>The Proposal is consistent with the first paragraph of this policy as it will using energy efficient and sustainable materials. The Proposal will have a sleek and contemporary design. It will have improved boundary treatments, acoustic mitigation, substantial net gain in biodiversity (of +21.74% in Habitat units and +34.11%), significant levels of landscaping, including a substantial landscaped bund to the south of Unit 3, additional tree planting and will offer EV charging and cycle storage provision.</p> <p>The Proposal will make the best and most efficient use of an existing brownfield site for redevelopment.</p> <p>The submitted geo-environmental investigations concluded that the Site is sufficiently stable for development purposes. A detailed (Phase II site investigation) will be secured by way of appropriately worded planning condition.</p> |

### Policy JP-S-2 – Carbon and Energy

The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:

1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling.
2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured.
3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques;
5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable
  - a) Be net zero carbon which applies:

The Proposal is consistent with this Policy as follows:

- The Appellant will agree to an appropriately worded planning condition to ensure operational carbon net zero.
- All three Units utilise Low Carbon Energy in the form of Air Source Heat Pumps for heating the buildings and will include the use of solar PV panels.
- The Proposal includes substantial replacement and additional tree planting and natural flood management techniques in the form of permeable paving and SuDs water features.
- The Proposal currently achieves BREEAM Very Good but the Appellant intends to agree to a planning condition to meet BREEAM Excellent.
- The Proposal includes 21 live EV charging spaces. EV cable ducts can be secured by an appropriately worded planning condition.

- from adoption– to regulated operational carbon emissions;
- from 2028 - to all emissions ‘in construction’

From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to:

- Minimise energy demand;
- Maximise energy efficiency;
- Use renewable energy
- Use low carbon energy; and
- Utilise other energy sources

From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.

As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

b) Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;

c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;

d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1

For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.

e. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and

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| <p>carbon emissions’ category rising to ‘BREEAM outstanding’ equivalent for ENE 01 from 2028</p> <p>f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible</p>                                                                       |                                                                                                                                                                                                                                                                                                                           |
| <b>Policy JP-S3: Heat and Energy Network</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                           |
| <p>The provision of decentralised energy infrastructure is critical to the delivery of our objectives for low carbon growth, carbon reductions and an increase in local energy generation. The following measures will help to achieve this:</p> <ol style="list-style-type: none"> <li>1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as “Heat and Energy Network Opportunity Areas. These have been identified where:</li> </ol> | <p>The Appellant’s consultant, Synergy, reviewed the opportunity to connect to an off-site existing or planned heat network but this was considered not viable due to distance to any existing network and size of service available – see page 14 of Synergy Energy Efficiency &amp; Sustainable Development Report.</p> |

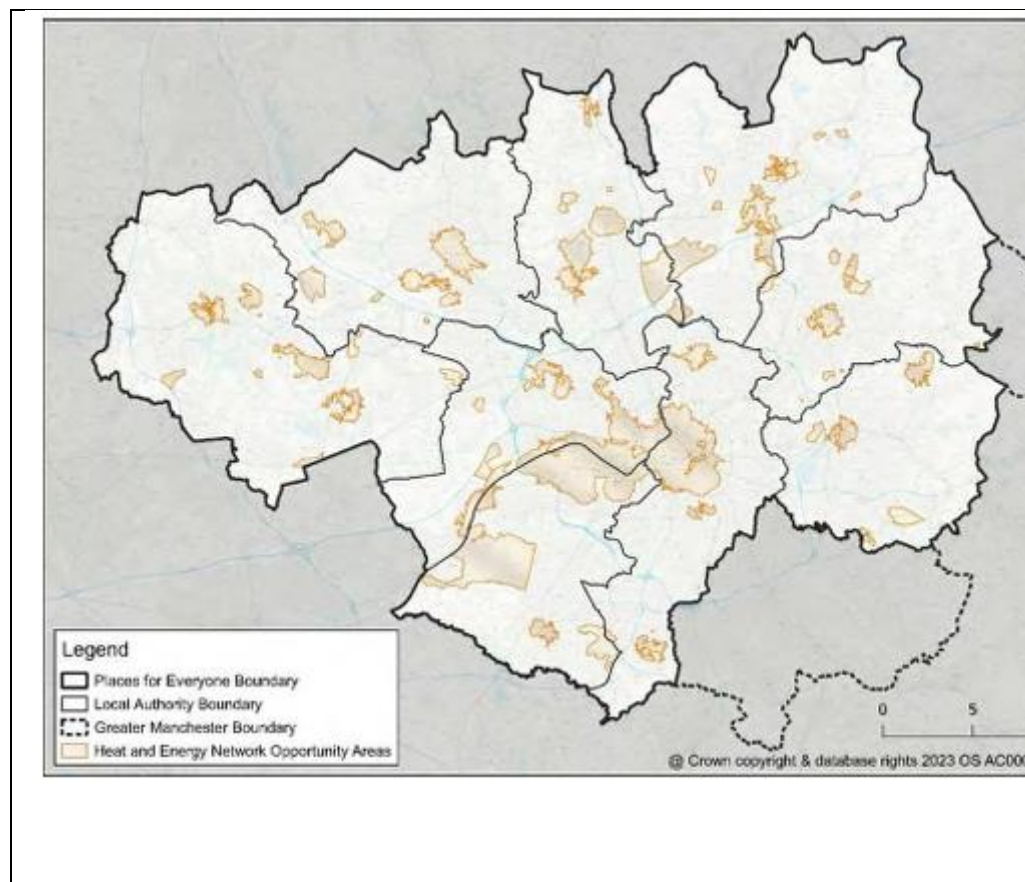
- ii. Existing heat/energy networks are operational or have been commissioned;
- iii. b. Proposals for new heat networks/energy networks are being progressed, or future opportunities have been identified in city-region master planning;
- iv. c. Sufficient density of existing heat demand occurs; and
- v. d. Significant future development is proposed at the strategic development locations

2. Within the identified “Heat and Energy Network Opportunity Areas”, unless it can be demonstrated that there are more effective alternatives for minimising carbon emissions or such connection is not practicable or financially viable, it is expected that:

- a. New residential developments that are '10 dwellings or more' or other developments over 1,000 m2 floorspace shall: i. Connect to an existing or planned heat/energy network or be designed to enable future connection (where within 500m of such a network); and/or ii. Install a site-wide or communal heat/energy network solution.
- b. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals;

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| <p>c. An expectation that where publicly-owned buildings and assets adjoin new major development sites, opportunities for these buildings and assets to connect to site-wide proposals will be considered; and</p> <p>d. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.</p> <p>Figure 5.1 Heat and Energy Network Opportunity Areas</p> |  |
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Figure 5.1 Heat and Energy Network Opportunity Areas



| Policy JP-S-4 – Flood Risk and the Water Environment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p>Policy JP-S4: Flood Risk and the Water Environment An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:</p> <ol style="list-style-type: none"> <li>1. Returning rivers to a more natural state, where practicable</li> <li>2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;</li> <li>3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding;</li> <li>4. Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable. District local plans should consider setting more detailed surface water drainage policies to reflect local circumstances, including alternative surface water discharge rates, such as in areas with critical drainage issues;</li> <li>5. Ensuring that sustainable drainage systems:</li> </ol> | <p>The Proposal is consistent with Policy JP-S4 follows:</p> <ul style="list-style-type: none"> <li>• The drainage strategy has been produced in conjunction with the architectural and landscape masterplans for the site which incorporates open water SuDS features which have been designed to provide</li> <li>• The surface water discharge from the site does not currently meet greenfield run off rates, however the Appellant has agreed with the Council that an alternative drainage strategy can be secured by planning condition in order to achieve greenfield runoff rates.</li> <li>• The use of attenuation ponds will intercept pollutants in conjunction with the use of Class 1 bypass and full retention separators which will treat the runoff to the car park and yard areas to maintain a high level of water quality in line with current guidelines.</li> <li>• A maintenance regime is included at Appendix G of the submitted FRA which covers typical maintenance activities for each SuDS aspect and the recommended frequency of maintenance.</li> </ul> |

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| <ul style="list-style-type: none"> <li>i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;</li> <li>ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;</li> <li>iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and</li> <li>iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development</li> </ul> <p>6. Securing the remediation of contaminated land and the careful design of developments to minimise the potential for urban diffuse pollution to affect the water environment; and</p> <p>7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards</p> | <ul style="list-style-type: none"> <li>• To ensure that there will be no contamination, the Appellant will agree to an appropriately worded planning condition to provide a Phase II Site Investigation prior to commencement of development.</li> <li>• In terms of flood risk, the Site is in flood zone 1, therefore low risk of flooding from rivers and the sea.</li> </ul> |
| <b>Policy JP-S5: Clean Air</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                  |
| A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The Proposal is consistent with this Policy as follows:                                                                                                                                                                                                                                                                                                                          |

and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:

1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution
2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate
3. requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;
4. restricting developments that would generate significant point source pollution such as some types of industrial activity and energy generation;

- An Air Quality Assessment has been submitted in line with the relevant technical guidance and it confirms that the Proposal will have a 'negligible' impact on air quality.
- A Construction Management Plan has been submitted and compliance with this document can be secured by an appropriately worded planning condition.
- The Proposal includes measures to enhance green infrastructure such as substantial tree planting and a biodiversity net gain score of +21.74% in Habitat units and +34.11% in hedgerow units,
- A Travel Plan can be secured by condition which will include measures for encouraging staff and visitors to travel to and from the site in sustainable modes of travel such as car share, or public transport.

5. Significantly expanding the existing commercial network of electric vehicle charging points, both for public and private use, including as part of new developments;
6. Implementing the Clean Air Plan and associated measures
7. Facilitating the more sustainable distribution of goods within the urban area, including through accommodating urban consolidation centres and urban distribution centres that use ultra-low-emission vehicles, and local delivery facilities to reduce repeat delivery attempt
8. Designing streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees
9. Controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality
10. Promoting actions that help remove pollutants from the air, such as enhancing the green infrastructure network and using innovative building materials that capture air pollutants;

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| <p>11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy JP-J 1 - Supporting Long-Term Economic Growth *</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>A thriving, inclusive and productive economy will be sought in all our boroughs. There will be emphasis on:</p> <ul style="list-style-type: none"> <li>A. Maintaining a very high level of economic diversity across our boroughs</li> <li>B. Facilitating the development of high value clusters in key economic sectors</li> <li>C. Making the most of major assets of the sub-region, such as inter alia, existing transport infrastructure such as motorway networks</li> <li>D. Grasping the economic opportunities from the global transition to a low carbon economy</li> <li>E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers</li> <li>F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate.</li> </ul> | <p>The Proposal is consistent with and supported by this Policy. The Proposal will result in significant socio-economic benefits which are detailed in the Socio-Economic Statement prepared by Hatch which was submitted with the application.</p> <p>In summary, construction activity associated with the Proposal is estimated to generate demand for up to 390 workers over a 13 million period. This will provide local residents working in the construction sector to secure employment on and off site and will generate revenue for businesses supplying directly and indirectly to the development.</p> <p>Once completed and fully occupied, the Proposal could deliver around 590 full-time equivalent jobs across a full spectrum of occupations from senior managers and professionals to skilled</p> |

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| <p>G. Maximising the potential of the key growth locations set out in JP-Strat1 to JPStrat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents</p>                                                                                                                              | <p>occupations and process/elementary roles. Occupiers would be expected to generate skills development and training opportunities such as apprenticeships as part of their operations.</p> <p>Off-site benefits will include supply chain activity to the local economy and expenditure of local residents who are part of the workforce. The Socio-Economic Statement believes that this effect has the potential to support an additional 300 jobs across Rochdale Borough and Greater Manchester.</p> <p>Finally, the direct Gross Value Added (GVA) the Proposal could generate is estimated to be £30 million per annum, representing an additional contribution to the output generated by Rochdale's economy.</p> |
| <p><b>Policy JP-J 2 - Employment Sites and Premises</b></p>                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities.</p> | <p>The Proposal is consistent with and supported by this Policy, as the Proposal will transform an existing employment area and deliver much improved employment space that would create additional jobs, including a total of approximately 90 construction jobs, 590 full-time equivalent jobs and £30 million GVA per annum.</p>                                                                                                                                                                                                                                                                                                                                                                                       |

A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key growth locations identified in JP-Strat1 to JP-Strat12 and in complementary locations, with many being particularly suitable for key economic sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development, as identified in chapter 11 of this plan, to provide the quality of well-connected employment land supply necessary to deliver the required scale of long-term economic growth, as set out in Policy JP-J3 'Office Development' and Policy JP-J4 'Industry and Warehousing Development'.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations.

#### **Policy JP-J 4 - Industry and Warehousing Development**



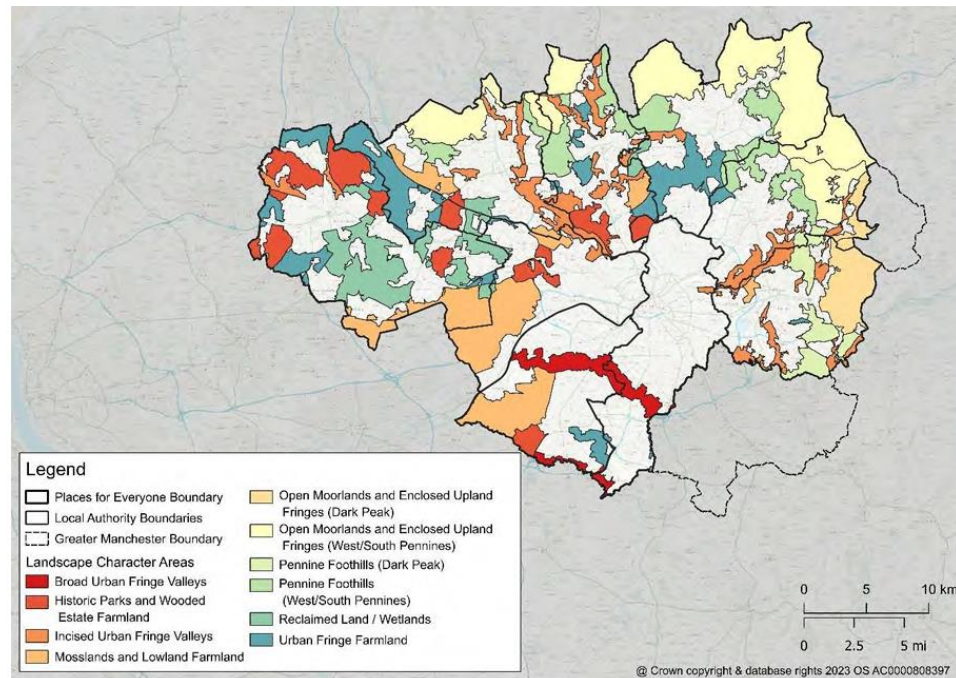
At least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039. To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehouses.

The need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing businesses, which will free up some poorer quality current employment sites for redevelopment for uses such as housing, as well as attracting new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes using floorspace.

The Proposal is consistent with and supported by this Policy, as the Proposal will transform an existing employment area and to deliver much improved employment space that meets modern requirements in terms of ceiling heights, servicing arrangements and floor plate sizes.

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| <p>A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over 2,070,000 sqm of floorspace (site not identified)</p> <p>Green Belt land will also be released to accommodate new development.</p>                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Policy JP-G1 – Landscape Character</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>Development within a Landscape Character Type, as shown on Figure 8.1, should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:</p> <ul style="list-style-type: none"> <li>• Topography, geology and drainage;</li> <li>• Land use and field patterns;</li> <li>• Semi-natural habitats and woodland cover;</li> <li>• Archaeology and cultural heritage;</li> <li>• Settlement, road pattern and rights of way; and</li> <li>• Views and perceptual qualities.</li> </ul> | <p>The Proposal complies with the policy as follows:</p> <ul style="list-style-type: none"> <li>• The submitted LVIA was informed by the guidance contained in the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) where the Site is included within the ‘Urban Fringe Farmland’ Landscape Character Type, and the Simister, ‘Slattock and Healds Green’ Landscape Character Area. The LVIA confirms that there are no potential adverse impacts to the key defining characteristics of the above character areas assessed within the LVIA, and it is further noted that since the publication of these assessments were prepared, the Russell Homes Scheme has received hybrid planning</li> </ul> |

Figure 8.1 Landscape Character Types



approval, the Queen Elizabeth II Way spine road has been constructed, and also several detailed planning applications for residential and commercial developments been approved.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken, especially in conjunction with seeking a net enhancement of biodiversity/geodiversity resources under Policy JP-G8 'A Net Enhancement of Biodiversity and Geodiversity'.

In implementing this strategic policy, regard will be had to the Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA), in particular its guidance on future development and landscape management/enhancement within areas covered by each landscape character type.

#### **Policy JP-G2 Green Infrastructure Network**

A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation.

The Proposal is consistent with this policy as it will see the retention of existing green infrastructure such as a large proportion of the existing trees, together with the provision of new green infrastructure such as:

- Planting of 232 additional trees

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| Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>• SuDs</li> <li>• Green walls</li> <li>• Biodiversity Net Gain Score of +21.74% in habitat units and +34.11% in hedgerow units</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Policy JP-G7: Trees and Woodland</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. This will be done through local planning and associated activities such as:</p> <ol style="list-style-type: none"> <li>1. Protecting and expanding the mosaic of woodland habitats, linking fragmented areas of woodland, in particular wooded cloughs and pockets of ancient and riverside (riparian) woodland;</li> <li>2. Encouraging habitat diversity through conserving and managing existing woodland and trees that are of heritage, cultural and/or aesthetic value, including ancient woodland and veteran trees;</li> <li>3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;</li> </ol> | <p>The Proposal is consistent with the relevant aspects of this policy which relate to new developments. Although the Proposal will result in the loss of a number of existing trees, the majority are identified as 'Category C' and the loss of which will be mitigated against through the following:</p> <ul style="list-style-type: none"> <li>• Planting of 232 additional trees</li> <li>• Biodiversity Net Gain Score of +21.74% in habitat units and +34.11% in hedgerow units</li> </ul> <p>The submitted tree protection plan and CEMP Biodiversity detail the protection of retained trees.</p> |

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| <p>4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low-grade agricultural land and land in need of remediation;</p> <p>5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;</p> <p>6. Considerably increasing the provision of street trees within urban areas;</p> <p>7. Promoting the provision of community orchards to increase fruit consumption</p> <p>8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;</p> <p>9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;</p> <p>10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;</p> <p>11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration;</p> <p><u>And through development as follows:</u></p> |  |
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| <ol style="list-style-type: none"> <li>1. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and</li> <li>2. Protecting trees and woodland during the construction phase of development</li> </ol>                                                                                              |                                                                                                                                                                                             |
| <b>Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                             |
| <p>Through local planning and associated activities a net enhancement of biodiversity resources will be sought, including, where relevant, by:</p> <ol style="list-style-type: none"> <li>1. Increasing the quality, quantity, extent and diversity of habitats, particularly priority habitats identified in national or local biodiversity action plans and those that support priority species;</li> <li>2. Improving connections between habitats, to protect and enhance the provision of corridors, ecological networks (including Nature Recovery Networks) and</li> </ol> | <p>The Proposal complies with and exceeds the requirements of Policy JP-G8, as it will deliver a Biodiversity Net Gain Score of +21.74% in habitat units and +34.11% in hedgerow units.</p> |

steppingstones that enable the movement of species, especially as the climate changes;

3. Enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive species
4. Protecting sites designated for their nature conservation and/or geological importance, with the highest level of protection given to international and then national designations;
5. Facilitating greater access to nature, particularly within urban areas;
6. Supporting the development and implementation of the Great Manchester Wetlands Nature Recovery Network; and
7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

Development will be expected to:

- a. Follow the mitigation hierarchy of:
  - i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
  - ii. Adequately mitigating any harm to biodiversity, then

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| <p>iii. Adequately compensating for any remaining harm to biodiversity</p> <p>b. Avoid fragmenting or severing connectivity between habitats;</p> <p>c. Achieve a measurable net gain in biodiversity of no less than 10%</p> <p>d. Make appropriate provision for long-term management of habitats and geological features connected to the development; e. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and</p> <p>f. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process</p> |                                                                                                                                                                                                            |
| <b>Policy JP-P2 – Heritage</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                            |
| <p>Amongst other things, Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The Proposal is consistent with this Policy. The Site contains no designated or non-designated heritage assets and is not within a Conservation Area. A concern was raised by a local resident that</p> |

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| <p>development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.</p>                                                                                                           | <p>the loss of the existing Gatehouse on the Site would result in a loss of local history/heritage.</p> <p>The Gatehouse is not Listed, nor is it a non-designated Heritage Asset.</p> <p>A subsequent Heritage Statement was prepared and submitted by Wessex Archaeology. The Statement confirms that the Gatehouse holds limited significance, however it recommends that a pre-demolition photographic survey should be undertaken which would be secured through an appropriately worded planning condition. The Council's Planning Officer did not feel that this was necessary so this condition was not included in the draft list of conditions.</p> |
| <p><b>Policy JP-P6: Health</b></p>                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>To help tackle health inequality new development will be required, as far as practicable, to:</p> <p>A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;</p> | <p>The Proposal is consistent with this policy as it will not result in any adverse air quality, noise or traffic impacts that could adversely affect the health and well-being of local residents or staff.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                              |

B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; and

C. Be supported by a Health Impact Assessment for all developments which require to be screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing. Improvements in health facilities will be supported, responding to the changing needs and demands of both existing and new residents, including through:

1. Requiring, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate;
2. Enabling the continued enhancement and successful operation of our hospitals; and
3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

**Policy JP-C1: An Integrated Network**

In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:

The Proposal is consistent with this policy as it is in a sustainable location close to public transport links and will use methods such

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
  - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
  - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
  - a. Pedestrians (and people using mobility aids);
  - b. Cyclists, powered two-wheelers, and public transport users;

as a Travel Plan (to be secured by condition) to encourage staff and visitors to travel to and from the site using sustainable transport measures.

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| <p>c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)</p> <p>d. People in personal motorised vehicle</p>                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy JP-C4: The Strategic Road Network</b>                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>We will work with Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the SRN and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.</p> | <p>The Proposal is consistent with this policy as a Transport Assessment was submitted with the application and was consulted on by Local Highways, Transport for Greater Manchester and National Highways and no objections were raised.</p>                                                                                                                                                                                                                     |
| <b>Policy JP-C8: Transport Requirements of New Development</b>                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments</p> <p><u>Connectivity and Permeability</u></p>                                                                                                                                             | <p>The Proposal is consistent with this policy as follows:</p> <ul style="list-style-type: none"> <li>• it is in a sustainable location close to public transport links and will use methods such as a Travel Plan (to be secured by condition) to encourage staff and visitors to travel to and from the site using sustainable transport measures.</li> <li>• The nearest bus stops on Manchester Road have shelters and seats and step-free access.</li> </ul> |

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;

- Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should: o be direct, safe and convenient
- connect to nearby facilities, employment areas, public transport stops; and
- improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;

2. Ensure appropriate connectivity to the existing highway network

#### Design

- Parking provision on Site includes spaces for disabled users, cycle storage (with shower and change facilities available) and EV charging provision.
- The layout of the Site can accommodate service vehicles with adequate room for manoeuvring
- A Transport Assessment and Construction Management Plan were both submitted with the application and compliance with both can be secured by appropriately worded planning conditions.

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;

4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;

#### Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access; 6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access

#### Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing
- Showers, changing facilities and lockers for cyclists and walkers
  - Pool or hire bikes for use by occupiers
  - Information in advance about facilities to visitors
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
- 12 Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

#### Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;

14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:  
☐ meets road safety requirements, ☐ reduces transport emissions and other environmental impacts, ☐ reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries

#### Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

#### Transport Assessments

16 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport

network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.

17 Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

**Policy JP-Strat6: Northern Areas**

A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable

The Proposal is consistent with and supported by this Policy as it makes effective use of an existing brownfield site to provide



previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. This will be complemented by the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision. Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation

modern industrial space which will generate significant levels of employment for the area and wider borough.

**Table 2 – Planning Policy Review - Relevant Policies of the Rochdale Core Strategy (2016)**

| Policy Title and Full Wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Planning Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>S01 – Strategic Objective: To deliver a more prosperous economy.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b>To do this we will focus on:</b></p> <ol style="list-style-type: none"> <li>1. Identifying quality employment sites and areas to increase the number and range of jobs and employment levels;</li> <li>2. Developing the rural and visitor economies particularly in the northern Pennine fringe;</li> <li>3. Establishing strong thriving attractive town centres, particularly Rochdale town centre;</li> <li>4. Ensuring good transport accessibility to jobs and markets within and beyond Greater Manchester;</li> <li>5. Supporting provision of educational facilities to improve skills; and</li> <li>6. Building on the borough’s assets and improving its image to attract investment.</li> </ol> | <p>The Proposal is consistent with and supported by this objective, as it will deliver a high-quality new employment space and will increase the number of jobs.</p> <p>Construction activity associated with the Proposal is estimated to generate demand for up to 390 workers over a 13 million period. This will provide local residents working in the construction sector to secure employment on and off site and will generate revenue for businesses supplying directly and indirectly to the development.</p> <p>Once completed and fully occupied, the Proposal could deliver around 590 full-time equivalent jobs across a full spectrum of occupations from senior managers and professionals to skilled occupations and process/elementary roles. Occupiers would be</p> |

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|                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>expected to generate skills development and training opportunities such as apprenticeships as part of their operations.</p> <p>Off-site benefits will include supply chain activity to the local economy and expenditure of local residents who are part of the workforce. The Socio-Economic Statement believes that this effect has the potential to support an additional 300 jobs across Rochdale Borough and Greater Manchester.</p> <p>Finally, the direct Gross Value Added (GVA) the Proposal could generate is estimated to be £30 million per annum, representing an additional contribution to the output generated by Rochdale's economy.</p> |
| <b>S03 – Strategic Objective: To improve design, image and quality of place.</b>                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>To do this we will focus on:</p> <ol style="list-style-type: none"> <li>1. Raising design quality and promoting sustainable developments;</li> <li>2. Improving gateways into the borough and main transport corridors to improve the image of the borough;</li> <li>3. Protecting and enhancing our heritage and natural assets, the special character of our towns, our countryside, open spaces, river valleys and water features; and</li> </ol> | <p>The Proposal is consistent with and supported by this objective, as it will deliver a more attractive scheme than the existing units on site through improved external materials and design features, at a key gateway into the borough,</p>                                                                                                                                                                                                                                                                                                                                                                                                              |

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| 4. Creating new identity and character where it is lacking (e.g. inner areas and road corridors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                |
| <b>SO4 – Strategic Objective: To promote a greener environment.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                |
| <p>To do this we will focus on:</p> <ol style="list-style-type: none"> <li>1. Minimising Rochdale’s contribution to climate change and mitigating and adapting to its adverse effects;</li> <li>2. Ensuring in particular that development is energy efficient and contributes to carbon reduction;</li> <li>3. Reducing the likelihood of flooding through appropriate flood risk management, especially in Rochdale town centre and parts of Littleborough and Heywood;</li> <li>4. Improving our urban open spaces and making them more accessible;</li> <li>5. Maximising the value of our green open areas and countryside to provide opportunities for recreation, amenity, biodiversity and flood management;</li> <li>6. Minimising and managing waste and managing minerals resources sustainably; and</li> <li>7. Ensuring no detriment to the conservation interests of European and other protected natural sites.</li> </ol> | <p>The Proposal is consistent with and supported by this objective as it is more energy efficient due to new, high quality buildings replacing outdated, less energy efficient buildings and concentrating development on existing brownfield land. The proposal would implement appropriate flood risk management measures through the provision of SUDS.</p> |
| <b>SO5 – Strategic Objective: To improve accessibility and deliver sustainable transport.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                |

To do this we will focus on:

- Directing development to the most accessible locations or those that can be made more accessible by public transport;
- Improving strategic transport connections including links with Manchester city centre and key destinations in and beyond Greater Manchester;
- Improving access to the public transport network;
- Promoting transport improvements that enhance access to town and local centres and employment areas (existing and new) within and outside the borough; and
- Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.
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The Proposal is consistent with and supported by this objective, as it is in a highly accessible location close to the local strategic road network, which benefits from the newly constructed link road (Queen Elizabeth II Way) and good access to the national motorway network, providing access to the Manchester City Region, Northern England conurbations and beyond. It is close to public transport links with bus stops located on Manchester Road.

#### **SD1 – Delivering sustainable development.**

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the

The Proposal is supported by this policy which states that planning applications that accord with the policies in the Core Strategy will be approved without delay.

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| <p>application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</p> <ul style="list-style-type: none"> <li>• Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</li> <li>• Specific policies in the National Planning Policy Framework indicate that development should be restricted.</li> </ul>                                                                                                            |                                                                                                                                                                                                |
| <b>SP1 – Rochdale borough’s role in the city region</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                |
| <p>Rochdale Borough will contribute to the success of the Manchester city region and the North West by playing its part in the delivery of sustainable development and investment that meets national and sub regional objectives for housing and employment growth. To do this we will:</p> <ol style="list-style-type: none"> <li>a. Promote the borough as an attractive location in terms of jobs, housing, shopping, the environment, image, tourism and quality of life;</li> <li>b. Focus employment development so that it supports the overall economic growth of the sub region;</li> <li>c) Provide improved housing quality and choice by working with private and public sector partners;</li> </ol> | <p>The Proposal accords with this Policy through the provision of high quality distribution space, promoting the borough as an attractive location in terms of jobs and inward investment.</p> |

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| <p>d) Strengthen transport infrastructure and strategic links to improve access to jobs within the regional centre and to improve commercial links with the wider north-west and WestYorkshire regions;</p> <p>e) Improve transport links to and from the regional centre to improve access to a wider range of jobs, higher education, cultural and leisure opportunities;</p> <p>f) Improve transport links to and from neighbouring towns (e.g. Oldham and Bury) to improve access to jobs, centres and key attractions for Rochdale’s adjoining communities; and</p> <p>g) Deliver strategic green infrastructure improvements and appropriate opportunities for renewable energy generation where adverse impacts can be satisfactorily addressed to support wider sub regional development and environmental objectives.</p> |                                                                                                                                                                       |
| <b>SP2 – The Spatial Strategy for the borough</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                       |
| <p>In the Manchester fringe, in the south of the borough, where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region we will deliver most new housing, employment and commercial development. We will focus investment, development and improvements on:</p> <p>Rochdale, Heywood and Middleton town centres;</p> <ul style="list-style-type: none"> <li>• Economic growth corridors / areas;</li> <li>• Regeneration areas; and</li> </ul>                                                                                                                                                                                                                                                                             | <p>The Proposal is supported by this policy which seeks to promote economic growth and investment in and around Heywood, amongst other places across the borough.</p> |

- Key corridors and gateways.

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

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

#### **SP3/H – The Strategy for Heywood**

The priorities for Heywood are to:

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

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

The Proposal is consistent with and supported by this policy, as it will deliver a high-quality new employment space which would create 90 construction jobs, 590 full-time equivalent jobs and £30 million GVA per annum, helping Heywood to maintain its national reputation as a high quality business location.

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

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

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

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

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

- Improving pedestrian and cycle links to the wider Roch Valley and Ashworth Valley (Policies T1,T2)
- Maintaining and improving Roch and Ashworth Valleys as important biodiversity corridors and opportunities to enhance the quality of water bodies including main rivers, tributaries and ponds (policies G6,G7);
- Improving derelict, underused and neglected land within the Roch Valley (Policy G6); and
- Creating a green infrastructure hub around Queens Park and the Roch Valley at Queens Park Road (Policy G6).

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

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

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| <b>E3 – Focusing on economic growth corridors and areas.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>In the Rochdale town centre / Kingsway corridor we will:</p> <ol style="list-style-type: none"> <li>Seek to maximise economic growth in, and linkages between, Kingsway business park and Rochdale town centre;</li> <li>Promote appropriate high density mixed use development, including offices, in and close to the town centre;</li> <li>Seek to make best use of the improved road access to J21 of the M62 through Kingsway;</li> <li>Ensure development proposals support the needs of residents in the East Central Rochdale, Milkstone and Deeplish, and Kirkholt regeneration areas (Policy C2), in particular in terms of improving access to jobs;</li> <li>Promote the regeneration of the employment zones east of Oldham Road; and</li> <li>Promote the co-ordinated development of the following key sites: <ul style="list-style-type: none"> <li>Kingsway Business Park - large, high quality serviced sites available on this major inward investment site for B1 (including B1 office), B2 &amp; B8 and other employment uses;</li> <li>Sites in and close to Rochdale town centre - potential for B1a office development in particular in the Town Centre East area, on Riverside, around Drake Street and in the Summercastle area; and</li> </ul> </li> </ol> | <p>The Proposal is consistent with and supported by this policy, as the focus for employment development will be on high quality sites in economic growth corridors and in areas that are accessible. South Heywood is once again highlighted as a key location, with the promotion of development that support improvements to all existing employment sites within South Heywood. This proposal will enhance and intensify an existing employment site, whilst promoting the area mainly for distribution uses whilst routing heavy goods traffic to existing and recently implemented high quality road infrastructure.</p> |

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| <ul style="list-style-type: none"> <li>• Sites along Oldham Road - in employment zones in and around the Canal Basin area.</li> </ul> <p>In the South Heywood employment area we will:</p> <ol style="list-style-type: none"> <li>Promote the development of the following key sites:             <ol style="list-style-type: none"> <li>Heywood Distribution Park - designated as a Simplified Planning Zone (SPZ) it has potential for further major employment development; and</li> <li>North of Hareshill Road - land with permission for B1,B2 &amp; B8 development.</li> </ol> </li> <li>Support improvements to all existing employment areas within South Heywood to maintain and enhance the quality of employment premises;</li> <li>Promote the area mainly for distribution uses;</li> <li>Promote infrastructure improvements and traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas;</li> <li>Promote the extension of the East Lancs Railway line to Castleton to provide a commuter rail service to and from Manchester, with a new station close to Pilsworth Road (Policy T1b); and</li> </ol> |  |
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- f. Promote the provision of bus services from Middleton to improve access to jobs in Heywood.

In all these corridors we will:

- a. Focus the majority of employment development in existing employment zones, town centres and on the key sites identified above;
- b. Focus the delivery of sustainable transport improvements to make the corridors more accessible to the workforce and commercial traffic (Policy T1);
- c. Provide suitable sites and premises to attract potential growth sectors, such as financial and information and community technology services (ICT);
- d. Encourage office and other high density employment development subject to Policies E2 & T2;
- e. Allow appropriate supporting leisure development subject to Policies E2 & C8;
- f. Focus development to promote clusters and maximise linkages within and between sectors;
- g. Prioritise the redevelopment of previously developed land for employment uses but promote other uses, such as housing, if it's

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| <p>more appropriate to delivering a prosperous economy or to meeting the needs for any adjoining regeneration areas (Policy C2);</p> <ul style="list-style-type: none"> <li>h. Promote and focus investment in ICT, including high speed broadband, and any other infrastructure that can support businesses; and</li> <li>i. Promote the development of, and linkages with, education, training and investment services and facilities (Policy C7)</li> </ul>                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                             |
| <b>C6 – Improving health and wellbeing.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                             |
| <p>We will improve people’s health and well being and reduce health inequalities by:<br/>         Creating an economic, physical and social environment which promotes and supports healthy lifestyles;<br/>         Supporting and promoting accessible new health facilities and services in town centres and local centres; and<br/>         Focusing the above actions in areas of deprivation, poor health and/or greatest need.</p> <p>We will achieve this through:</p> <ul style="list-style-type: none"> <li>a) Ensuring good provision of and access to a range of food shops within or adjacent to town centres, local centres and particularly those located in or able to serve deprived areas (Policy E1);</li> </ul> | <p>The Proposal is consistent with the relevant criteria of this policy, as it will deliver new jobs, provide high quality design, and will not result in congestion, or have adverse impacts on air quality and noise.</p> |

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| <ul style="list-style-type: none"> <li>b) Seeking to provide better access to jobs in areas with high levels of deprivation and poor health (Policy E2);</li> <li>c) Providing an appropriate number of good quality and affordable homes with a mix of tenures in areas of greatest need, dealing with empty homes and bringing them back into use and tackling overcrowding issues with the right size and range of homes for every need (Policies C1-C4);</li> <li>d) Not allowing the over concentration of takeaway food premises where they may impact adversely on the amenity of residents and/or encourage unhealthy eating habits;</li> <li>e) Ensuring good provision of education, community, sport, leisure and cultural facilities in town centres, local centres and areas of greatest health deprivation (Policies C7,C8);</li> <li>f) Seeking high quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable (Policy P3);</li> <li>g) Managing and mitigating the effects of climate change by tackling greenhouse emissions, reducing risks of flooding, promoting tree planting and seeking to avoid adverse microclimates (Policies G1,G6,G7,G8);</li> <li>h) Maintaining and enhancing the borough's biodiversity, natural environment, open spaces and outdoor sport and recreational areas to create a coherent</li> </ul> |  |
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| <p>network of green infrastructure that can help promote better health (Policies C8,G6,G7 &amp; G8);</p> <ul style="list-style-type: none"> <li>i) Identifying and implementing measures to reduce traffic movements and congestion to reduce air and noise pollution (Policy T1);</li> <li>j) Encouraging development that promotes active living by making places more accessible by walking, cycling and public transport (Policy T2);</li> <li>k) Protecting allotments and encouraging other local food growing areas so that residents can grow their own food (Policy G6); and</li> <li>l) Supporting the provision of health facilities and services in accessible locations that meet current and future need, particularly in deprived areas.</li> </ul> |                                                                                                                                                                                                                                                 |
| <b>P1 – Improving image.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                 |
| <p>We will require high quality design in all new developments, and this will be particularly important in the following areas, which are crucial to the image of the borough:</p> <ol style="list-style-type: none"> <li>1. Key gateways into the borough (see Spatial Strategy key diagram and Township delivery diagrams);</li> <li>2. Local gateways to centres, communities and attractions;</li> <li>3. Local Improvement Corridors and those stretches of main transport corridors which are currently characterless or unattractive (see township delivery diagrams);</li> </ol>                                                                                                                                                                           | <p>The Proposal is consistent with and supported by this objective, as it will deliver a more attractive scheme than the existing units on site through improved external materials and design features, at a key gateway into the borough.</p> |

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| <p>4. Town centres; and</p> <p>5. Prominent sites, regeneration areas and key visitor attractions. We will ensure new development improves the image of the borough by:</p> <p>We will ensure new development improves the image of the borough by:</p> <ul style="list-style-type: none"> <li>a) Requiring design which is of a high standard, demonstrating innovation and originality;</li> <li>b) Working with developers of major developments to incorporate public art in the design of buildings and spaces or contribute to public art projects as appropriate;</li> <li>c) Helping to 'green' the urban environment, for example by securing tree planting on sites and along streets and roads;</li> <li>d) Promoting the development and re-use of under-used land and buildings, maximising the potential for heritage assets to provide a sense of place and image; and</li> <li>e) Creating people-friendly, safe, vibrant, uncluttered public areas.</li> </ul> |                                                                                                                                |
| <b>P2 – Protecting and enhancing character, landscape and heritage</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                |
| <p>1. We will protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The submitted LVIA was informed by the guidance contained in the Greater Manchester Landscape Character and Sensitivity</p> |

utilising the considerable potential of these assets in development and regeneration schemes. We will do this by

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

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

Assessment (GMLCSA) where the Site is included within the 'Urban Fringe Farmland' Landscape Character Type, and the Simister, 'Slattock and Healds Green' Landscape Character Area. The LVIA confirms that there are no potential impacts to key defining characteristics of the above character areas, and it is further noted that since the publication of these assessments were prepared, the Russell Homes Scheme has received hybrid planning approval, the Queen Elizabeth II Way spine road has been constructed, and also several detailed planning applications for residential and commercial developments been approved.

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| <p>a) Conserving, enhancing and promoting key heritage assets, both statutory and nonstatutory, including consideration of their wider settings. Key heritage assets of the borough include:</p> <ul style="list-style-type: none"> <li>I. Four outstanding conservation areas: Central Rochdale, Middleton and Littleborough town centres and Rock Nook / Summit;</li> <li>II. Other designated assets such as listed buildings, conservation areas, registered parks and scheduled ancient monuments;</li> <li>III. The heritage of the Co-operative movement, the Rochdale Pioneers and the Labour movement;</li> <li>IV. The Edgar Wood and J. H. Sellers cultural heritage;</li> <li>V. The heritage of the seventeenth and eighteenth century vernacular tradition; and vi. The engineering heritage, including mills, canals and railways;</li> </ul> <p>b) Conserving, enhancing and utilising other non-statutory heritage assets of local interest, be they buildings, parks, gardens or archaeological sites, including promoting their sensitive restoration</p> <p>c) Using heritage assets positively and intelligently to strengthen identity and image and support the visitor economy, particularly in development and regeneration schemes; and</p> <p>d) Prioritising the conservation of heritage assets at risk from decay, giving special attention to designated heritage assets in this regard.</p> |  |
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| P3 – Improving design of new development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| <p>We will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant:</p> <ul style="list-style-type: none"> <li>• Enhance the borough’s identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general;</li> <li>• Ensure that buildings contribute positively to the townscape, and are well proportioned;</li> <li>• Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate);</li> <li>• Provide an appropriate mix of uses and consider the needs of all sections of society;</li> <li>• Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles;</li> <li>• Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;</li> </ul> | <p>The Proposal, by the nature of its intended use and function, are relatively utilitarian and functional in design. By virtue of the demands and requirements of large, modern firms that operate within the competitive storage and distribution sector, the floor areas of the units and size of the structures are larger than existing units on site, which are to be demolished. Despite their large size and functional appearance, the proposed buildings have been designed to somewhat mitigate their visual impact.</p> <p>External walls will consist of composite cladding panels, which will vary in colour and include decorative horizontal strips of varying colours (shades of blue). The colours have been selected to blend somewhat with the sky to minimise the visual impact and reduce the degree the units will stand out when viewed in context with clouds/the sky. It is of note that the lower sections of the building will largely only be visible from within the site, or be obscured from landscaping and regraded embankments from outside the application site. The proposed office areas will feature aluminium</p> |

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| <ul style="list-style-type: none"> <li>• Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible;</li> <li>• Ensure buildings can be easily adapted to meet future/alternative needs of occupants;</li> <li>• Minimise impact upon the environment, and help adapt to the impacts of climate change, including by re-using existing buildings and materials (maximising the benefits of existing embodied energy) and utilising sustainable drainage (Policies G1 and G2);</li> <li>• Design buildings and spaces so that quality and appearance can be maintained over time; and</li> <li>• Reduce the monotony and visual impact of car parking areas by using substantial and well integrated landscaping.</li> </ul> <p>All developments should have regard to the principles outlined in the following documents (or equivalent documents which replace them), which set out in detail the Council's design expectations for new development:</p> <ul style="list-style-type: none"> <li>• Urban Design Guides SPDs, September 2007</li> <li>• Urban Design Guide SPD, September 2007;</li> <li>• Residential Design Guide SPD, September 2007;</li> <li>• Public Realm Design Guide SPD, September 2007;</li> <li>• Littleborough Town Design Statement SPG, 2005;</li> </ul> | <p>framed clear glazed curtain walls and fenestration, aluminium being a relatively high quality material compared to lower quality UPVC.</p> <p>To ensure that the highest quality of materials and good architecture are achieved, a condition will be added requiring samples/full materials specification prior to any above ground works (excluding demolition and associated site clearance).</p> |
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| <ul style="list-style-type: none"> <li>• Shopfronts and Security Shutters SPD, 2012; and</li> <li>• Guidelines and Standards for Residential Development SPD, 2016.</li> </ul> <p>Design and access statements and design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>G6 – Enhancing green infrastructure.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>We will sustain and enhance a green network to support growth and regeneration in the borough and provide a high quality environment that meets the needs of our community and visitors to the borough. We will protect and improve green spaces and water bodies and ensure that their value to sustainable development and regeneration is maximised. Our priorities are to improve opportunities for recreation in urban areas and the countryside, improve opportunities for healthy lifestyles, and to help manage and respond to environmental risks such as flooding and the impacts of climate change. We will also ensure that the network supports the sustainable growth of the Greater Manchester city region and links with a wider Greater Manchester strategic green infrastructure network. We will protect, improve and create green infrastructure to help deliver strategic sustainable development priorities and meet local needs in the following locations:</p> | <p>The Proposal is consistent with this policy as follows:</p> <ul style="list-style-type: none"> <li>- The application would include a condition which requiring compliance with an approved Landscape Masterplan which includes replacement and additional tree planting</li> <li>- The Proposal respects the local landscape character</li> <li>- The Proposal includes proposed drainage systems, including the provision of Sustainable Urban Drainage Systems (SUDS) to appropriately reduce water runoff and manage flood risk</li> </ul> |



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| <ol style="list-style-type: none"><li>1. The South Pennine uplands where the focus will be on the protection and enhancement of its natural beauty, cultural and ecological value, encouraging sustainable tourism and wider access from urban areas, key countryside gateways and improvements along key rural routes (e.g. the Pennine Way and Pennine Bridleway) and protecting and enhancing land management to support water management and carbon storage.</li><li>2. The Roch Valley corridor where the focus will be on establishing a Roch Valley Trail between Heywood and Littleborough, opening up visibility, creating and enhancing recreation destinations and improving access to and from urban communities. The valley will be enhanced as a key landscape feature forming a part of Greater Manchester's strategic green infrastructure network providing high quality recreational and tourism opportunities, an ecological corridor, stimulus and support for regeneration and growth along the river valley corridor in Heywood, Rochdale and Littleborough and key flood risk management assets e.g. for flood storage and sustainable drainage. Opportunities to create a recreational link between the Roch Valley, Rochdale town centre and Healey Dell Local Nature Reserve along the Spodden Valley will also be supported.</li><li>3. The Irk and Beal Valleys where the focus will be on taking opportunities to use the Irk corridor as a key feature to support regeneration in East Middleton and in developing its recreational and biodiversity potential in</li></ol> |  |
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south west Middleton. Opportunities will be taken to enhance the Beal Valley to support growth and regeneration opportunities in Milnrow and Newhey and to enhance the Beal Valley Way as a recreational route.

4. Other river valleys and green corridors where the focus will be on enhancing recreational links between urban areas and open countryside to allow passage of wildlife, provide local opportunities for recreation, improving visual amenity, and contribution to local and wider environmental management e.g. reducing air pollution and managing flood risk.
5. Other water bodies (lakes, streams, reservoirs, ponds etc) where the focus will be on celebrating water and promoting water features as a key characteristic of the local landscape, to improve their recreational and biodiversity value, maximise their potential for flood risk management and to incorporate water features (existing and new) as part of new developments, public realm initiatives, town centre design and neighbourhood regeneration initiatives where practicable.
6. Rochdale Canal corridor where the focus will be on promoting the use of the canal for navigation, protecting and conserving its nature conservation value, improving linkages to the National Cycle Route 66 (Connect 2) cycle route with visitor, employment and neighbourhood destinations and securing environmental improvements as part of canalside development.

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| <p>7. Countryside around towns where the focus will be on reclaiming derelict land, woodland planting and improvement, creating and improving paths and cycle networks to link town and country, promoting access to nature, improving flood risk management and maintaining a strong green belt.</p> <p>8. Local urban open spaces where the focus will be on improvements to the quality of accessible greenspace close to where people live and work (prioritising those areas with the greatest deficiency or need e.g. poor health or lack of private gardens), securing tree planting and other urban greening in new areas of public open space in town centres and housing growth areas, protecting allotments and supporting local food growing, enhancing flood risk management and protecting and improving urban wildlife value and natural areas.)</p> <p>9. Urban areas and new development where the focus will be on incorporating green infrastructure into new development, sustainable urban drainage, increasing the number of street trees, greening housing areas and main roads, developing new green spaces, and incorporating green roofs and walls in new development.</p> <p>We shall take into account local and national planning policy requirements when considering the appropriateness of development proposals that may affect sports, recreation and open space provision.</p> |  |
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A Green Infrastructure Strategy for the borough and Green Infrastructure Action Plans for each Township will inform and support area based masterplans and initiatives, development proposals and associated developer contributions, regeneration programmes and environmental management schemes.

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

- a) be consistent with the above focus for green infrastructure and the wider than local value that green infrastructure can have;
- b) have regard to local landscape character and contribute to its conservation or enhancement;
- c) avoid the loss of existing urban greenspace or features e.g. trees unless suitable alternative provision is made, it has limited value, and its development or change of use will help to meet other sustainability or local regeneration objectives;
- d) in the case of residential development, provide or contribute financially towards recreational open space, including maintenance, in accordance with the standards set out in the Provision of Recreational Open Space in New Housing Supplementary Planning Document (SPD);

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| <ul style="list-style-type: none"> <li>e) take opportunities to improve access to, and the provision of, natural greenspace in accordance with local strategies and standards</li> <li>f) take opportunities to secure innovative solutions to the design of urban open space to widen its potential functions e.g. flood risk management, promoting urban wildlife or climate change adaptation;</li> <li>g) not sever, or impede the key functions of designated greenspace corridors or river valleys, or detract from their natural, visual or recreational quality, but enhance their value and accessibility;</li> <li>h) protect ancient woodlands and hedgerows, support new woodland and tree planting in new developments, and replace removed trees from a site at a ratio of 2:1; and</li> <li>i) take opportunities, where feasible, to improve the water quality and biodiversity of water bodies and their environs in compliance with the Water Framework Directive or equivalent.</li> </ul> |                                                                                                                                                                                            |
| <b>G7 – Increasing the value of biodiversity and geodiversity.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                            |
| <p>We will ensure that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection. Opportunities for enhancing biodiversity and geodiversity, creating new sites and features of interest and improving opportunities for public enjoyment will be supported. No development should result in a net loss of biodiversity or geodiversity interest in the borough and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The Proposal is consistent with and exceeds the requirements of Policy G7 and will deliver a biodiversity net gain score of +21.74% in Habitat units and +34.11% in hedgerow units.</p> |

overall development in the borough should result in a net gain. Particular priorities for biodiversity and geodiversity are:

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



interest maximised through land management improvements and appropriate development activities.

4. Countryside around towns - our focus is to protect and enhance the biodiversity interest of river valleys, woodland, water and farmland including the reclamation of derelict and neglected land and flood risk management measures. We will also support actions which enhance public access and enjoyment of countryside close to urban areas including Local Nature Reserves and the wider countryside
5. Urban Areas - our priority is to protect and enhance existing urban biodiversity and to support opportunities for new urban biodiversity corridors, sites and features including sustainable urban drainage schemes, new public realm provision, street trees and urban woodlands, ponds and lodges, green roofs and natural play areas.
6. Designated sites of ecological importance - will be given appropriate protection according to their European, national or local status and in accordance with policies in other development plan documents, supporting Supplementary Planning Documents and Biodiversity Action Plans
7. Protected Species: Development proposals which would affect a species protected by law or its habitat will not be permitted unless it can be demonstrated that:

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| <p>a) there is no adverse impact on the species concerned;</p> <p>b) damage to habitats is minimal and alternative habitat provision is effective in maintaining</p> <p>Opportunities to protect, enhance and create features of biodiversity or geodiversity interest should be informed by the detail of any formal designation of a site or area and supporting plans and guidance such as Local Biodiversity Action Plans, Green Infrastructure Strategies and Action Plans and the Council's Biodiversity and Development SPD. We will expect development proposals and improvements to:</p> <p>a) Protect and include existing biodiversity (including established biodiversity interest on brownfield land) within new developments, public realm and open spaces and meet the requirements of the Biodiversity and Development SPD, Greater Manchester and Local Biodiversity Action Plans;</p> <p>b) Protect and enhance existing features such as peatland, ponds, wetlands, reservoirs, mill lodges, trees, hedges, wooded areas, meadows, flora and fauna;</p> <p>c) Take opportunities to promote biodiversity and creat new habitats through new development using landscaping and building and construction features wherever possible (e.g. ponds, species of vegetation, green roofs and walls, bat boxes, roof space, appropriate nest boxes and landscaping);</p> |  |
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| <ul style="list-style-type: none"> <li>d) Enhance strategic wildlife corridors and the most natural areas and ensure that habitats and corridors are not fragmented by development;</li> <li>e) Improve access where appropriate to new or existing biodiversity interest for public enjoyment; and</li> <li>f) Protect important geology and take opportunities to increase interest and accessibility.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>G8 – Managing water resources and flood risk</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>We will ensure that new development (including flood risk mitigation measures) does not lead to any form of increased flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources. We will require:</p> <ul style="list-style-type: none"> <li>a. Compliance with a ‘sequential’ approach to new development and flood risk, directing development away from areas of high risk, in accordance with the National Planning Policy Framework;</li> <li>b. Full regard to and compliance with the advice of the Environment Agency (or equivalent agency) and the objectives and priorities for flood risk management set</li> </ul> | <p>The Proposal includes a suitable drainage scheme to ensure flood risk is appropriately managed on and off-site. No objections were raised by the LPA, Local Lead Flood Authority or United Utilities.</p> <p>The Proposal fails to satisfy the sequential test in relation to surface water flood risk, owing to one suitable alternative site of marginally better surface water flooding.</p> <p>Whilst there is conflict with this one element of Policy G8, there are several important factors to consider as set out in the Flood Risk Sequential Assessment at paragraph 8.8:</p> |

out in the Local Flood Risk Management Strategy, including any mitigation measures recommended for particular sites;

c. Full regard to the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data and the production of additional Flood Risk Assessments (FRAs) as appropriate;

d. Incorporation of appropriate measures for the management of surface and flood water, including flood storage areas, Sustainable Urban Drainage Systems (SUDS) and the protection of 'overland flow paths';

e. Compliance with any Surface Water Management Plan or drainage strategies produced, such as for the identified critical drainage areas of Littleborough and Heywood;

f. The avoidance of culverting, and support the opening up of existing culverts wherever possible;

- The risk of surface water flooding on the Site is relatively modest and is capable of being addressed in the design of development to minimise the risks on site and reduce the risks elsewhere;
- Redevelopment would result in betterment against the fallback position where the existing surface water flood risk wouldn't need to be addressed;
- The overarching objective of national policy in respect of flood risk is to ensure that the risk of flooding is minimised and addressed. This objective is secured by the Proposal;
- The redevelopment of Site is highly sustainable in terms of location and the recycling of brownfield land;
- The Proposal would meet a demonstrated need and contribute to the local economy in terms of job creation and training.

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| <p>The incorporation of measures for the conservation of water to minimise potable water consumption, including rainwater collection measures, which should be integral to the design of buildings and spaces;</p> <p>h. Development that does not directly or indirectly lead to pollution of existing water resources such as watercourses and groundwater or the derogation of the quantity of groundwater;</p> <p>i. The incorporation of measures to improve water quality; and</p> <p>j. The taking of opportunities to improve the habitat value of watercourses and water bodies.</p> <p>In addition, we will identify additional flood storage areas which will be protected from development.</p> |                                                                                                           |
| <b>G9 – Reducing the impact of pollution, contamination and land instability.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                           |
| <p>We will reduce all forms of pollution, contamination and land instability in the borough, by:</p> <p>a) Focusing on measures that reduce air pollution in Air Quality Management Areas, and other areas where pollution levels are unacceptable, particularly around motorways and main roads;</p>                                                                                                                                                                                                                                                                                                                                                                                                       | <p>The Proposal is consistent with this policy and there will be no unacceptable impacts in terms of:</p> |

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| <ul style="list-style-type: none"> <li>b) Requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution;</li> <li>c) Ensuring sensitive new developments such as housing, schools and hospitals are not adversely affected by existing sources of pollution such as roads and certain types of industry;</li> <li>d) Requiring a Low Emissions Strategy (LES) where development requires a Transport Assessment, and in other circumstances as appropriate;</li> <li>e) Requiring that any risks arising from contaminated land or land instability, and 104 rochdale.gov.uk Rochdale Core Strategy Adopted October 2016 appropriate actions to address these risks, are identified prior to any development taking place on that land and the identified actions taken;</li> <li>f) Requiring that any risk to surface water and ground water resources from the disturbance of contaminated land be ascertained and preventative measures devised and carried out; and</li> <li>g) Using planning conditions or obligations to control pollution from new development, or the impact of pollution on new development.</li> </ul> | <ul style="list-style-type: none"> <li>• Air Quality - An Air Quality Assessment was submitted with the application and concludes that Subject to mitigation measures, the impacts of the construction phase would be not 'significant'. The Assessment concludes that the impacts of the development on local air quality during the operational phase are considered to be 'negligible'.</li> <li>• Lighting - The Street Lighting team were consulted on the application and no objections were received subject to conditions which have been agreed between the Appellant and the Council.</li> <li>• Noise – Refer to SoC</li> <li>• Contamination - no sources of significant contamination were identified, and the geo-environmental investigations concluded that the Site is sufficiently stable for development purposes. The Coal Authority confirmed no comment as the application site is not in defined High Risk Area.</li> </ul> |
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### T1 – Delivering sustainable transport.

We will work with relevant agencies to secure strategic, borough-wide and local transport improvements that support our overall spatial strategy. This programme of sustainable transport proposals will ensure accessibility for all users (prioritising low and non-carbon modes of travel in line with our Accessibility Hierarchy) focusing particularly on town centres, economic growth corridors and regeneration areas. It will also meet borough responsibilities to reduce pollution (NOx and PM10) and climate change (CO2) emissions from traffic to meet GM and national targets. We will do this by:

1. Improving inter and sub-regional links to neighbouring centres including Manchester City Centre and strategic destinations (e.g. Manchester Airport) through:
  - a. Increased passenger capacity and line speeds on the Calder Valley Railway line between Manchester, Leeds and the borough's Railway Stations (including delivering the Northern Hub proposals in their entirety and Network Rail's strategies to develop the network);
  - b. Strengthened sustainable travel links between Heywood / Castleton and Manchester, including connecting Heywood to the Calder Valley Railway line via East Lancashire Railway to provide all purpose passenger services, while protecting the heritage railway operation;

#### The Proposal:

- is in a sustainable location close to public transport links and will use methods such as a Travel Plan (to be secured by condition) to encourage staff and visitors to travel to and from the site using sustainable transport measures.
- The nearest bus stops on Manchester Road have shelters and seats and step-free access.
- Parking provision on Site includes spaces for disabled users, cycle storage (with shower and change facilities available) and EV charging provision.
- The layout of the Site can accommodate service vehicles with adequate room for manoeuvring

- c. Enhanced Quality Bus Corridors between urban centres and key destinations particularly Middleton and Manchester and key orbital Quality Bus Corridors (QBC's) linking subregional centres; and
- d. Highways Agency proposals to introduce smart motorway operation on the M62.

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

- a. Rochdale Town Centre Public Transport Interchange
- b. Rochdale Railway Station Improvements
- c. Access, facility and park and ride improvements at Rochdale, Mills Hill, Littleborough, Smithy Bridge and Castleton Railway Stations and Metrolink stops;
- d. Providing a Metrolink stop serving Kingsway Business Park;
- e. Enhancing facilities at Heywood Station and provide a new station at Broadfield (to access new and existing development south of Heywood) on East Lancashire Railway;
- f. Providing a focal point for bus interchange in Heywood Town Centre and supporting traffic management measures to enhance the area for shoppers and visitors; and

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| <p>g. Enhanced pedestrian (including people with impaired mobility) and cycle links to key transport hubs / interchanges (Bus and Railway stations as well as Metrolink stops).</p> <p>3. Providing access for all to development focus areas and town centres including:</p> <ul style="list-style-type: none"> <li>a. Enhanced transport links and access within the M62 corridor to improve sustainable transport access and traffic management, to ease town centre traffic congestion in Heywood and Middleton;</li> <li>b. Cycle network improvements to establish an attractive continuous network within and though the Borough, linking the township centres, key trip generators (employment areas, education and health facilities) as well as neighbouring centres, beyond the Connect 2 programme;</li> <li>c. Kingsway Business Park access improvements (Metrolink, bus, cycle, walking links, signing and awareness improvements) within and outside the borough;</li> <li>d. Completion of Metrolink Phase 3B (Rochdale Railway Station to Town Centre);</li> <li>e. Congestion relief measures on A58 Littleborough to Rochdale and Heywood Town Centres, and in Milnrow Town Centre;</li> </ul> |  |
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| <ul style="list-style-type: none"> <li>f. Pedestrian (including facilities for people with impaired mobility) and cycle routes to local / town centres and development focus areas to provide good connectivity, with convenient through routes (e.g. Pioneers Route through Rochdale Town Centre) and including pedestrianisation of public areas where justified as well as the provision of secure cycle parking; and</li> <li>g. Identifying / designating suitable routes for commercial vehicles to access local businesses, minimising conflict with visitors, shoppers, other vulnerable road users and avoiding sensitive communities.</li> </ul> <p>4. Reducing the need to travel and make best use of the existing transport infrastructure by:</p> <ul style="list-style-type: none"> <li>a. Making best use of the borough's transport assets (roads, footways / cycleways, structures, drainage and verges etc);</li> <li>b. Increased use of intelligent transport systems and advancing technology (urban traffic management systems, satellite navigation, real time information, variable message signing, vehicle charging points etc) where it enhances network operation, information and journey reliability. This includes increasing ability to electronically communicate information, that supports reduced use of the transport network at times when it is constrained or congested;</li> </ul> |  |
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| <ul style="list-style-type: none"> <li>c. Ensuring the transport network continues to become safer and more secure for all users, meeting the borough's responsibilities in contributing to achieving GMLTP Key Performance Indicator casualty / accident reduction targets;</li> <li>d. Strengthening requirements for travel plans, implemented to deliver agreed outcomes, including “smarter choices” and behavioural change initiatives, to encourage less car travel, enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objectives;</li> <li>e. Capitalising on opportunities to provide bus priority measures, including where possible utilising existing or providing additional capacity to enhance bus journey reliability and patronage; and</li> <li>f. Working with communities, interest groups, logistics and freight operators informally or through freight quality partnerships to minimise impact of commercial traffic on local communities. Proposals to transport freight by rail and waterways will be supported in principle, as will schemes to establish consolidation or freight distribution centres in appropriate locations in the Borough.</li> </ul> |                                                                                                                                     |
| <b>T2 – Improving accessibility.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                     |
| We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The Proposal accords with this policy as a Transport Assessment accompanied the application. The Local Highway Authority, Transport |

travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by:

- a. Requiring development and infrastructure proposals to satisfy the Council's accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order:
  - i. People with impaired mobility and pedestrians;
  - ii. Cyclists;
  - iii. Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles;
  - iv. Taxi, private hire vehicles;
  - v. Powered two wheeled vehicles;
  - vi. Commercial traffic for local access;
  - vii. Shopping, visitors / tourist and off peak traffic; and
  - viii. Long stay and peak time commuter traffic.

for Greater Manchester and National Highways were consulted and no objections were raised.

It includes cycle shelters and is in good location close to public transport and the local highway network.

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

- b. We will require Transport Assessments (TA) and Travel Plans (TP) for:
- i. Residential developments of 80 units or more;
  - ii. All schools and Further Education Institutions (including extensions);
  - iii. Developments located in, or having an impact on, Air Quality Management Areas (AQMA);
  - iv. Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, promote public transport, walking and cycling or measures to promote low emissions and tackle poor air quality;

- iv. Areas where the local transport infrastructure is inadequate e.g. sub-standard roads, poor pedestrian / cycle access or public transport provision; and
  - v. . Areas where additional development traffic is likely to increase accidents or conflicts between motorised and non-motorised users, particularly children, the elderly or people with impaired mobility.
- c. We will also expect developments to be supported by a Transport Assessment (TA) and Travel Plan (TP) if forecast trips exceed the indicative thresholds set out in DfT Guidance on Transport Assessments or any of the following thresholds:
- i. 100 or more vehicle movements per day (24 hours);
  - ii. 60 or more person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
  - iii. 30 or more vehicle movements in any hour;
  - iv. More than 20 Heavy Goods Vehicles (over 7.5 tonnes) movements per day;
  - v. Any goods vehicle movement between midnight and 6am;
  - vi. Any significant abnormal loads; and
  - vii. 50 or more car parking spaces are proposed.

- d. We will require a Transport Statement for smaller developments that exceed the guidance on Transport Assessment thresholds or:
  - i. Generate 50 to 99 vehicle movements per day (24 hours);
  - ii. Generate 30 to 59 person trips in any peak hour (between 07-00 & 10-00 and / or 16-00 & 19-00);
  - iii. Generate 20 to 29 vehicle movements in any single hour;
  - iv. Generate up to 20 Heavy Goods Vehicles (over 7.5 tonnes);
  - v. Propose 10 to 49 parking spaces; or
  - vi. Consist of 50 to 79 residential units.
- e. We will ensure that development allocations and submitted proposals are as far as possible accessible for all (including people with impaired mobility), applying the accessibility criteria set out in Appendix 4 or any future thresholds agreed for Greater Manchester. Developers should work in partnership with the Council from initial conception to completion and monitoring. To achieve this, developers should ensure access between communities and jobs, shops, schools and colleges, leisure and health facilities are convenient;
- f. We will require developments to provide parking in compliance with the Council's Car Parking Standards (see Appendix 5); and

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| <p>g. We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network. Such contributions will support:</p> <ul style="list-style-type: none"> <li>i. Measures to secure modal shift and sustainable travel / behavioural change initiatives;</li> <li>ii. Improvements to public transport and related infrastructure;</li> <li>iii. Other traffic management and local safety measures and/or removal or restriction of parking provision; and</li> <li>iv. Improvements to the highway infrastructure, in combination with (i), (ii) and (iii) when those have been demonstrated to be insufficient;</li> </ul> <p>Developers will contribute to essential transport infrastructure to service their proposals and to measures to alleviate any additional congestion resulting from their proposals on existing bottlenecks.</p> |                                                                                                                                                                  |
| <b>DM2 – Delivering planning contributions and infrastructure.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                  |
| <p><b>1. General approach</b></p> <p>We will require developers to:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The Appellant has discussed the matter of planning contributions with the Council and the Council confirmed that planning contributions are not required.</p> |

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| <p>a) a. Provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of proposed development; and/or</p> <p>b) Mitigate the impact of development, through planning obligations and agreements, if the development would otherwise have a negative impact on the delivery of a Strategic Objective.</p> <p><b>2. Residential development</b></p> <p>For new residential development, unless on site / other provision is made, we will seek contributions for: a. Affordable housing (C4); b. Open space provision and maintenance (G6); c. Health and well-being (C6); d. Education facilities (C7); and/or e. Community facilities (C8);</p> <p><b>3. All Types of Development</b></p> <p>For all types of development, including housing, we will seek contributions for any infrastructure or other measures necessary to mitigate any on site or off-site impacts from the development. These contributions may cover, dependent on need:</p> <p>a) Off-site highways and access improvements covering all types of transport, including public transport facilities and services, cycling and walking;</p> |  |
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| <ul style="list-style-type: none"> <li>b) Replacing / protecting / moving biodiversity features where appropriate to address an adverse effect on a feature of biodiversity interest;</li> <li>c) Providing green infrastructure to mitigate the impact of development on the site and surrounding area or greenspace (this is in addition to the requirement for open space as part of new housing development);</li> <li>d) Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary;</li> <li>e) Mitigation or compensation against environmental impacts e.g. noise, air quality (particularly in Air Quality Management Areas);</li> <li>f) Public realm improvements within town and local centres, at key gateways and along strategic corridors (e.g. canal corridor) and the incorporation of public art as appropriate;</li> <li>g) Delivery of energy infrastructure as part of major schemes;</li> <li>h) Provision of art in new development where appropriate; and</li> <li>i) The delivery of any other infrastructure that is necessary because of, and related or connected to, the proposed development.</li> </ul> <p>For major developments we will seek an agreement to use local firms and labour for construction, and to make satisfactory arrangements to try to recruit employees from within the borough. Consideration will be given to the need to ensure that</p> |  |
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| schemes remain viable whilst also taking into account the need for the contributions or infrastructure required to make the scheme acceptable in planning terms. |  |
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**Table 3 – Planning Policy Review - Relevant Policies of the Saved Unitary Development Plan (UDP) June 2006**

| Policy Title and Full Wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Planning Assessment                                                                                                                        |
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| <b>Policy G/D/1 Defined Urban Area</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                            |
| <p>In line with the Plan's Objectives and Spatial Strategy, the Council wishes to ensure that new development, wherever possible and appropriate, is concentrated within the urban area in order to support urban regeneration and to protect the countryside. Policies relating to housing, shopping, employment uses which are specifically intended to control development within the urban context require the urban areas to be defined in order for such policies to be interpreted and applied.</p> <p>This approach is reflected in Green Belt, countryside and recreation policies which limit the scale and nature of uses to be permitted outside the Defined Urban Area. Policy D/10 'Protected Open Land' sets out the Council's policy for land between the Green Belt and the Defined Urban Area, or between the Green Belt and the Borough boundary as shown on the Proposals Map.</p> | <p>The Proposal is consistent with this Policy as the Site is within the defined urban area and comprises an existing brownfield site.</p> |
| <b>Policy EM/7 Development and Flood Risk</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                            |
| <p>Development will not be permitted in areas identified as flood plains, or other areas where development could contribute to increased flood risk, unless an appropriate flood risk assessment has been carried out and all of the following criteria are met:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The Proposal is consistent with this policy as a Flood Risk Assessment was submitted with the application and it confirms</p>           |

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| <ul style="list-style-type: none"> <li>a) It will not increase the risk of flooding within the flood plain or in adjoining areas by reducing flood storage capacity, increasing flows within a flood plain or through the additional discharge of surface water;</li> <li>b) It will not itself be at risk from flooding;</li> <li>c) Appropriate sustainable drainage systems are used;</li> <li>d) Adequate access adjacent to the water course for maintenance is provided;</li> <li>e) Existing or proposed flood defences are protected;</li> <li>f) It would not result in extensive culverting; and</li> <li>g) Flood defence works required as a consequence of development are provided at the developer's expense.</li> </ul> <p>Flood defences and related engineering works must also ensure that recognised ecological, geomorphological, archaeological, landscape and recreational interests associated with a water course or adjacent areas are fully taken into account and appropriate mitigation provided. The sequential test approach and principles set out in PPG 25 'Development and Flood Risk' will be followed in considering development proposals.</p> | <p>that the Proposal will not lead to unacceptable impacts in terms of flood risk.</p> |
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#### **4 Material Considerations**

- 4.1 The relevant material consideration in this instance is the NPPF (December 2023).
- 4.2 An assessment of the relevant paragraphs of the NPPF is included in Table 4 below.

**Table 4 – Planning Policy Review - Relevant Paragraphs of the NPPF (Dec 2023)**

| Para no.                                           | NPPF Paragraph Wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Planning Assessment                                                                                                                                                                                                |
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| <b>Chapter 2 Achieving Sustainable Development</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                    |
| <b>11.</b>                                         | <p>Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:</p> <p>a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;</p> <p>b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:</p> | <p>The Proposal has demonstrated in Tables 1-3 above, and the SoC, that it accords with the relevant Development Plan policies when read as a whole and as such the Proposal should be approved without delay.</p> |

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|  | <p>i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or</p> <p>ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.</p> <p>For decision-taking this means:</p> <p>c) approving development proposals that accord with an up-to-date development plan without delay; or</p> <p>d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>8</sup>, granting permission unless:</p> <p>i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or</p> |  |
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|                                                              | ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                         |
| <b>Chapter 6 – Building a Strong and Competitive Economy</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                         |
| <b>85</b>                                                    | Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation <sup>44</sup> , and in areas with high levels of productivity, which should be able to capitalise on their performance and potential. | The Proposal will facilitate economic growth through the provision of 390 construction jobs, 590 full-time equivalent jobs and £30 million GVA per annum.                                                                                                                                                                               |
| <b>87</b>                                                    | Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.                                                                                                                                                                                                                                                                                                                | Given the nature of the proposed use, it is important that the Site is highly accessible in terms of road access. This is achieved through the Site's strategic location close to the local road network, with benefits from the newly constructed link road (Queen Elizabeth II Way) and good access to the national motorway network. |
| <b>Promoting Sustainable Transport</b>                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                         |
| <b>108</b>                                                   | Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | The Local Highway Authority (LHA) was consulted early on in the process in order to agree the methodology for the Transport                                                                                                                                                                                                             |

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|            | <p>a) “the potential impacts of development on transport networks can be addressed;</p> <p>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised;</p> <p>c) to promote walking, cycling and public transport use are identified and pursued;</p> <p>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and</p> <p>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes.</p> | <p>Assessment. The LHA was then consulted multiple times during the application process (alongside National Highways and Transport for Greater Manchester) to review the findings of the TA. At the time of determination, there were no objections from any of the above highway consultees.</p>                  |
| <b>115</b> | <p>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</p>                                                                                                                                                                                                                                                                                                                                                                           | <p>At the time of determination, there were no objections from any of the above highway consultees and therefore no highway grounds as to why the application should not be granted.</p>                                                                                                                           |
| <b>116</b> | <p>Within this context, applications for development should:</p> <p>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</p>                                                                                                                                               | <p>The Proposal:</p> <ul style="list-style-type: none"> <li>• is in a sustainable location close to public transport links and will use methods such as a Travel Plan (to be secured by condition) to encourage staff and visitors to travel to and from the site using sustainable transport measures.</li> </ul> |

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|                                                  | <p>b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;</p> <p>c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;</p> <p>d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and</p> <p>e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.</p> | <ul style="list-style-type: none"> <li>• The nearest bus stops on Manchester Road have shelters and seats and step-free access.</li> <li>• Parking provision on Site includes spaces for disabled users, cycle storage (with shower and change facilities available) and EV charging provision.</li> <li>• The layout of the Site can accommodate service vehicles with adequate room for manoeuvring</li> </ul> |
| <b>117</b>                                       | <p>All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.</p>                                                                                                                                                                                                                                                                                                                                | <p>A Transport Assessment and Travel Plan were submitted with the application and consulted on by the Local Highway Authority, National Highways and Transport for Greater Manchester). At the time of determination, there were no objections from any of the above highway consultees.</p>                                                                                                                     |
| <b>Chapter 11 – Making Effective Use of Land</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>123</b>                                       | <p>Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating</p>                                                                                                                                                                                                                                                                                                         | <p>The Proposal will utilise existing brownfield land and contribute to the redevelopment of an existing employment use, in buildings more suitable (in terms of design, sustainability and functionality for modern occupiers) than the existing buildings on site.</p>                                                                                                                                         |

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|            | objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>124</b> | <p>Planning policies and decisions should:</p> <p>a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;</p> <p>b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;</p> <p><u>c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;</u></p> <p>d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and</p> <p>e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow</p> | <p>The Proposal is supported by the NPPF in this instance, which gives substantial weight to the value of using suitable brownfield land for an identified need. The Officer's Report confirms at paragraph 13 (page 44) that:</p> <p>“ The supply of this type of high quality industrial space is generally short across the North West region, with Savills recently forecasting just 6 months of the highest grade, and most in demand spaces available. The proposals would therefore provide a much needed source of employment in an appropriate location having regard to its access to labour and major transport infrastructure in an already well-established employment location.”</p> |

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|                                                                  | <p>upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well- designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers. They should also allow mansard roof extensions on suitable properties where their external appearance harmonises with the original building, including extensions to terraces where one or more of the terraced houses already has a mansard. Where there was a tradition of mansard construction locally at the time of the building's construction, the extension should emulate it with respect to external appearance. A condition of simultaneous development should not be imposed on an application for multiple mansard extensions unless there is an exceptional justification.</p> |                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Chapter 12 – Achieving well-designed and beautiful places</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>131</b>                                                       | <p>Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined<sup>53</sup>, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.</p>                                                                                                                                                                                                                                                                                                                                                                    | <p>Although the Proposal will result in the loss of a number of existing trees, the majority are identified as 'Category C' and the loss of which will be mitigated against through the following:</p> <ul style="list-style-type: none"> <li>• Planting of 232 additional trees</li> <li>• Biodiversity Net Gain Score of +21.74% in habitat units and +34.11% in hedgerow units</li> </ul> |

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|                                                                                          | Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.                                                                                                                                                                                                                                                                                                                                                        | The submitted tree protection plan and CEMP Biodiversity detail the protection of retained trees during construction. The long-term maintenance and management of new trees can be secured by way of appropriately worded planning condition. |
| <b>Chapter 14 - Meeting the challenge of climate change, flooding and coastal change</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                               |
| <b>159</b>                                                                               | New development should be planned for in ways that:<br>a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and<br>b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards. | The Proposal is not in a 'vulnerable' area in terms of flood risk (flood risk 1).<br><br>The Proposal will help to reduce greenhouse gases through achieving BREEAM Excellent level and being carbon net-zero.                                |
| <b>162</b>                                                                               | In determining planning applications, local planning authorities should expect new development to:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The Appellant's Sustainability consultant (Synergy) reviewed the opportunity to connect to an off-site existing or planned heat                                                                                                               |

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|                                     | <p>a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and</p> <p>b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>network but this was considered not viable due to distance to any existing network and size of service available.</p> <p>The submitted Energy and Sustainability Statement sets out the ways in which energy consumption will be minimised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>165</b></p> <p><b>168</b></p> | <p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>The aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.</p> | <p>The Proposal fails to satisfy the sequential test in relation to surface water flood risk, owing to one suitable alternative site of marginally better surface water flooding.</p> <p>Whilst there is conflict with this one element of the NPPF, there are several important factors to consider as set out in the Flood Risk Sequential Assessment at paragraph 8.8:</p> <ul style="list-style-type: none"> <li>• The risk of surface water flooding on the Site is relatively modest and is capable of being addressed in the design of development to minimise the risks on site and reduce the risks elsewhere;</li> <li>• Redevelopment would result in betterment against the fallback position where the existing surface water flood risk wouldn't need to be addressed;</li> </ul> |

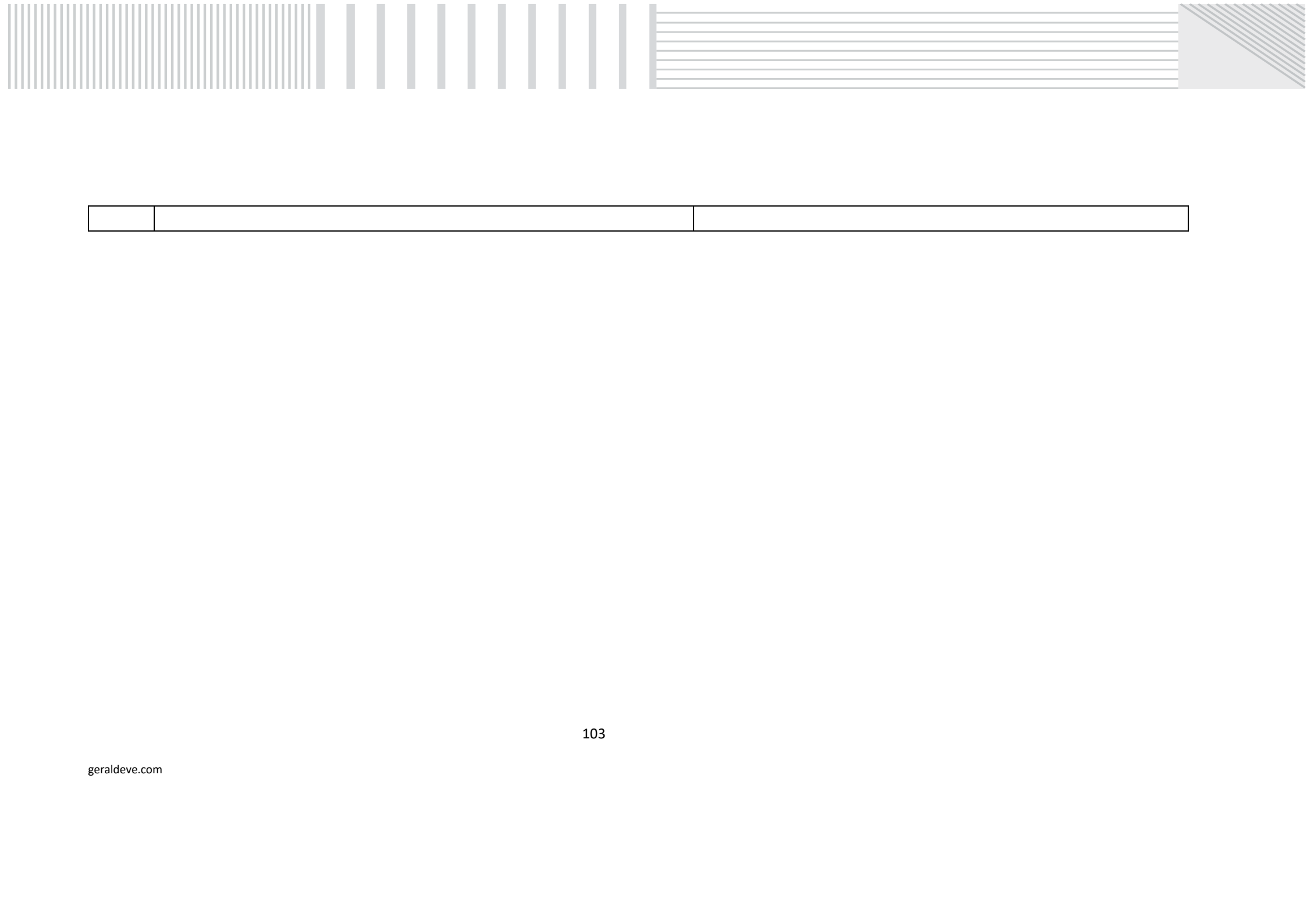
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|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• The overarching objective of national policy in respect of flood risk is to ensure that the risk of flooding is minimised and addressed. This objective is secured by the Proposal;</li> <li>• The redevelopment of Site is highly sustainable in terms of location and the recycling of brownfield land;</li> <li>• The Proposal would meet a demonstrated need and contribute to the local economy in terms of job creation and training.</li> </ul> <p>Given the above, it is considered that this conflict should be afforded limited weight in the planning balance.</p> |
| <b>173</b> | When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in | A Flood Risk Assessment was submitted with the application. The LLFA was consulted, and no concerns or objections were raised in respect of flood risk. See above regarding sequential.                                                                                                                                                                                                                                                                                                                                                                                                                                |

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|                                                                      | the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.                                                                                                    |                                                                                                                                                                                                                                                                                 |
| <b>175</b>                                                           | Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should: a) take account of advice from the lead local flood authority; b) have appropriate proposed minimum operational standards; c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and d) where possible, provide multifunctional benefits. | The Proposal incorporates the use of SuDS in the form of attenuation basins and permeable paving.                                                                                                                                                                               |
| <b>Chapter 15 – Conserving and Enhancing the Natural Environment</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                 |
| <b>185</b>                                                           | Planning policies and decisions should contribute to and enhance the natural and local environment by:<br>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);<br>b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including    | The Proposal will: <ul style="list-style-type: none"> <li>• Deliver a substantial net gain in biodiversity (of +21.74% in Habitat units and +34.11%),</li> <li>• A geo-environmental Site Investigation Report was submitted with the application and shows that the</li> </ul> |

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|            | <p>the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;</p> <p>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;</p> <p>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.</p> <p>Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</p> | <p>principle of the use is acceptable, with further investigation secured by condition.</p> <ul style="list-style-type: none"> <li>The Proposal will not result in adverse impacts from noise, air or light pollution as explained in the assessments below.</li> </ul> |
| <b>189</b> | <p>Planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); b) after remediation,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>A geo-environmental Site Investigation document was submitted with the application and shared with the Council's Environmental Protection Lead which confirmed that the report provided is acceptable, but further work would be required.</p>                       |

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|            | as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Planning conditions have been agreed between both Parties including a pre-commencement condition (excluding demolition and site clearance) for further site investigation to take place.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>191</b> | Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life <sup>69</sup> ; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. | <p>The Proposal has considered the impacts of all types of pollution including, noise, light and air pollution. The matter of noise is addressed in detail in the Appellant’s Statement of Case.</p> <p>In terms of air quality, an Air Quality Assessment accompanied the application and was reviewed by the Council’s Environmental Protection Officer who raised no objection.</p> <p>Planning conditions have been agreed between both Parties that will directly control potential air quality emissions during construction and operational phases through the implementation of a Construction Management Plan and ensuring adequate minimum provision of electric vehicle charging points are provided.</p> <p>In terms of light, the application was supported by an External Lighting Report which includes details regarding the proposed lighting.</p> |

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|            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The LPA's Street Lighting Consultant was consulted on the proposed lighting scheme and confirmed no objections, however requested that further details of the external lighting are submitted and agreed with the LPA prior to occupation. This condition has been agreed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>192</b> | <p>Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.</p> | <p>The Proposal is not located within an Air Quality Management Area. As above, an Air Quality Assessment was undertaken and submitted with the application. This included a detailed operational phase road traffic emissions assessment to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations.</p> <p>The modelling assessment was undertaken in accordance with Defra Local Air Quality Management Technical Guidance and Institute of Air Quality Management &amp; Environmental Protection UK guidance. The results show (as explained in the executive summary of the submitted AQA) that the Proposal is not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality was predicted to be 'negligible' in accordance with guidance.</p> |





## **5 Conclusions**

- 5.1 This Planning Policy Assessment has been prepared by Harry Spawton, Partner at Gerald Eve, in order to assess the Proposal's compliance with the relevant Development Plan policies and material considerations.
- 5.2 The Assessments contained in the table above demonstrates the Proposal complies with the relevant policies contained in the Development Plan when read as a whole and that there are no material considerations of sufficient weight indicating that planning permission should not be granted.