
Planning Statement

Land to the West of New Street, Littleborough

Prepared on behalf of Russell Homes

July 2022

Planning Statement

Land West of New Street, Littleborough

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Barton Willmore, Now Stantec on behalf of Russell Homes in support of a full planning application for a proposed residential development of 62 dwellings at Land West of New Street in Littleborough ('the Site').

The Site

- 1.2 The Site is situated to the south of New Road and to the south west of New Street within the urban area of Littleborough, which lies within the Pennines Township of Rochdale. A Site Location Plan is enclosed at **Appendix 1**. The Site is accessible to a wide range of local services including schools and other community facilities. It benefits from good public transport connections to Littleborough, Rochdale and other locations within and around the borough and represents a highly sustainable location for new housing.

Proposed Development

- 1.3 Russell Homes proposes to deliver a new residential development that is focused on sustainable family living. It is proposed that the development will be set within a well-planned green infrastructure network, well integrated with the Applicant's adjoining scheme off New Road ('Stubley Meadows') to the east of the Site and has been designed to encourage pedestrian and cycle movement and healthy lifestyles.
- 1.4 The description of development is as follows:

"Erection of a residential development with associated access, landscaping, open space, and SuDS."

Background to Russell Homes

- 1.5 Russell Homes ('the Applicant') is an award-winning housebuilder with an established presence in the Greater Manchester and across the North West. Russell Homes have vested interest in Manchester City Region and is committed to engaging with and to working with local people to deliver sustainable high-quality family homes. In Rochdale, this has been developed through the award winning development at Greenbooth Village and Cedar Gardens and ongoing construction of the adjacent development at Stubley Meadows.

- 1.6 The Applicant is committed to working with the Council to help realise their growth aspirations and delivery of higher value homes in the borough by making the most effective and efficient use of the Site.

Purpose of this Statement

- 1.7 The purpose of this Statement is to assist the Local Planning Authority in its assessment of the proposed development. More specifically, it sets out the context for the development by providing the background to the proposals including a description of the Site and its surroundings, the proposed development and the relevant up-to-date policy framework. It then assesses the proposals against the identified policy framework and the key material considerations and sets out the case in support of the proposed development.

Planning Application Package

- 1.8 The application is accompanied by a comprehensive range of supporting documents and plans which should be read in conjunction with this Planning Statement. The scope of the planning application has been agreed with Rochdale Council ('the Council') during pre-application discussions.
- 1.9 Table 1 below, identifies each of the documents and plans and their author.

Table 1: Submission Plans and Documents

Documents	Author
Application Forms and Ownership Certificate	Barton Willmore, now Stantec
Planning Statement	Barton Willmore, now Stantec
Statement of Community Involvement	Barton Willmore, now Stantec
EIA Screening Opinion Request	Barton Willmore, now Stantec
Affordable Housing Statement	Russell Homes (UK) Ltd
Section 106 Draft Heads of Terms	Russell Homes (UK) Ltd
Utilities Statement	Russell Homes (UK) Ltd
Design and Access Statement	MPSL
Noise Impact Assessment	E3P
Arboricultural Impact Assessment	Mulberry
Arboricultural Method Statement	Mulberry
Transport Assessment	Focus Transport Planning Ltd
Heritage Statement	Turley
Landscape and Visual Appraisal	Barnes Walker
Phase 1 Geo-environmental Assessment	E3P

Documents	Author
Air Quality Assessment	Enzygo
Construction Environment Management Plan	Collington Winter
Biodiversity Metric 3.1 Calculation	Collington Winter
Preliminary Ecological Appraisal	Collington Winter
Biodiversity Net Gain Assessment	Collington Winter
Crime Impact Statement	A.P. Martin
Archaeological Assessment	Orion Heritage
Flood Risk Assessment and Drainage Report	Marston and Grundy LLP
Energy Statement	Element Sustainability
Drawings	
Location Plan	MPSL
Proposed Site Layout	MPSL
Illustrative Site Layout	MPSL
Boundary Treatment Layout	MPSL
Boundary Treatment Details	MPSL
Illustrative Street Scenes	MPSL
Materials Layout	MPSL
Hard Surfacing Layout	MPSL
Affordable Housing Layout	MPSL
Boundary Treatment – Entrance Detail	MPSL
Public Open Space - Landscape Layout	TPM Landscape
House type Drawings	
Eccleston: Brick 4B6P Detached	MPSL
Eccleston: Stone 4B6P Detached	MPSL
Turner 1: Stone 4B7P Detached	MPSL
Turner 2: Stone 4B7P Detached	MPSL
Turner 3: Brick 4B7P Detached	MPSL
Turner 3: Stone 4B7P Detached	MPSL
Kenyon: Brick 4B6P Detached	MPSL
Kenyon: Stone 4B6P Detached	MPSL
Bower: Brick 4B6P Semi-detached	MPSL
Bower: Stone 4B6P Semi-detached	MPSL
Cromwell: Brick 4B5P Detached	MPSL
Cromwell: Stone 4B5P Detached	MPSL
Worrall: Brick 4B5P Detached	MPSL
Worrall: Stone 4B5P Detached	MPSL
Orrell: Brick 3B4P Detached	MPSL
Orrell: Stone 3B4P Detached	MPSL
Orrell 3: Brick 3B4P Detached	MPSL
Talbot: Brick 3B4P Detached	MPSL

Documents	Author
Talbot: Stone 3B4P Detached	MPSL
Phillips: Brick 3B4P Demi-detached	MPSL
Buckley: Brick 2B3P Semi-detached	MPSL
Scott: Brick 3B4P Demi-detached	MPSL
Garage Details: Single and Twin Garage	MPSL

Environmental Impact Assessment (EIA) Screening Request

- 1.10 Alongside the planning application submission, the Applicant is submitting a formal request for an EIA Screening Opinion pursuant to Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
- 1.11 In this, the Applicant confirms that the proposed development is not EIA development and would not be likely to have a significant effect on the environment by virtue of factors such as its nature, size and location. The Screening Opinion request also takes into account the construction and operational phases of development and it is concluded that the proposal does not comprise 'EIA development' as defined by the Regulations. Rochdale Borough Council (as the Local Planning Authority) is, therefore, requested to adopt a screening opinion to confirm that an Environmental Statement is not required.

Pre-Application Engagement

- 1.12 As set out in Section 4 of this Statement, pre-application meetings have been held with at Rochdale Council to establish co-operation and consistency through the preparation of this planning application. The pre-application dialogue also confirmed that the Site represents a clear opportunity for residential development subject to adverting development plan policies and material considerations.
- 1.13 The proposals which form this application are the product of general agreement with the LPA, particularly in terms of illustrative site layout, the overall design concept, proposed access arrangements, landscaping as well as the scope of the planning application and supporting evidence.
- 1.14 In addition, a briefing event for local ward Members and local residents was held on the 14th June 2022. This was followed by a public consultation exercise which ran from 6th July until 20th July 2022. Local stakeholders, residents, and neighbouring businesses were contacted in relation to the emerging masterplan for the Site. This activity and the feedback gathered from the engagement with the local community, officers and members

of the Local Authority is set out in the Statement of Community Involvement (SCI) which supports the planning application submission.

Statement Structure

1.15 The following sections of the Planning Statement are structured as follows:

- **Section 2** provides a detailed description of the Site and the surrounding area.
- **Section 3** provides an overview of the relevant planning history for the Site, and the Applicant's adjacent residential scheme to the east which will be used to access the proposed development.
- **Section 4** describes the proposed development and summarises the pre-application engagement.
- **Section 5** summarises the development plan policies relevant to the determination of the application.
- **Section 6** outlines any other relevant material considerations.
- **Section 7** provides an overview of the Council's housing supply position and evidence contained in the Strategic Housing Land Availability Assessment, and the Strategic Housing Market Assessment.
- **Section 8** contains the planning assessment and sets out how the proposed development accords with planning policy and relevant material considerations.
- **Section 9** provides a summary and concluding remarks.

2.0 SITE LOCATION AND DESCRIPTION

Site Location

- 2.1 The Site is located to the west of New Street and to the south of New Road (A58) between Littleborough and Smithy Bridge. The Site lies approximately 1.5km to the south-west of Littleborough Town Centre and approximately 4.5km to the north-east of Rochdale Town Centre.
- 2.2 The Site is identified on the Site Location Plan at **Appendix 1**. Figure 1 below, also confirms that the Site is located directly to the west of the Applicant's adjacent scheme to the south of New Road.

Figure 1: Site Aerial



Site Description

- 2.3 The Site extends to approximately 3.47 hectares and comprises greenfield land with an undulating topography with small pockets of self-seeded saplings, trees and scrub with a hedgerow to the north of the Site. To the north there is also a wooded area of mature trees which visually and physically separates the Site from New Road (A58). Further information on the trees located on the Site are included in the Tree Survey contained in

the Arboricultural Impact Assessment. The majority of existing trees are considered to have a moderate or low value.

- 2.4 A standing body of water (caused by a blocked culvert on New Street) sits centrally. The condition of the Site from a flood risk and drainage perspective is set out in the supporting Flood Risk Assessment and Drainage Strategy.
- 2.5 The southern and eastern boundaries of the Site are defined by a combination of timber and wire fencing and tree cover. The western boundary of the Site is mainly demarcated by timber fencing and interspersed tree cover which separates the Site from the adjacent properties.
- 2.6 The Site is well contained by existing development. It is bounded by housing to the immediate East (New Street) and west (Whitegate and Lightburn Avenue). A bowling green and stables are situated along the south eastern boundary. Stubley Mill Road also runs on an east-west axis along the southern boundary of the Site.

Surrounding Area

- 2.7 The surrounding area is predominantly residential in character, with some commercial uses located to the north along the A58. Additional residential development is located to the north of the A58, and approximately 200m to the south of the Site in Smithy Bridge. Commercial uses and local amenities located along the A58 include food and drink establishments, places of worships, barbers, sandwich shop, and off-license. New Street Farm is also located to the south-east of the Site.
- 2.8 To the east of the Site is the Applicant's residential scheme at New Road (Stubley Meadows) which is discussed in more detail later in this Statement.

Accessibility

- 2.9 The Site is located in a highly sustainable and accessible location and benefits from existing services, community facilities and public transport within walking distance such as Saint Andrews Primary School circa. 300m to the west, Barkers Wood, Public Recreational Woodland Area 400m to the north, and a wide range of services and facilities located in both Smithy Bridge Local Centre and Littleborough Town Centre.
- 2.10 Several bus services are located along the A58, the nearest of which is directly north of the Site and provides frequent services between Rochdale, Littleborough, Halifax, and other surrounding areas. An overview of local bus services is shown at Table TA3.1 of the Transport Assessment, which supports the planning application.

- 2.11 Smithy Bridge Train Station is also located approximately 550m to the south-east of the Site and provides regular services to Rochdale, Leeds, Manchester, and Wigan. Furthermore, a Public Right of Way (PROW) runs outside the Site along the southern and eastern boundaries which provides pedestrian access to the surrounding area.
- 2.12 The Site is, therefore, located in a sustainable and accessible location with existing services, community facilities and public transport within walking distance.

Statutory Designations

- 2.13 The Environment Agency Flood Risk Zone Map confirms the Site lies in Flood Zone 1 and so is at the lowest risk from flooding.
- 2.14 The Site does not lie within a Conservation area and there are no designated heritage assets on-site. The nearest heritage assets are the Grade II* listed Stubley Old Hall approximately 185m to the north-east, and the Grade II listed '18, 20 and 22, New Road' approximately 75m to the north-east.
- 2.15 As mentioned above, a PROW runs to the south of the Site along Stubley Mill Road, and to the east of the Site along New Street.
- 2.16 There are no landscape designations that affect the Site.

Summary of Site's Location and description

- 2.17 The Site constitutes a sustainable location for residential development and forms a logical extension to the ongoing development at Stubley Meadows as well as the existing urban area of Littleborough. The Site is bounded on three sides (north, east and west) by residential use and by road and canal infrastructure to the south. Although the Site is presently undeveloped, the area forms a natural and harmonious addition to the settlement boundary, contained by existing residential development and road infrastructure and lies within walking distance of a number of local services and is well located in relation to both bus and rail services.
- 2.18 The Site is located in proximity to listed buildings of which the impact of the proposed development on the setting and significance of those assets has been appropriately assessed by the Heritage Statement which supports this application.
- 2.19 A PROW runs along Stubley Mill Road and New Street, outside the Site boundary. The Site is not affected by any Statutory Designations including and there are no trees or hedgerows that are subject to a Tree Preservation Order.

3.0 PLANNING HISTORY

- 3.1 To provide further context with regards to the evolution of the proposed development it is pertinent to understand the planning history for the Site and the Applicant's adjacent scheme to the east.
- 3.2 As such, an overview of the planning history for the Site and the adjacent Site are addressed in turn below.

The Site

- 3.3 The northern part of the Site previously formed part of the outline consent for the Applicant's adjacent Site at New Road (ref. 15/00830/OUT) and was identified as an area subject to open space enhancements. Outline permission was granted in March 2017, however the development was never implemented as discussed in more detail below.
- 3.4 The rest of the Site has not been subject to any historic planning applications.

Adjacent Site - Land at New Road, Littleborough

- 3.5 The land to the east of the Site is under the Applicant's control and benefits from planning permission for residential development. The Council will be familiar with the planning history for the adjacent site, however we set out the relevant planning history below.
- 3.6 Outline permission was granted on 20th March 2017 for the erection of up to 110 dwellings with associated services, drainage, landscaping, access arrangements and car parking including demolition of existing building (reference. 15/00830/OUT).
- 3.7 An application for the approval of reserved matters for layout, scale, appearance and landscaping for the construction of 53 dwellings, together with associated open space, landscaping and highway infrastructure pursuant to the above outline planning permission was later approved on 4th September 2018 (17/01458/REM).
- 3.8 A Non-material amendment (NMA) following planning permission 17/01458/REM was subsequently sought for alterations to the drainage outflow rates and finished floor levels and was approved on 21st December 2018 (18/01354/ANM).
- 3.9 Notwithstanding the above, the outline consent and subsequent reserved matters was never implemented and a full planning application for a residential development of 96 dwellings together with associated services, drainage, access arrangements and car

parking including the demolition of the existing building was approved on 10th January 2020 (19/00262/FUL).

- 3.10 An application for a NMA to planning application 19/00262/FUL was then submitted for the erection of an electricity sub-station and alterations to site boundary treatment and was approved on 23rd April 2020 (20/00063/ANM).
- 3.11 A second application for a NMA to permission 19/00262/FUL was submitted for the proposed substitution of house types from Orrell to Truner on plot 88 and was approved on 7th September 2020 (20/00806/ANM).
- 3.12 However, we note that the above application and subsequent NMA application were also not implemented at the adjacent site.
- 3.13 On 27th January 2021, planning permission was granted by the Council for a residential development of 100 dwellings together with associated access, earthworks, landscaping, public open space, and on-site infrastructure (20/00607/FUL). This development is now nearing completion and approximately 55-60 dwellings have been built.
- 3.14 The constructed New Road development to the east of the Site is similar to the Application Site insofar that it also comprised land which was designated as Protected Open Land. However, the Council approved the development and considered its removal from Protected Open Land appropriate given the following benefits of the scheme:
- Contribution towards meeting the Council's shortfall in meeting its housing requirement.
 - Accessible and sustainable location of the site to accommodate residential development.
 - Appropriate mix of high-quality family housing.
 - The proposal would not undermine existing regeneration priorities in the borough.
 - There were no infrastructure constraints.
 - Financial contributions towards education need and relocation of bus stop.
 - Provision of recreational open space including children's Local Area of Play (LAP).
 - Provision of affordable housing.
- 3.15 The Applicant's adjacent site at New Road is also of relevance to the proposed development as the Site will be accessed via an internal road which will connect with the

consented residential development to the east (along Dearnely Avenue), rather than proposing a new access along New Street.

4.0 PROPOSED DEVELOPMENT

4.1 This Section provides details of the proposed development subject to this Application.

Development Description

4.2 Russell Homes is proposing a residential development of 62 new homes with a key focus on providing attractive high-quality and sustainable family houses. This includes the provision of 10 affordable units, including the provision of 4-bed affordable homes.

4.3 The Applicant is seeking full planning permission for the:

"Erection of a residential development with associated access, landscaping, open space, and SuDS."

4.4 Details of the proposed development are set out below, and full details of the design and layout are provided within the supporting DAS.

Use and Amount

4.5 The Applicant is proposing to deliver a residential development of 62 new homes (including 10no. affordable units), 0.72 hectares of public open space to the north of the Site, access, landscaping, and SuDs.

4.6 Following pre-application discussions with the Council, the housing mix has evolved to provide an increase in larger affordable house types.

4.7 The proposed accommodation schedule is set out in Table 2 below.

Table 2: Accommodation Schedule

House Type	Description	Number
Market		
Eccleston	4-bed detached	6
Turner 1	4-bed townhouse	6
Turner 2	4-bed townhouse	2
Turner 3	4-bed townhouse	2
Kenyon	4-bed detached	4
Bower	4-bed townhouse	8

Worrall	4-bed detached	8
Cromwell	4-bed detached	1
Orrell	3-bed detached	2
Orrell 3	3-bed detached	2
Talbot	3-bed detached	9
Scott	3-bed semi-detached	2
TOTAL MARKET		52
Affordable		
Cromwell	4-bed detached	2
Philips	3-bed semi-detached	4
Buckley	2-bed semi-detached	4
TOTAL AFFORDABLE		10
TOTAL (ALL)		62

4.8 As illustrated above, the proposals will provide a total of 39no. 4-bed dwellings, 19no. 3-bed dwellings, and 4no. 2-bed dwellings. The proposed development will provide a policy compliant 16% affordable housing on-site.

4.9 The affordable dwellings will include 6no. shared ownerships units, and 4no. affordable rented properties.

Layout, Scale and Massing

4.10 The height and massing of houses predominantly feature 2-storeys, with 2.5 storey properties strategically sited at street intersections, adjacent to focal spaces and forming streets which provide distinctiveness and character.

4.11 The proposals comprise outward-facing properties to ensure natural surveillance.

4.12 The Site layout will be easy to navigate with pedestrian and cycle links throughout which connect to the surrounding network. The street layout has been designed to create a safe walking environment with low vehicle speeds and pedestrian and cycle permeability throughout will encourage active modes of transport.

4.13 The proposals also included a focal junction which terminates the view from the entrance point.

Appearance

- 4.14 The proposed scheme will be designed and constructed to the highest standard to reflect the Council's aspiration for sustainable, high quality and 'higher-value' housing. The emerging plans also seek to further enhance Littleborough as a distinctive place to live.
- 4.15 A palette of high-quality materials will be used in the construction of the new dwellings. The houses will be constructed from either brick or stone and will be of an exceptional quality using best practice design principles.
- 4.16 Reflecting design characteristic of the adjacent residential development, the area around the focal junction features properties constructed in reconstituted stone and low reconstituted stone walls. A change to the highway surface treatment will further enforce this key nodal.
- 4.17 A range of different house types are proposed on the Site as shown in Table 2 above. These will provide for a development which holds varied and high-quality design, with its own sense of place, and which is reflective of its surrounding built context. The appearance of the proposed dwellings is shown on the submitted Plans.
- 4.18 Retained vegetation, together with new planting, will help integrate the proposed development into its surroundings. Details of the proposed appearance are set out in full within the accompanying Design and Access Statement (DAS).

Landscape and Open Space

- 4.19 The proposed development will deliver safe, attractive and multi-functional greenspace which will complement the movement network, incorporate sustainable drainage ('SuDS') and recreational greenspace; and provide ecological enrichment.
- 4.20 The proposals include an area of public open space to the north of the Site. Following pre-application engagement with local stakeholders the proposals for this area of open space have evolved from including a recreational route and seating area with potential opportunities for informal recreation and play, to a more 'natural' area of open space with mown path and wildflowers.
- 4.21 The proposed development seeks to retain as much of the existing vegetation as possible and landscape features which will be incorporated as part of the development. The proposals also include the provision of new trees and native shrub planting throughout, including street trees which will be planted along internal roads.

- 4.22 The Site will have strong natural boundary treatments to ensure impacts on the Roch Valley Corridor are minimised and the wider landscape setting is protected. The Site layout has been prepared with a view to ensuring that any impacts on wider views and amenity are minimised.

Access and Parking

- 4.23 Access to the Site will be secured via the Applicant's residential Scheme to the east of the Site. This will be the only point of entry into the Site for vehicles, and New Street will only be used for emergency vehicle access to minimise impact on the residential amenity of neighbours.
- 4.24 The existing PROW along Stubley Mill Road and New Street will be protected and the proposals will provide new pedestrian and cycle links to the PROW to enhance its use. The proposals include a new footpath connecting to Lightburn Avenue to the west, a new footpath connecting to Stubley Mill Road to the south, and a third new pedestrian footpath to the east of the Site connecting to New Street.
- 4.25 In terms of parking, policy compliant levels of car parking will be provided for each dwelling. 2/3-bedroom properties will have two allocated parking spaces, and 4-bedroom properties are provided with three allocated parking spaces (including garages). Electric Vehicle (EV) charging will also be provided for each property on-site.
- 4.26 In total, 138no. parking spaces will be provided, in addition to 50no. garage spaces.

Planning Obligations

- 4.27 Pre-application discussion with officers at the Council have confirmed that it is likely that planning obligations will be required in relation to the development proposals which are the subject of this full planning application.
- 4.28 In order to comply with the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 ('CIL') (as amended), each infrastructure requirement or obligation will need to be justified as directly related to the development, necessary in order for the development to proceed and be fairly and reasonably related in scale and kind to the development.
- 4.29 In addition to the Section 106 Agreement, it is anticipated that various matters will be dealt with by way of planning condition(s) that will be attached to any future grant of planning permission. It is important that this Section 106 Agreement sits alongside and

is read in conjunction with the conditions attached to any future grant of outline planning permission.

4.30 At this stage, the following Heads of Terms are proposed and will be subject to negotiation and agreement with the local planning authority:

- Education;
- Maintenance of on-site open space/landscaping;
- Financial contribution towards off-site formal outdoor sports provision;
- Contribution towards affordable housing provision; and

4.31 The Site is also located in proximity to the proposed Smithy Bridge Relief Road which is a significant highways upgrade scheme sought as part of Greater Manchester Combined Authority's ('GMCA') Places for Everyone ('PfE') Joint Development Plan. This relief road would be located to the west of the Site between Smithy Bridge Road and Albert Royds Street and subject to satisfying the requirements of the CIL Regulations, may be a suitable option for financial contribution.

Proposed Development Summary

4.32 The proposed development has been informed by technical analysis and technical reports which robustly inform the proposed layout for the Site. This has further been informed by pre-application discussions with the Council which we discuss further below.

4.33 Overall, the Site is clearly available, suitable and deliverable for development of a high-quality residential scheme.

4.34 The development proposed will deliver 62 dwellings on a Site which is in a logical location for residential development and would form a natural and harmonious extension to the settlement. The proposals will also deliver affordable housing which aligns with the Councils' requirements, therefore, providing a valuable contribution to achieving a more balanced choice of housing within the borough.

4.35 The proposals will retain vegetation wherever possible and will also provide a comprehensive landscaping strategy. This includes providing an area of informal open space to the north of the Site for residents to enjoy.

Pre-Application Engagement

Pre-application Engagement with the Council

- 4.36 A request for pre-application advice relating to the submission of a full planning application for up to 63 dwellings on the Site was issued by Barton Willmore, now Stantec to the Council in November 2021.
- 4.37 An initial pre-application meeting was held with officers in December 2021 and a subsequent meeting in early April 2022. Following this, the Council issued a formal pre-application letter on 14th April 2022. This included advice in relation to the principle of development as well as matters relating to layout, design, and visual appearance; highways and access; landscaping and ecology; flood risk and drainage; energy; land contamination; and planning obligations.
- 4.38 With regards to the principle of employment uses on the Site, the concluding paragraph in the Council's pre-application response states:

"the proposals present a challenge in policy terms due to the location within Protected Open Land and as part of the wider green infrastructure along the river valley. Nonetheless the relevant policies contain criteria set out in this report which, if met, could allow or appropriate sustainable development."

- 4.39 This response provides important context for the application because it demonstrates that the Council are cognisant that the Site is sustainably located, that the impacts arising are likely to be minor and that the site specific policies provide a mechanism for supporting otherwise sustainable development. Furthermore, the benefits the development can bring such as affordable and higher value homes, Biodiversity Net Gain, and developer contributions would be fully compliant with the relevant policies.

Pre-application Engagement with the Local Community

- 4.40 As explained at Section 1 of this Statement, the Applicant has also engaged with local stakeholders prior to the submission of this application.
- 4.41 A dedicated website was created which provided an overview of the proposals and gave people the opportunity to provide any comments to help inform the proposals.
- 4.42 Full details of the engagement exercise and the feedback which was received is provided in the Statement of Community Involvement which accompanies this application.

5.0 THE DEVELOPMENT PLAN

Legislative Context

- 5.1 For decision-taking, Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

Development Plan

- 5.2 The statutory development plan for the purposes of determining this planning application comprises the:
- 'Saved' policies of the Rochdale Unitary Development Plan (UDP) (2006);
 - Core Strategy (2016);
 - The Greater Manchester Joint Waste Development Plan (2012).
 - The Greater Manchester Joint Minerals Development Plan (2013).
- 5.3 A summary of the policies that are relevant to the proposals are summarised below.

Rochdale Unitary Development Plan (2006)

- 5.4 The Rochdale UDP was prepared under the provision of the 1990 Planning Act adopted by the Council in June 2006 for the period to 2016. It is an old-style development plan and although the Core Strategy has superseded most of the UDP policies, some of its policies have been 'saved' and are still used in the determination of planning applications.
- 5.5 The strategic objectives and policies of the UDP aim to promote the economic, social and environmental wellbeing of the borough. These have been supported by the adoption of the Core strategy in 2016.
- 5.6 The saved policies of the UDP that are relevant to the Site are set out below.

Site Specific Considerations

- 5.7 The Site lies outside the Defined Urban Area as defined by UDP Policy G/D/1.
- 5.8 The Site is also identified as a Greenspace Corridor and Policy G/8 of the UDP seeks to protect Greenspace Corridors. This Policy should be read in conjunction with Policy G6 of the Core Strategy

- 5.9 Policy G/8 states that development which will enhance their recreational, ecological or landscape and amenity value will be permitted. The Council does not support proposals which would lead to harm or loss of the corridors and their links to valued recreational facilities.
- 5.10 The Site is also identified as Protected Open Land on the adopted Proposals Map and Policy D/10 of the UDP states that proposals in this location will be permitted that fall within one or more of the following categories:
- a. development which would be acceptable were it in the Green Belt; or
 - b. limited infilling within an established pocket of housing or industry where this is in scale with the area and will not adversely affect its character or surroundings; or
 - c. a limited extension to an existing building which:
 - i. forms part of an existing source of employment; or
 - ii. is necessary for the establishment of a new enterprise or business which satisfies other policies of the Plan; and
 - iii. is sited within the existing curtilage of the business concerned, and will not adversely affect the character of the surrounding land and its openness
- 5.11 Policy G5 of the Core Strategy provides further policy guidance on proposals within Protected Open Land and sets out what criteria must be met for Protected Open Land to be released for development.
- 5.12 We also consider the following policies contained in the UDP to be relevant to the determination of the proposed development:
- RE/6 (Recreational Rights of Way)
 - EM/7 (Development and Flood Risk)
 - EM/8 (Protection of Surface and Ground Water)
 - NE/2 (Designated Sites of Ecological and Geological Importance)
- 5.13 An overview of the above UDP policies is provided at **Appendix 2**.

Core Strategy (2016)

- 5.14 The Core Strategy was adopted in October 2016 and sets out the Council's vision and overall strategy including the amount of new development required and where that development should be focused.
- 5.15 The Core Strategy sets out a number of Strategic Objectives to achieve the Council's spatial vision for Rochdale. SO2 (to create successful and healthy communities) states that to achieve the vision, the Council will focus on:

"Improving the range of housing to meet everyone's needs and aspirations, including affordable housing and more high value housing."

- 5.16 Rochdale Borough Council is comprised of four distinct townships: Rochdale, Middleton, Heywood and Pennines. The Site is located within the Pennines Township.
- 5.17 Policy C1 of the Core Strategy confirms that the Council seeks to provide at least 460dpa up to 2028 to assist in the creation of successful, inclusive, and mixed communities. Part 2 of Policy C1 relates to housing in the north of the borough and states the Council will deliver an overall scale and density of development that reflects the accessibility and character of the Pennine fringe pursuant to Policy C3.
- 5.18 Policy C3 of the Core Strategy seeks to ensure:
- New development provides housing types that take account of local needs and aspirations;
 - The supply of larger and **higher value housing** in the borough is improved;
 - There is a high standard of design;
 - Densities make efficient use of land while delivering a range of housing to widen choice and reflect local character; and
 - Housing on appropriate sites meet the needs of specific groups including older people and other vulnerable groups.
- 5.19 Policy C3 goes on to say that there will be a specific focus on providing a wide range of higher value housing in the north of the borough. To do this, support will be given to lower density development which delivers higher value housing.
- 5.20 Given the Site's designation as a Greenspace Corridor, and Protected Open Land, Core Strategy Policies G5 and G6 are of relevance and are considered below.

5.21 Policy G5 of the Core Strategy relates to 'saved' Policy D/10 of the UDP and states that Protected Open Land will be protected from development. The development of Protected Open Land will only be supported where:

- It is limited development that would be acceptable if it was in the Green Belt;
- It is small scale development which is considered with other detailed policies; or
- It satisfies Part 3 of Policy G5.

5.22 Part 3 of the policy states that Protected Open Land will be released for development if:

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

5.23 Where the release of Protected Open Land can be justified, proposals will need to:

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

5.24 As such, the above policies do not prevent development at the Site, however certain tests must be passed to demonstrate the Site's suitability for development.

5.25 Policy G6 of the Local Plan sets out the Council 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 the borough. The Council will seek to protect and improve green spaces and water bodies and ensure that their value to sustainable development and regeneration is maximised.

- 5.26 The Council's 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.
- 5.27 Within the Roch Valley Corridor, Policy G6 seeks to create and enhance recreation destinations and improve access to and from urban communities.
- 5.28 In addition to the above, we also consider the following policies contained in the Core Strategy to be relevant to any future application:
- SD1 (Delivering sustainable development)
 - SP3/P (The Strategy for Pennines)
 - C4 (Providing affordable homes)
 - C6 (Improving health and well-being)
 - C7 (Delivering education facilities)
 - P2 (Protecting and enhancing character, landscape and heritage)
 - P3 (Improving design of new development)
 - G7 (Increasing the value of biodiversity and geodiversity)
 - G8 (Managing Water Resources and Flood Risk)
 - G9 (Reducing the Impact of Pollution, Contamination and Land Instability)
 - T1 (Delivering sustainable transport)
 - T2 (Improving accessibility)
 - DM1 (General development requirements)
 - DM2 (Delivering planning contributions and infrastructure)
- 5.29 An overview of the above Policies is enclosed at the Table at **Appendix 2** of this Statement.

Greater Manchester Joint Minerals Development Plan

- 5.30 Within the Plan the Site forms part of a wider area that is designated as a Mineral Safeguarding Area (MSA) under Policy 8.
- 5.31 The purpose of this policy is to ensure that as part of any development proposal for non-mineral development within an MSA, the potential for prior extraction of minerals is appropriately assessed.
- 5.32 Proposals for non-mineral development within the Mineral Safeguarding Areas that do not allow for the prior extraction of minerals will only be permitted where:

*"1. The need for the development outweighs the need to extract the mineral;
or*

*2. It can be clearly demonstrated that it is not environmentally acceptable
or economically viable to extract the mineral prior to non-mineral
development taking place; or;*

*3. It can be clearly demonstrated that the mineral is either not present or
of no economic value or too deep to extract in relation to the proposed
development; or;*

*4. The development is limited or temporary and would not prevent minerals
extraction taking place in the future."*

- 5.33 As set out in Section 8 of this Statement, this application is accompanied by a Minerals Statement, prepared by E3P, which confirms that the proposed development is consistent with 3 of the above criteria listed under Policy 8.

Summary

- 5.34 In summary the overall strategic objectives of the Core Strategy are set within the context of the economic, social and environmental conditions that influence the borough. The Core Strategy sets out a holistic approach to addressing these key issues including the importance of encouraging an attractive and varied housing scheme including affordable and high quality family housing on sustainable sites in the Pennines Township.
- 5.35 From a site specific perspective, the Site is identified outside the defined Urban Area and is identified as Protected Open Land and within a Greenspace Corridor on the proposed map of the UDP which dates back to 2006. These designations do not prevent development at the Site, rather they set out requirements for development to demonstrate/achieve.
- 5.36 The weight to be applied to relevant policies and our assessment against the development plan and any other relevant material considerations is set in Section 7 of our Statement.

6.0 OTHER MATERIAL CONSIDERATIONS

6.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, it is necessary to consider any material considerations which are relevant to the determination of this planning application. In this instance the following documents are considered material:

- National Planning Policy Framework (2021).
- National Planning Practice Guidance.
- National Design Guide (2021).
- Publication Draft Places for Everyone (2021).
- Supplementary Planning Documents and Guidance:
 - Oldham and Rochdale Residential Design Guide SPD (2007);
 - Guidelines and Standards for Residential Development SPD (2016);
 - Affordable Housing SPD;
 - Littleborough Town Design Statement SPG (2005);
 - The Pennines Green Infrastructure Plan SPG (2012);
- Rochdale Rail Corridor Strategy; and
- Land Allocations Plan.

6.2 A summary of each document is set out below.

National Planning Policy Framework (NPPF) (2021)

6.3 National planning policy is set out in the National Planning Policy Framework (NPPF). The most recent iteration was published by the Government in July 2021. Paragraph 2 and 219 confirm that the NPPF is a material consideration in planning decisions.

6.4 The following key paragraphs are relevant to the determination of this application.

Sustainable Development

6.5 Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.

6.6 Achieving sustainable development has three overarching objectives. These are defined in Paragraph 8 as:

- *An economic objective* – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right

places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

- *A social objective* – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- *An environmental objective* - to contribute to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigation and adapting to climate change, including moving to a low carbon economy.

6.7 So that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development. For decision taking, this means (paragraph 11):

"c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:

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

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.

6.8 Paragraph 12 confirms that the presumption in favour of sustainable development does not alter the status of the development plan as the starting point for decision making. Planning authorities may take decisions which depart from the development plan, only if material considerations in a particular case indicate that the plan should not be followed. The position is reiterated by paragraph 2 and 47.

Determining Applications

- 6.9 The NPPF makes clear that existing development plan policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be afforded to them according to their degree of consistency with the NPPF (the closer the policies in the Plan to the policies in the NPPF, the greater weight may be given) (Paragraph 219).
- 6.10 Paragraph 48 of the NPPF says that weight can be given to relevant policies in emerging plans according to its stage of preparation, the extent of to which there are unresolved objections, and the degree of consistency with policies in the NPPF.

Delivering a Sufficient Supply of Homes

- 6.11 Paragraph 60 of the NPPF is clear that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, and that the needs of groups with specific housing requirements are addressed.
- 6.12 Paragraph 74 of the NPPF requires local planning authorities to identify and update annually a supply of specific deliverable Sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where the strategic policies are more than five years old. The supply should include a buffer (moved forward from later in the plan period) and the appropriate buffer is dependent on previous rates of housing delivery.

Achieving well-designed Places

- 6.13 Good design is a key aspect of sustainable development, creating better places in which to live and work and helping to make development acceptable to communities. Planning decisions should ensure that new developments will add to the overall quality of the area, are visually attractive, are sympathetic to local character and history, create places that are safe, and establish a strong sense of place (Paragraphs 126 and 130).
- 6.14 The NPPF also sets out that development which is not well-designed should be refused, especially where it does not reflect local design policies and government guidance on design (Paragraph 134).
- 6.15 Other parts of the NPPF that are relevant to the proposed development include:
- Planning conditions and obligations (paragraph 55 and 56).

- Protection for public rights of way (paragraph 100).
- Transport and sustainable travel (paragraphs 104, 105, 110-113).
- Planning for climate change (paragraphs 154 and 157).
- Flood risk (paragraph 159 and 167).
- Conserving and enhancing the natural environment (paragraphs 174, 179, and 180).
- Ground conditions and pollution (paragraph 183, 184, 185, and 186).
- Conserving and enhancing the historic environment (paragraphs 189, 194-197, 199, 201, and 202).

National Planning Practice Guidance (NPPG)

- 6.16 The National Planning Practice Guidance (NPPG) is a web-based resource that was first published in March 2014. It is regularly updated to provide guidance on the application of policies contained in the NPPF. The NPPG has been taken into consideration as part of this application as it provides best practice guidance for the technical considerations.

National Design Guide (2021)

- 6.17 The National Design Guide was published by the Government in January 2021. It provides guidance on how we achieve well designed places in practice by outlining and illustrating the Government's priorities in the form of ten characteristics. These are context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. Each of these characteristics has been considered as part of the design principles set out in the supporting Design and Access Statement.

Places for Everyone (PfE) (2021)

- 6.18 Places for Everyone (PfE) has replaced the Greater Manchester Spatial Framework (GMSF) which was in production between 2016 and December 2020. Preparation of the GMSF ended when Stockport Metropolitan Borough Council chose to vote against its submission for examination and their subsequent withdrawal from the process.
- 6.19 Following this, the remaining 9 Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) voted to continue with the production of a strategic joint development plan document (DPD) which is now known as PfE. Once adopted, this will form the strategic DPD for Rochdale. The Publication Draft PfE was published for consultation in August 2021.

- 6.20 Although the PfE DPD is yet to be formally adopted, it has been submitted to the Secretary of State for Examination and so is at an advanced stage and is a material consideration.
- 6.21 The proposed housing requirement for Rochdale in the PfE 616dpa (an increase of +156 compared to the Core Strategy requirement).

Oldham and Rochdale Residential Design Guide SPD

- 6.22 The Residential Design Guide has been jointly prepared Rochdale and Oldham Councils. Its aim is to provide clear guidance on the quality of design which is expected across both boroughs.
- 6.23 Overall, the Residential Design Guide includes guidance on how to achieve good quality design which is sensitive to the surrounding area. It provides guidance on responding to local context, layout, public realm design, and building design and has been considered through the iterative design process for the proposed development.

Guidelines and Standards for Residential Development SPD (2016)

- 6.24 The purpose of this SPD is to assist in the process of ensuring high quality design for residential development throughout the borough and to supplement the Development Management policies and other policies contained within the UDP and Core Strategy.
- 6.25 The SPD says that all new developments should avoid causing a significant loss of privacy and/or light for occupiers of new neighbouring dwellings and existing dwellings.
- 6.26 The following minimum space standards are also set out in the SPD:
- 21m between directly facing principal windows of habitable rooms, at an upper floor level AND 10.5m between a principal window at an upper floor level and a directly facing boundary of the curtilage;
 - 14m between a principal window and any directly facing two storey elevation which does not contain a principal window to a habitable room;
 - 10m between a principal window and any directly facing single storey elevation which does not contain a principal window to a habitable room.
- 6.27 The document also includes information regarding impact upon heritage assets, the protection and enhancement of biodiversity, bin storage requirements, and car parking.

Affordable Housing SPD (2008)

- 6.28 The Affordable Housing SPD was adopted in March 2008 and informs applicants of the Council's preferred methods for ensuring the delivery of affordable housing.
- 6.29 The SPD states that the need for affordable housing has increased in recent years and identifies a shortfall in affordable housing delivery in Rochdale.
- 6.30 The calculation of a contribution to affordable housing of 7.5% of the development sales value of the overall scheme refers to an assumption that 15% of the dwellings on site will be discounted by 50% of the market price. However, it is likely that on many sites the 7.5% gained will not be distributed in these ratios due to planning or housing need reasons.
- 6.31 The Affordable Housing SPD provides further information regarding mechanisms to secure affordable housing, and types of affordable housing.

Littleborough Town Design Statement (2005)

- 6.32 The Littleborough Town Design Statement (LTDS) was adopted in 2005 and provides guidance relating to design and includes design checklists on topics such as materials and finishes; building features; landscaping and trees; accessibility, pedestrians, cycling and parking; crime, safety and security; and energy efficiency.
- 6.33 The Town Design Statement describe the character of Littleborough in relation to its setting, its surrounding countryside and the distinctive features of its built environment.
- 6.34 The Aims of the Design Statement seeks to:
- *"Take into account what people value and would like to see improved locally to meet community needs, to ensure that the town develops in ways that maintain its attractiveness and protect its heritage;*
 - *Encourage good quality physical regeneration;*
 - *Promote Littleborough's potential for tourism as a 'gateway' to the South Pennines;*
 - *Support improvements to the town centre and its retail environment;*
 - *Support the provision of attractive leisure and recreational facilities;*
 - *Ensure Littleborough is an attractive place in which to work, live and play;*
 - *Provide a context for assessing the impact of rural developments, including farm diversification;*

- *Supplement the policies of the Development Plan by providing consistent but more detailed design guidance for developers, builders and individuals so that the design and layout of new development is sensitive to the special needs, character and distinctiveness of Littleborough.”*

6.35 The DAS which supports this application assesses the proposals against the main Aims set out above.

The Pennines Green Infrastructure Action Plan (2012)

6.36 The Pennines Townscape Green Infrastructure Plan (PTGIP) links with Policy G6 of the adopted Core Strategy which says proposals should be informed by a Green Infrastructure Plan.

6.37 The DAS which supports this application assesses the proposed development against the main issues and opportunities for this Character Area.

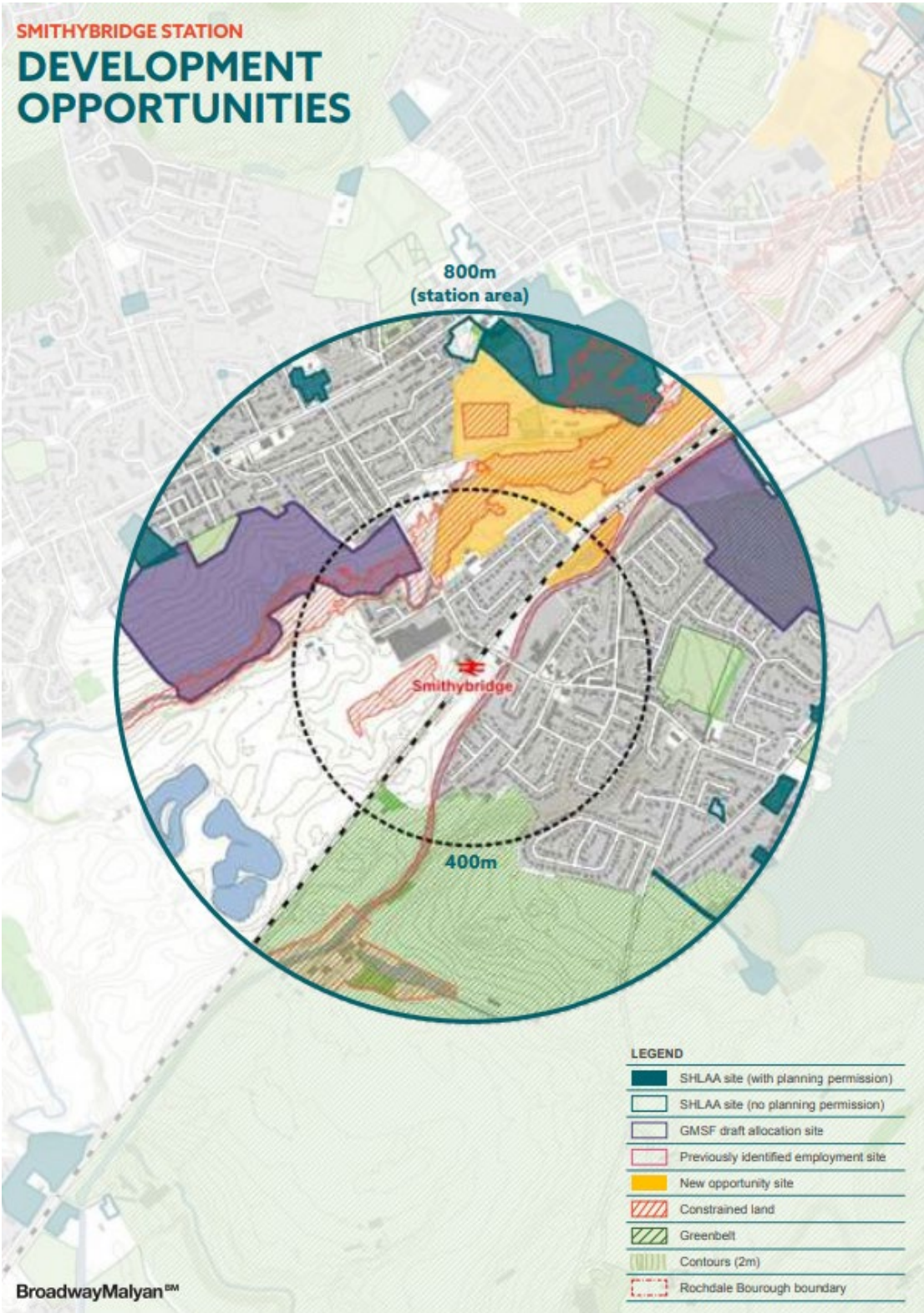
Rochdale Rail Corridor Strategy (2022)

6.38 The Rochdale Rail Corridor Strategy was published in March 2022 and sets out how the Council will use sustainable transport links to help drive the next major phase of regeneration.

6.39 The Strategy identifies land for approximately 7,000 new homes along the Calder Valley corridor in addition to new employment floorspace around the railway stations. The overall ambition of the plan is to create new homes in sustainable locations with existing amenities, so people are close to transport links and businesses

6.40 Smithy Bridge is identified as having the potential to deliver 1,000 new family housing. As shown in the extract below, the Application Site is identified as a new opportunity site to deliver the 1,000 dwellings in Smithy Bridge.

Figure 2: Smithy Bridge Development Opportunities



Allocations Plan

- 6.41 Work commenced in 2017 on an Allocations DPD to support the delivery of the adopted Core Strategy.
- 6.42 The Allocations Plan will set out designations and allocations for the use of land. This will include, amongst others, housing, business and industry, mixed uses, any major developed sites in the Green Belt, protected open land, green infrastructure, retail, leisure, open spaces, sports and recreational uses, community facilities, health, education, natural/built/historic environments, areas of nature conservation, flood risk areas, transport routes, and highway or other transport schemes.
- 6.43 Consultation on the Draft Allocation Plan was undertaken in September-November 2018. However, due to the work on the Greater Manchester Spatial Framework (now PfE) the Council has decided the progress on the Allocations Plan has been halted.
- 6.44 Although the Site is not identified as a housing allocation, the Applicant's adjacent scheme at New Road. As shown at **Appendix 4** of this Statement, the red line plan includes the open space to the north of the Site which form part of the proposed development for this planning application.

7.0 HOUSING SUPPLY POSITION

- 7.1 Before proceeding to undertake an appraisal of the proposals against the policy context outlined in Sections 5 and 6 of this Statement, this section addresses the issue of housing land supply.
- 7.2 The NPPF is clear at paragraph 60 that it is an objective of Government to significantly boost the supply of homes. Indeed, the Government is committed to increasing the delivery of new homes in England to 300,000 per annum, thus enabling a supply of a least 1 million new homes by the end of the Parliament in 2024 (Footnote - Page 31 of the 2019 Conservative and Unionist Party Manifesto).
- 7.3 A crucial part of achieving this national target is the role of areas meeting their own requirements for the supply of housing land set as part of the Local Plan making process.
- 7.4 The NPPF aims to ensure that requirements for housing land provision are met by stating that local planning authorities should be able to identify a minimum for 5 years' worth of housing land made up of deliverable sites and set against the requirement of an up to date local plan.
- 7.5 If the Local Plan requirement is not up to date then the local housing need calculated using the Standard Methodology should be used (paragraph 74 of the NPPF).

Strategic Housing Land Availability Assessment (2020)

- 7.6 The Council's latest Strategic Housing Land Availability Assessment (SHLAA) (2020) for Rochdale shows the position as at 1st April 2020.
- 7.7 The 2020 SHLAA for Rochdale confirms that, based on the Core Strategy requirement of 460dpa, the total net requirement is 7,360 dwellings. This equates to a requirement of 3,680 homes for the remaining 8 years of the plan period, and 2,300 homes over the next 5 years.
- 7.8 The SHLAA states in Figure 8 that the Council has a total supply of 9,065 dwellings (this includes an assumption for small sites of 20 a year) units over the plan period. 3,828 of those homes form part of the five-year supply of housing. The five year supply as at 1st April 2020 demonstrates that there is capacity to deliver 681 additional dwellings per annum in the first five years (equating to 7 years supply).
- 7.9 However, we note that 1,232 of the five-year supply comprises 'Other sites identified for housing'. It is unclear where these sites are from, yet it makes up 32% of the Council's

five-year supply. If these sites are removed, the Council is left with a 5-year supply of 2,596.

- 7.10 Although it seems that the Council can still demonstrate a 5-year supply of homes when removing the 'Other sites identified for housing' we consider it to be unrealistic to assume the housing requirement will remain as 460dpa. It is important to note that this requirement is now 5 years old, and Rochdale's minimum Local Housing Need (LHN) based on the Government's Standard Method calculation (using the 2021 affordability ratio) is 520dpa. Moreover, the PfE DPD establishes an average annual requirement of 616 dwellings for Rochdale over the period 2021-3037.
- 7.11 On the basis of the above, Rochdale's 5-year housing requirement based on the Standard Method figure would be 2,515 and based on the PfE requirement would be 3,080. As such, when discounting 'Other sites identified for housing' from the 5-year supply, and applying the PfE DPD uplift, the Council has a deficit of -484 in its 5-year supply.
- 7.12 Furthermore, the Government's recent levelling up methodology to housing as set out in the 'Building Back Britain' (October 2021) indicates that Rochdale could have a potential housing requirement of 815dpa. This would further exacerbate the shortfall in supply as discussed above.
- 7.13 We also highlight the commentary included within the Officer's Report for permission reference 15/00830/OUT adjacent to the Site which states:

"Going forward, it is clear that the borough will face an ongoing and challenging pressure in terms of the delivery of the net supply of housing, particularly given the fact that a significant number of further dwellings are proposed to be demolished as part of the continued regeneration of existing housing areas".

- 7.14 As such, whilst the Council may claim it can currently demonstrate a five-year supply of homes, we consider that there is evidence to suggest that there is a greater need to boost the supply of homes to ensure there is no deficit in supply. We consider the proposed development would ensure this.
- 7.15 Further analysis of the Council's housing position is set out in Section 8 of this Statement.

Strategic Housing Market Assessment (2015)

- 7.16 The Council's latest Strategic Housing Market Assessment (SHMA) was completed in 2015.

- 7.17 Based on Rochdale's 2015 SHMA, only 8.5% of the borough consisted of 4+ bedroom properties, and a large proportion of the housing stock comprised 1 and 3 bedroom houses. For the Pennine Township, 9.3% of the housing stock comprised 4+ bedroom detached housing (c. 1,552 homes). The proposed development will seek to deliver a development with a large proportion of 4-bedroom dwellings which will significantly contribute towards the housing stock of large detached properties in this location.
- 7.18 In terms of affordable housing, the 2015 SHMA confirms there is a key affordable housing need in the Pennine location for 2-bed properties. We highlight that a key benefit of the Applicant's permission at New Road to the east of the Site was the delivery of much needed affordable housing on-site. There is a significant deficit in affordable housing and the proposed development can provide a valuable contribution towards meeting those needs. The proposed development proposes to deliver 10 affordable units (16%) which is consistent with the delivery of affordable housing on the adjacent site.
- 7.19 Further consideration of the local housing market as well as the quantitative and qualitative housing need for new housing in the Pennine Township is set out in Section 8.

8.0 PLANNING ASSESSMENT

8.1 As explained in Section 5 of this Statement, the development plan comprises of the adopted Rochdale UDP, Core Strategy, and the GM Joint Minerals and Waste DPDs.

8.2 Having regard to the Site's location, background context, the development plan, and other material considerations, we have identified the following considerations that are relevant to the determination of this application:

- Principle of development.
- Affordable Housing;
- Design;
- Open Space;
- Landscape and Visual Impact;
- Trees and Ecology;
- Heritage;
- Highways;
- Flood Risk and Drainage;
- Achieving Sustainable Development;
- Air Quality, Noise and Land Contamination;
- Minerals Safeguarding; and
- Planning obligations.

8.3 Our assessment draws on the findings of the technical documents submitted in support of this application. Each of the above considerations is dealt with in turn below.

Principle of Development

8.4 The overall strategic objectives of the Core Strategy are set within the context of the economic, social and environmental conditions that affect the borough. The plan sets out a holistic approach to addressing key issues such as delivering a more prosperous economy (SO1) and the importance of creating successful and healthy communities (SO2) as well as improving design, image and quality of place (SO3). It recognises that housing has a key role to play in achieving those three main objectives by encouraging the provision of a sufficient range of housing types to ensure that the borough is an attractive place to live and work.

8.5 Within the Core Strategy, the Spatial Strategy for Rochdale is set out in three spatial policies:

- 8.6 SP1 confirms the role Rochdale will play as part of the Manchester city region and confirms that the borough contributes to the success by delivering of sustainable development and investment that meets national and sub regional objectives for housing and employment growth. This includes (a) promoting the borough as an attractive location in terms of jobs, housing, shopping, the environment, image, tourism and quality of life; (c) providing improved housing quality and choice by working with private and public sector partners; (d) Strengthening transport infrastructure and strategic links; and (g) delivering green infrastructure improvements and appropriate opportunities for renewable energy generation.
- 8.7 Following on from SP1, SP2 states that in the Pennine fringe, in the north of the borough, the Council will promote a scale of new housing, employment and commercial development appropriate to the accessibility and character of the area. In doing so, investment, development and improvements on Littleborough Town Centre as well as Pennine gateways, river and canal corridors and reservoirs.
- 8.8 In addition, SP3/P states that the priority for Pennines are to: (1) Maximise the potential of the river and canal corridors by: improving access; (2) Regenerating key sites; (3) Ensuring that regeneration contributes to the biodiversity value; (4) Promoting and facilitating environmental improvements; and protecting and enhancing the flood risk management role of the Roch Valley and its tributaries.
- 8.9 The proposed development is consistent with those objectives and spatial priorities; it will make a very valuable contribution to Rochdale's housing market, by providing up to 62 new family homes (including 10 affordable homes) in a sustainable location with excellent public transport links to Littleborough Town Centre. The proposed development will also deliver an enhancement in biodiversity, an improvement in the environmental condition of the Site (including Flood Risk) and will improve access to Stubley Mill Road and the River and Canal Corridor beyond.

Designations

- 8.10 As set out in Section 5, the Site sits outside the Defined Urban Area and is identified as Protected Open Land and also forms part of the Roch Valley Greenspace Corridor on the adopted UDP Proposals Map.
- 8.11 We provide an assessment of the proposals against these two designations identified on the Proposals Map.

Protected Open Land

- 8.12 Policy D/10 of the Rochdale UDP identifies the Site as Protected Open Land which seeks to protect land located between the urban area and the Green Belt from development.
- 8.13 However, this policy should be afforded minimal weight in the determination of this application because of the reasons outlined below and because it has been mostly superseded by Policy G5 of the Core Strategy.
- 8.14 The Protected Open Land designation that the policy applies is a blanket designation of all land that is not within the defined urban area or the designated Green Belt. The proposed development Site has not been designated as Protected Open Land for its assessed quality or whether the land fulfils any particular function which warrants it being kept open in the long term.
- 8.15 The NPPF clearly moves away from a blanket protection of land advising that protective designations should be based on an assessment of quality. The blanket restriction approach runs counter to the expressed intent of the NPPF, which seeks to treat such matters by consideration of the pros and cons of a development proposition.
- 8.16 Paragraph 102 of the NPPF also advises that local open space or green space should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.
- 8.17 As such, it is considered that Policy D/10 is inconsistent with the NPPF and by reference to paragraph 219 of the Framework, should therefore be afforded limited weight in the determination of this application
- 8.18 On the basis of the above, we consider that Policy G5 of the Core Strategy should be afforded full weight as this supersedes Policy D/10 of the UDP.
- 8.19 Policy G5 provides additional policy guidance for the designation and states that Protected Open Land outside the urban area must be managed to ensure a satisfactory balance between restricting its development to focus on development within the urban area, and its justified release to meet development needs which cannot be met within the urban area.

- 8.20 Part 3 of Policy G5 sets out a number of criteria which are to be met for Protected Open Land to be released for new development. We assess the proposed development against each of these criteria below.

a) there is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs

- 8.21 The issue of whether or not this development is needed needs to be considered against current housing supply and delivery in the borough. There are quantitative and qualitative policies to consider as represented below.

Quantitative Assessment

- 8.22 As set out in Section 6 of this Statement, we have reviewed the 2020 SHLAA for Rochdale to determine whether there is evidence to demonstrate that the proposed development is needed.
- 8.23 The Applicant acknowledges that the latest HDT for Rochdale was 169% due to strong levels of housing delivery against the Core Strategy requirement over the last three years. Furthermore, the five-year supply as at 1st April 2020 demonstrates that there is capacity to deliver 681 additional dwellings per annum in the first five years (equating to 7 years supply against the 5% buffer).
- 8.24 Notwithstanding the above, we consider that there is significant evidence to suggest that the Council may not be able to demonstrate a reliable supply of homes in the next five years and beyond.
- 8.25 Firstly, the evidence contained in the SHLAA demonstrates that the Council has struggled to deliver its aim of 80% of new housing on brownfield land between 2015-2020. The SHLAA shows that the Council has in fact delivered 67.2-76.6% of new housing on brownfield land (save for the period 2018/19).
- 8.26 The above indicates that there is a limited amount of brownfield land within the urban area which can accommodate new housing development to meet the future needs of the borough.
- 8.27 Furthermore, within the Council's supply as identified in Figure 6 of the 2020 SHLAA, only 52.9% of sites which are under construction comprise brownfield land, and 56.8% of sites with planning permission are on brownfield land within years 1-5. This is a considerable shortfall against the 80% target. The Council claims that 90.3% of 'other identified sites'

comprise brownfield land in years 1-5, yet it is not clear what these other sites are given that they do not have planning permission and are not under construction. Therefore, there is no evidence that these sites will be delivered.

- 8.28 Within the Pennines Township specifically, the supply of brownfield land reduces from 579 in years 1-5 to 378 in years 6-10 to 211 in years 11-15.
- 8.29 All of the above points towards the fact that the quantum of brownfield sites is depreciating, particularly in the Pennine Township area as set out in the Council's own evidence.
- 8.30 In addition to the above, the housing requirement for Rochdale is likely to increase in the coming years in light of the PfE Plan which includes a housing requirement of 616dpa for Rochdale (an increase of +156dpa compared to the Core Strategy requirement).
- 8.31 Although the projected net completions from 2020 as illustrated in Figure 9 of the SHLAA suggest that the Council will deliver 681dpa between 2020/21 to 2024/25, and 748dpa between 2025/26 to 2029/30, we draw attention to the fact that 5,003 dwellings of the Council's total supply (55%) are from 'other sites identified for housing'. This equates to 1,232 in years 1-5, 3,039 in years 6-10, and 732 in years 11-15.
- 8.32 However, we do not consider that there is any evidence or guarantee that this yield will be delivered on 'other sites', and it is not clear where the Council has got this figure from.
- 8.33 In reality, as of 2020, the Council has 4,062 dwellings in its supply based on sites under construction and sites with planning permission, and a small sites allowance of 285.
- 8.34 Therefore, based on a requirement of 616dpa over the Core Strategy Period (2020-2028) there is a total requirement of 4,928 dwellings over the remaining 8 years. This means that the Council has a deficit of 866 units based on the total supply against the PfE requirement.
- 8.35 Furthermore, the Places for Everyone consultation has identified the need to release sites from the Green Belt to meet identified needs. This clearly further suggests that not enough urban sites are available to meet the housing aspirations.
- 8.36 The 2022 Rochdale Rail Corridor Strategy also identifies the Site as forming part of a wider area which can deliver 1,000 new family homes in Smithy Bridge. This demonstrates that although the site is greenfield and outside the main urban area, it has been identified as a potential future site to deliver new family housing.

Qualitative Assessment

- 8.37 In addition to our quantitative assessment above, there is also a qualitative need for higher value family homes.
- 8.38 Firstly, there is a disparity in Rochdale's housing market. Census data confirms that approximately 71% of the current housing stock in Rochdale falls within Council Tax Bands A and B. This figure increases to 84% when properties in Council Tax Band C are included.
- 8.39 Set against this context, a strategic housing goal for the Council is to significantly increase the volume of higher value family housing in the borough in order to attract and retain higher-income households. Currently, households with higher levels of income have very limited options to remain in Rochdale, which means that the disposable income to support local town centres and services is limited, and this constrains inward investment and economic growth across the borough.
- 8.40 Compared to other housing markets in the North West and Greater Manchester, the Rochdale housing market is generally perceived as being less attractive. The housing on offer in the borough has stark differences in terms of quality and price and it is failing to address the needs of existing or future residents. An oversupply of older terraced housing and a lack of high value housing across the borough also means that it is failing to attract and retain residents with higher incomes.
- 8.41 The Core Strategy housing requirement is for 460dpa over the plan period. However, we have discussed that the PfE Plan proposes to increase this requirement to 616dpa. The Council's pro-growth approach to its housing requirement is perceived to provide a unique opportunity to diversify its housing offer.
- 8.42 The baseline data identifies that socioeconomic challenges exist in Rochdale. However, the borough benefits from some great strengths which are not being fully utilised, and with careful planning and a sound strategic approach, could underpin a significant boost to competitiveness in the borough and across the north of the Greater Manchester City Region. These strengths include locations and opportunities for the development of larger, higher quality and/or bespoke homes, set in an attractive, green environment, with good access to the motorway network, public transport network and the natural beauty of Pennine landscapes.
- 8.43 A number of existing housing market areas in Rochdale provide clear opportunities to deliver higher value housing. These include Littleborough and Smithy Bridge. Sites in

these areas of the borough clearly provide the opportunity to enhance market conditions and create higher value opportunities.

- 8.44 Aligned with this evidence, the Council confirmed in its written pre-application response that identified need can also encompass specific development types where there are identified market needs that are not being fully met and which are not capable of being met on other sites within the defined urban area.
- 8.45 The proposed development will deliver higher value, larger family housing, as well as larger (4-bed) affordable dwellings in line with the Council's aspirations which are set out in the Core Strategy. The Council accepts that there are identified needs for the types of housing proposed during pre-application discussions and it has been accepted that this has weight in a qualitative argument against Core Strategy Policy G5.
- 8.46 As well as meeting identified housing needs, the supporting plans and documents demonstrate that proposals will bring additional significant qualitative benefits.
- 8.47 The Economic Benefits Infographic, included at **Appendix 3** of this Statement, demonstrates some of the economic benefits associated with the proposed development. A summary of other qualitative benefits (including economic, social, and environmental) are:

Economic

- Construction job opportunities and economic benefits to local contractors and trades.
- Increased footfall to Littleborough Town Centre and Smithy Bridge Local Centre which will enhance the vitality and viability of these centre.
- Potential financial contributions to support local sports facilities, health and well-being services, education and community facilities or local infrastructure.
- £18.9m GVA from direct and indirect construction.
- £1.2m total commercial expenditure per annum.
- £158k Council tax payments per annum.

Social

- Provision of new high-quality market and affordable housing.
- Potential contributions towards education and sports facilities.
- Designed to encourage pedestrian and cycle movement and healthy lifestyles.

Environmental

- Provision of an enhanced area of public open space to the north for existing and future residents to enjoy
- Provision of on-site ecological enhancement through the public open space and landscaping creating a biodiversity net-gain.
- Provision of EV charging.
- Delivery of a sustainable attenuation pond with additional wildflower planting.

b) the location of the site is sustainable and is in accordance with the overall Spatial Strategy

- 8.48 The Site is located in a highly sustainable location.
- 8.49 As set out towards the start of this Section, the proposed development is consistent with the Spatial Policies set out at SP1, SP2 and SP3 of the Core Strategy.
- 8.50 The proposed development will make a very valuable contribution to Rochdale's housing market, by providing up to 62 new family homes (including 10 affordable homes) in a highly sustainable location with excellent public transport links to Littleborough town centre and within walking distance from local services and facilities.
- 8.51 The development will also deliver enhancements in biodiversity, resulting in a biodiversity net gain and an improvement in the environmental condition of the Site (including the delivers of SUDS) and will improve access to Stubley Mill Road and the River and Canal Corridor beyond.
- 8.52 We provide further commentary of the Site's sustainable location in the Highways assessment of this Section. However, in summary, the Site is contained by existing development on three sides and is located within walking distance from public transport services and local amenities. The Site comprises a logical and suitable extension to the urban area of Littleborough, and to Russell Homes' housing scheme to the east, utilising the junction arrangement already provided off New Road. Access into the Site will not be available, other than for emergency vehicles, via New Street. As such, the Site is clearly suitable for the scale and type of development proposed.

c) the development does not undermine the delivery of other currently allocated sites or key regeneration priorities and can help to deliver wider regeneration

- 8.53 It is clear that the proposed development would not undermine regeneration priorities across the borough.

- 8.54 The SHLAA and SHMA points to a need for a greater diversity in the housing offer in Rochdale. The Council's evidence also confirms that the supply of brownfield sites is depreciating and is unlikely to deliver the quantum of homes that are needed in the borough over the next 5/7 years. This is a position that is further exacerbated by the increased PfE requirement of 616 new homes per annum.
- 8.55 In addition, the Applicant is delivering a strategic site at South Heywood. This involves the development of a new link road, 1,000 new homes and thousands of square metres of new employment floorspace. The Applicant does not consider that the application proposal would undermine the delivery of the strategically important site.
- 8.56 In summary, the application proposes the delivery of 62 new family dwellings (including 10 new affordable homes). The scheme represents an extension to the scheme that is under construction at Stubley Meadows, is self-contained and would complement (rather than hinder) the Council's ability to demonstrate a continuous supply of deliverable and sustainable sites over the next 5 years.

c) development could be accommodated without an unacceptable impact on the area's landscape, biodiversity or wider green infrastructure value

- 8.57 Our assessment of the proposals in terms of landscape, trees and ecology are set out separately later in this Statement. However, the development will result in a net gain in biodiversity across the Site and the proposals will provide additional native tree and hedgerow planting, ornamental and shrub planting and an attenuation pond.
- 8.58 The proposed development has been designed to retain existing landscape features where possible and the technical evidence which supports the application concludes that the proposed development will not give rise to any harm to biodiversity or green infrastructure. In addition, the northern area of the Site is to be retained as informal open space and will also be accessible to the public which is a further benefit of the scheme.

d) there is evidence that the land is physically suitable for the scale and type of development proposed

- 8.59 The Site is suitable for the scale of development proposed which will have a density of approximately 26.83dph.
- 8.60 As set out later in this Section, a Phase 1 Geo-environmental Site Assessment which supports this application confirms that the Site is capable of accommodating the proposed development of 62 dwellings with supporting infrastructure.

- 8.61 Following further surveys of the Site and recommendations contained in the Site Investigation Report, it can be appropriately determined that the Site is capable of accommodating the proposed development. A Phase 2 Site Investigation will be undertaken following the grant of planning permission to investigate abandoned shallow mine workings, the former landfill and geotechnical hazards and ascertain to Site's suitability for residential development.

f) the development and supporting infrastructure is capable of being delivered

- 8.62 Access will be obtained via the Stubley Russell Homes Meadows scheme to the east.
- 8.63 The Utilities Statement which has been submitted alongside this application confirms that the proposed development can be accommodated on the Site which can suitably connect to existing electricity, gas, water and telecoms infrastructure and the Site will be integrated with the Applicant's adjacent scheme at Stubley Meadows.
- 8.64 Notwithstanding this, the Applicant has prepared a draft Heads of Terms which sets out the contributions which can be made to local infrastructure where need is evidenced – such as education. Furthermore, the Smithy Bridge relief road which is sought as part of Allocation JP-24 (Roch Valley) of the PfE DPD to the west of the Site provides another opportunity for enhanced infrastructure in close proximity to the Site.

Protected Open Land Summary

- 8.65 Based on the above, it has been demonstrated that the proposed development will bring significant benefits and will not result in an unacceptable impact on the areas landscape biodiversity, or wider green infrastructure value.
- 8.66 As such, it is considered that the principle of development for 62 dwellings in this location is acceptable.

Greenspace Corridor

- 8.67 The proposed development Site in its entirety, including surrounding land to the east (including Stubley Meadows which is currently under construction), south, and west is designated as a Greenspace Corridor, under Policy G/8 of the Rochdale UDP.
- 8.68 Part A of 'saved' Policy G/8 confirms that on Greenspace Corridor sites outside the Defined Urban Area, the Council will not permit proposals which would:

- a) Lead to an unacceptable narrowing or a division of the corridor into sections, thereby,
 - i. restricting the movement of wildlife along it, or*
 - ii. restricting the movement of people along established or proposed recreational routes or rights of way;**
- b) Result in the loss or severance of links between areas of recreational open space;*
- c) Result in the loss of existing valued recreational facilities or prejudice proposed new facilities; or*
- d) Prevent public access into the corridor at strategic locations; or which would result in unacceptable harm to:-*
- e) The better landscape qualities and character of the corridor;*
- f) The amenity value of the corridor where it provides welcome visual relief from urban development, including attractive views in and out of the corridor;*
- g) Features of nature conservation interest, including designated and non-designated sites; or*
- h) Viable agricultural operations, including good quality grazing land and allotments.*

8.69 Part B of Policy G/8 goes on to say that any new development must be of a design, and use suitable materials, landscaping, and boundary treatments appropriate to the character and setting of the corridor.

8.70 Part D of Policy G/8 states that proposals will be permitted which protect and enhance Greenspace Corridors and realises their potential for recreation and nature conservation.

8.71 In response to the criteria identified within Policy G/8 of the UDP as set out above, the proposed development:

- Will not restrict the movement of wildlife along the corridor or restrict the movement of people along established or proposed recreational routes or rights of way. The proposed development seeks to connect to the existing PROW along Stubley Mill Road and New Street to enhance accessibility for pedestrians and cyclists between the Site and surrounding area;
- Will not result in the loss or severance of a link between areas of recreational open space and the development will result in improved recreational value for communities;
- Will not result in the loss of any existing valued recreational facilities or prejudice proposed new facilities;

- Will improve public access into the corridor by providing valuable informal open space for recreation which will be accessible via a network of footpaths through the Site which connect to the adjacent Stubley Meadows scheme, Lightburn Avenue, and Stubley Mill Road;
- Has been subject to a Landscape and Visual Appraisal (LVA) which confirms that the proposed development will not result in unacceptable harm to landscape value and character or harm to the setting of nearby heritage assets;
- Has been subject to a Preliminary Ecological Appraisal which confirms that the proposed development will not result in unacceptable harm to any features of nature conservation and will result in a net gain in biodiversity;
- Will be constructed to a high quality and use appropriate materials, extensive landscaping and suitable boundary treatments to retain the countryside character of the corridor.

8.72 As set out in Appendix 3 of the Core Strategy, Policy G/8 should also be read in conjunction with Policy G6 of the Core Strategy which seeks to improve green spaces and water bodies and ensure that their value to sustainable development and regeneration is maximised.

8.73 Policy G6 also seeks 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.

8.74 Specifically relating to the Roch Valley Corridor, Policy G6 seeks opening up visibility, creating and enhancing recreation destinations and improving access to and from urban communities.

8.75 Policy G6 sets out a number of criteria (a-i) which proposals effecting green infrastructure are expected to achieve. As assessment against each of these criteria is provided below:

- a) The proposed development will be consistent with the focus of improving green infrastructure and will improve access to informal recreation through enhancements to the area of open space to the north of the Site. The proposed dwellings will be positioned within a comprehensive planting scheme. The development will encourage healthy lifestyle through the provision of enhanced pedestrian and cycle routes.
- b) As set out in the LVA which supports this application, the proposed development has had regard to the local landscape character and will provide enhancements through the provision of extensive native tree and hedgerow

planting, together with ornamental shrubs and wildflowers which will set the proposed dwellings within a green setting and complement the wider landscape setting.

- c) The proposed development will retain as many trees and existing features as possible. The development will result in the loss of 6no. trees and to mitigate this loss, supplementary tree planting will be provided across the Site together with complementary soft landscaping.
- d) The proposals will enhance the recreational function of the open space to the north of the Site. Furthermore, and as we discuss later in this Section, the Applicant can provide further financial contributions towards open space which can be agreed as part of the S106 agreement.
- e) Access will be enhanced as the proposals include footpaths and cycleways throughout the Site, including a footpath along the southern edge of the proposed area of open space, as well as a mown grass path that will connect with New Street and routes through the proposed new housing area. As a result, the development of the Site will enhance the localised accessibility between New Street (Public Footpath LITFP245) to the north-east and Stubley Mill Road (Public Footpath LITFP249) to the south-west.
- f) As discussed later in this Section, the proposed development includes a SUDS pond to the south of the Site, EV charging, and a net gain in biodiversity in response to climate change.
- g) The development will not sever or impede the key functions of the River Roch Corridor. This application proposes residential development on the southern part of the application Site with the northern area being retained and enhanced to form a natural recreational and ecological resource for both existing and future communities.
- h) The proposals will retain the existing area of woodland to the north-west of the Site and will deliver new trees at a ratio greater than 2:1 as sought by Policy G6.
- i) The proposals will enhance the biodiversity of water bodies by incorporating wildflowers and vegetation within the Site.

- 8.76 Greenspace Corridors have a range of purposes which are defined as being to provide opportunities for informal outdoor recreation, recreational routes linking recreational open spaces and urban areas with the surrounding countryside, to secure the enhancement and establishment of wildlife habitats and areas of nature conservation, to allow the free passage of wildlife species, flora and fauna and to provide amenity through welcome relief from urban development.
- 8.77 The proposed development incorporates a significant area of open space to the northern part of the Site to be retained and enhanced to form a natural recreational and ecological resource for both existing and future residents. As such, the proposals allow the Site to be opened up for public use.
- 8.78 Although the Site is designated as a Green Space Corridor, there is currently no formal public access to the Site. During pre-application consultation with residents, it was indicated that the northern part of the Site is used informally by dog walkers as the Site is not secure. The proposed development seeks to enhance this use and provide formal access whilst retaining the natural characteristics of the space.
- 8.79 Whilst there is an element of inconsistency with Policy G/8 by virtue of the impact that the residential element of the proposed development of the southern area part of the Site will have on visual amenity for the closest properties and users of the adjoining Stubley Mill Road, the overall objectives of the policy are not compromised or at risk by the development. Further, the proposal will provide improved levels of public access and recreational and ecological benefits that far outweigh any harm to visual amenity on the southern section.
- 8.80 Therefore, the proposed development is not expected to compromise the objectives of Policies G/8 of the UDP or Policy G6 of the Core Strategy and will enhance recreational routes to the Roch Valley through pedestrian and cycle connections whilst enhancing biodiversity.

Designations Summary

- 8.81 In summary, although the Site is designated as Protected Open Land, we have demonstrated that the proposals meet the five criteria set out within Part 3 of Policy G5 of the Core Strategy for the Site to be released as Protected Open Land.
- 8.82 From a quantitative perspective, we do not consider that the Council has sufficient brownfield land within the urban area to meet its development needs. Furthermore, the Council's supply has been inflated by 'other sites identified for housing' which do not have

planning permission. At the time of writing there is no certainty no that the delivery of these sites (without planning permission) is possible in the short term. This is important as this component of the supply makes up more than half of the Council's identified supply.

- 8.83 Coupled with the likelihood of the Council's annual housing requirement being increased in the PfE, we consider that there is a clear quantitative need for residential development at the Site to guarantee the delivery of homes within the next five years.
- 8.84 Furthermore, from a qualitative perspective, the Site will deliver high quality, sustainable family and affordable homes which have been identified as a housing need by the Council.
- 8.85 The proposals will also deliver a range of other significant benefits including a net gain in biodiversity, increase in local expenditure, and enhancements to the recreational and landscape value of the Site.
- 8.86 The Site has been demonstrated to be suitable for the proposed and the benefits and enhancement which the development will bring mean that it is in accordance with UDP Policies G/8 and D/10, and Core Strategy Policies G5 and G6.

Affordable Housing

- 8.87 Core Strategy Policy C4 states that proposals of more than 15 homes will be expected to deliver an onsite contribution of 7.5% of the development sales value.
- 8.88 The proposed scheme will deliver 10no. affordable dwellings (equating to 16% of the overall provision). The affordable dwellings will include 6no. shared ownerships units, and 4no. affordable rented properties.
- 8.89 The affordable dwellings will include larger 4-bed homes to align with requests from Officers.
- 8.90 As such, the proposed development accords with Policy C4 of the Core Strategy.

Design

- 8.91 The proposed development has been designed in accordance with Policy P3 of the Core Strategy, and Policy DM1 of the Core Strategy which require proposals to be of a high quality design and take the opportunity to enhance the quality of the area, and do not adversely affect the amenity of residents.

- 8.92 Careful consideration has been given to the design and layout of the proposed development to ensure that the highest standard of design can be achieved and to ensure that the development complements the character and appearance of the existing residential development in the surrounding area.
- 8.93 The design and layout has also been informed by the public consultation exercise which took place in July 2022.
- 8.94 We provide our assessment of the proposed development against these policies in relation to layout, scale, massing, appearance, landscaping, residential amenity, and crime prevention below.

Layout

- 8.95 The Applicant has sought to maximise and make the most effective and efficient use of the land available to accommodate the proposed development. The northern part of the Site will be retained as area of woodland and public open space, whilst the southern part of the Site will comprise residential development set within green infrastructure.
- 8.96 The proposed layout will be easy to navigate with pedestrian and cycle links provided which will connect to the surrounding network.
- 8.97 Outward facing properties will be provided onto the area of public open space to the north of the Site, and also onto internal roads which will ensure natural surveillance.
- 8.98 The street layout is designed to create a safe walking environment with low vehicle speeds.
- 8.99 The proposed layout is formed from good 'Urban Design' practice, creating a logical extension to the urban settlement boundary, and the Applicant's adjacent scheme to the east. The proposed development will deliver good standards of public and private amenity space, along with attractive recreational routes, and new formal pedestrian links, in accordance with the Residential Design Guide (SPD).

Scale and Massing

- 8.100 The proposed units will be predominantly two storeys in height, with 2.5 storey dwellings located at street intersections, adjacent to focal spaces and forming streets which provide distinctiveness and character. The proposed height of the dwellings will be commensurate with the context of the surrounding area.

- 8.101 The 2.5 storey properties are sited to create interest and terminate key vistas / focal reference points within the development, whilst encouraging varied ridge lines within prominent street scenes.
- 8.102 All house types will be NDSS compliant which was supported by Officers during pre-application discussions.

Appearance

- 8.103 The proposed development will use a palette of high-quality materials using a combination of brick and stone for main facing materials to enhance and complement the character of the area.
- 8.104 The proposed scheme has been designed and will be constructed to an exceptional standard to reflect the Council's aspiration for 'higher-value' family and affordable housing. The plans seek to further enhance Littleborough as a distinctive place to live.
- 8.105 A mixture of red brick and re-constituted stone buildings will be used to reflect building materials of traditional houses found to the west and further north of the Site, as discussed, and agreed with the Local Authority.
- 8.106 All properties (both market and affordable) will be constructed in a consistent style, creating a seamless and coherent development, which does not differentiate between tenures.

Landscaping

- 8.107 This Site will be developed to retain, protect and enhance key features of the landscape and incorporate them into the development. The layout and design of new homes will seek to create an exemplar housing scheme that is sympathetic to the local environment and landscape.
- 8.108 As set out in the DAS, the landscape strategy has been designed to provide a high percentage of native tree and shrub planting across the Site. Shrub planting has been carefully chosen to create year-round interest, offering a variety of colours and textures across the Site.
- 8.109 Front garden space will comprise lawned areas complimented by a mix of native / ornamental shrub and hedge planting, which will naturally blend with development edges and peripheral areas, creating an overriding character. Rear gardens will also comprise grass.

- 8.110 Trees will be retained across the Site wherever possible, and the area of woodland to the north of the Site will be retained. Additional tree planting along streets and along the Site boundary will be provided, as well as tree planting and ornamental planting in the area of public open space to the north.

Residential Amenity

- 8.111 The proposed development has been designed to ensure that there will be no harm to residential amenity in terms of visual intrusion, overbearing impact, overshadowing or loss of privacy.
- 8.112 Plots will include suitable boundary treatments to protect residential amenity and appropriate separation distances are provided.

Crime Prevention

- 8.113 A full assessment of how the proposals have been designed to prevent crime are set out in the DAS. However, we provide a summary below.
- 8.114 The proposals have been designed to ensure natural surveillance, enclosed rear gardens, suitable lit routes, and secure boundary treatments.
- 8.115 A Crime Impact Statement (CIS) which supports this application shows how the design of the scheme reduces its impact on and susceptibility to crime and disorder. The CIS concludes that the proposed development will be consistent with current principles of the NPPF and has adopted the principles of Secured by Design and Crime Prevention through Environmental Design.
- 8.116 Furthermore, following the pre-application consultation process with local stakeholders, the proposals for the public space to the north of the Site has gone through an iterative design process whereby the previously proposed seating area and meeting space has been removed to alleviate residents' concerns over loitering and anti-social behaviour.
- 8.117 Therefore, the proposed development accords with paragraph 92 of the NPPF and Policy DM1 of the Core Strategy.

Design Summary

Overall, the development will make optimum use of the Site to deliver a high-quality residential development. The design principles set out above clearly demonstrates that the proposed development will be appropriate to its context in accordance with Policies

P3 and DM1 of the Core Strategy, paragraphs 92 and 130 of the NPPF, and guidance in the National Design Guide, as well as additional guidance contained in the LTDS (2005).

Open Space

- 8.118 The proposed development will create an attractive area of public open space (0.72 hectares) in the northern part of the Site. This will create an attractive buffer from New Road and properties along New Street, as well as providing an area of informal recreation for residents.
- 8.119 Following the consultation process, the area of public open space has been designed to retain its 'natural' characteristics rather than providing too much hard surfacing, benches or structures. This area will include new tree planting, a mown path, ornamental and wildflower planting as well as a new footpath along the southern edge of the open space.
- 8.120 The existing woodland to the north of the Site will be completely retained.
- 8.121 The smaller area of open space to the south of the Site will include an attenuation basin which forms part of the drainage strategy for the Site. The basin will be planted with native wetland meadow species suitable for seasonally wet soils, based on the vegetation of traditional water meadows.

Landscape and Visual Impact

- 8.122 A Landscape and Visual Appraisal (LVA), prepared by Barnes Walker, accompanies this application which identifies any landscape values associated with the Site and any potential landscape and visual effects which may result from the proposed development.
- 8.123 As discussed above, a substantial landscaping scheme will be provided to ensure that the impact of the proposed development on the Roch Valley Corridor are minimised and the wider landscape setting is respected.
- 8.124 The LVA confirms that the Site is located within Landscape Character Type Pennine Foothills (West/South Pennines) which covers large fragmented areas of lower lying land across Rochdale, Oldham and Bury
- 8.125 The majority of the trees along boundaries of the Site will be retained and enhanced with supplementary tree and hedgerow planting, with additional areas of amenity and wildflower grass. In addition, the new area of open space to the north of the Site and a proposed wetland area in the form of an attenuation basin to its south-western corner

which will be enclosed by native species hedgerow and populated with native species trees will each help to establish an attractive, high quality settlement edge and interface to the open, riparian landscape to the south.

- 8.126 In terms of landscape features, the LVA concludes that the development proposals are expected to generate a minor adverse landscape effect in the short term (Year 1). However, in the longer term the extensive landscape proposals will have become more established and would be expected to generate beneficial landscape effect.
- 8.127 Regarding landscape character, the effects of the proposals are considered to be localised to the Site and its immediate environs. To the west and east, the Site is well contained by adjacent residential properties and to the north an area of woodland separates the site from the A58.
- 8.128 In terms of visual impact, the LVA concludes that the establishment of the comprehensive landscape proposals, particularly the tree planting, will become increasingly prominent within the views experienced and will become increasingly effective at integrating and the development into a wooded setting that is consistent with the existing views from the surrounding semi-rural landscape.
- 8.129 Overall, the LVA concludes that the implementation of the proposals will not generate any significant levels of adverse landscape effect upon the existing landscape resource or any significant adverse visual effects upon the key visual receptors.
- 8.130 On the basis of the above, the proposed development accords with Policies P2 and G6 of the Core Strategy and saved Policy G/8 of the UDP.

Trees and Ecology

Trees

- 8.131 The Arboricultural Impact Assessment (AIA) which is submitted and includes a survey of existing trees. The AIA also provides advice relating to the removal, retention, and management of trees, and assesses the impact of the proposals on existing trees.
- 8.132 The AIA confirms that 6no. trees are to be removed as a result of the development.
- 8.133 To mitigate the loss of these trees, supplementary tree planting will be provided on-site, together with complementary soft landscaping. New trees will be strategically positioned across the Site to create visual interest and contribute to on-site biodiversity. The AIA

confirms that the amount indicated on the supporting landscape layout is considered appropriate compensation against existing tree loss.

- 8.134 The Applicant will also follow the precautions of providing fencing around trees prior to construction as set out in the Arboricultural Method Statement (AMS).

Ecology

- 8.135 A Preliminary Ecological Appraisal (PEA) is submitted to support the planning application. The purpose of the PEA is to identify notable habitats and species on the Site and recommend and mitigation measures and further surveys required to long term management and protection of ecology.

- 8.136 The Site was found to predominantly comprise modified grassland and broadleaved woodland present. The Site was found to have value or potential value for bats, birds, common amphibians, and terrestrial mammals.

- 8.137 Based on the recommendations set out in the PEA, the Applicant seeks to implement the following:

- Bat and bird boxes placed on new buildings and retained trees.
- Planting of linear features such as hedgerows and trees between garden plots, where possible.
- Hedgehog highways to facilitate movement across the Site.

- 8.138 The additional tree planting of native trees and hedgerow, shrubs and wildflower planting proposed across the Site will provide additional wildlife habitats.

- 8.139 A Biodiversity Net Gain Assessment has also been prepared which accompanies the application. It confirms that the Defra 3.1 Biodiversity Metric demonstrates that the enhancements which will be provided as part of the proposed development would achieve a net gain in biodiversity of 13.26%, a net gain of +78.37% for hedgerow units and +250.25% for river units

- 8.140 A Construction and Environment Management Plan (CEMP) has also been prepared which sets out construction methods to minimise and mitigate any negative effects resulting from construction on the habitats surrounding the Site, including designated sites.

- 8.141 The CEMP confirms that measures will be implemented during the construction process to avoid pollution incidents which may affect off-site aquatic habitats. Fencing will be

provided to the south of the Site to minimise dust and debris from entering the Rochdale Canal SSSI.

- 8.142 Overall, the proposals will retain existing landscape features wherever possible which have been incorporated into the proposals, and ecological enhancements will be provided resulting in a net gain in biodiversity.
- 8.143 As such, the proposals accord with saved Policy NE/2 of the UDP, and Policies G6 and G7 of the Core Strategy.

Heritage

- 8.144 Policy P2 of the Core Strategy states that the borough's heritage will be protected by conserving, enhancing and promoting key heritage assets, both statutory and non-statutory including consideration of their wider settings.
- 8.145 As set out in Section 2 of this Statement, there are no designated heritage assets on the Site, however a row of Grade II weavers' cottages are situated approximately 75m to the north east of the Site, and Stubley Old Hall (Grade II* listed) is situated approximately 185m to the north east. However, the Site is separated from the assets by existing built form and trees.
- 8.146 The Heritage Statement which supports this application concludes that the proposed development would have little to no intervisibility with the identified nearby heritage assets and there are no views which contribute to the significance of these assets which would be affected by the proposed development. It is concluded that the proposals will sustain the significance of the listed buildings.
- 8.147 The proposed area of public open space to the north of the Site and additional planting therein will further visually and physically separate the Site from the nearby heritage assets.
- 8.148 As such, the proposals accord with the relevant national and local heritage policies including Policy P2 of the Core Strategy and paragraphs 197, 199, and 200 of the NPPF.

Highways

- 8.149 A Transport Assessment (TA) has been prepared in support of this planning application and provides a relevant assessment of existing traffic flows, accident history, accessibility of the Site, sustainable transport connections, and anticipated traffic levels resulting from the development.

Accessibility

- 8.150 The proposals will deliver footpath and cycle way enhancements which will connect to the PROW along Stubley Mill Road to the south, and New Street to the east. Pedestrians and cyclists will also be able to access Lightburn Avenue to the west, and pedestrian and cycle permeability throughout the Site will encourage active modes of transport with a tree lined verge separating pedestrians from the road.
- 8.151 Therefore, the proposals accord with 'saved' Policy RE/6 of the UDP which seeks to improve established rights of way, and paragraph 100 of the NPPF which states decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, such as adding links to existing rights of way networks.
- 8.152 The TA considers that the sustainable location of the Site allows for a range of everyday journeys to be made on foot or by cycle. The Site lies within an acceptable walking distance of primary schools, a GP surgery and the Royal Shrewsbury Hospital. The Site is also within walking distance from local bus and rail services.
- 8.153 A Travel Plan has not been specifically prepared for the Site. However, it is proposed that the Site is incorporated into the wider Travel Plan that was produced for the Applicant's adjacent Stubley Meadows site. The Stubley Meadows Travel Plan is included at Appendix TA3 of the TA.
- 8.154 Overall, the TA concludes that the Site represents a very sustainable location for residential development and its proximity to local services and facilities is anticipated to reduce the need for residents to use the car for everyday journeys.

Access

- 8.155 Following advice from Officers, access into the Site is to be provided through the adjacent Stubley Meadows development to the east, with the junction designed to restrict any vehicles from turning onto New Street.
- 8.156 The design of the proposed restricted crossing of New Street is such that residential traffic would not be able to turn from either Stubley Meadows or the application Site into New Street, and vice versa. The arrangement would, however, enable access between the residential development sites, and would also preserve any prevailing vehicular access rights along New Street for existing occupiers.

- 8.157 Only emergency vehicles will be able to access the proposed development via New Street through controlled bollards and a separate emergency access.

Impact on the Local Transport Network

- 8.158 The TA states that the proposed development of 62 dwellings at the Site is not anticipated to generate a substantial level of peak hour traffic, with maximum two-way vehicle movements being a total of 30 AM peak trips and 31 PM peak trips.
- 8.159 Such levels of traffic are the equivalent of just 1 additional vehicle movement every two minutes and are unlikely to result in any noticeable impact upon local network operating conditions.
- 8.160 Based on the conclusions of the TA, it is concluded that the proposed development would ensure the surrounding road network would continue to operate in a safe and efficient manner and the scheme would not result in a “severe” detrimental impact on the local highway network operation.

Parking

- 8.161 The parking provision has been designed in accordance with the Schedule of Parking Standards contained within the adopted Core Strategy, comprising a minimum of two parking spaces per dwelling. Parking arrangements predominantly feature driveways to the side of the dwelling, or driveways fronting detached or integral garages.
- 8.162 A select number of properties feature up front parking bays, although these are limited, where possible, and will be separated through soft landscaping.
- 8.163 Two / three-bedroom properties are provided with two allocated parking spaces, and four-bedroom properties are provided with three allocated parking spaces (including the garage).
- 8.164 All properties will be provided with an electric vehicle charging point, positioned for ease of access and charging.

Highways Summary

- 8.165 In summary, the proposed development will encourage sustainable modes of transport. The TA confirms that the proposed development will not result in a detrimental impact on the existing highway network, and a sufficient level of car parking will be provided.

- 8.166 Therefore, the application should not be prevented on highways grounds as it is in accordance with Policies T1 and T2 of the Core Strategy and paragraphs 104, 105, 110 and 111 of the NPPF

Flood Risk and Drainage

- 8.167 Although the Site is located within Flood Zone 1 which is at the lowest risk from flooding, a Flood Risk Assessment and Drainage Strategy has been prepared as the Site is greater than 1 hectare.
- 8.168 The FRA and Drainage Strategy concludes that there is no residual flood risk from the development Site to the surrounding district as storm water flow rates discharging into the River Roch are restricted to greenfield runoff rates. The development does not increase the risk of surface water flooding to other adjacent neighbourhoods.
- 8.169 Due to the restriction in discharge rates, the development of the Site will create a sustainable drainage feature to the south of the Site which will include wildflower planting and enhancements to biodiversity. The attenuation pond will act as the storage measure upstream of the flow restricting device for the adopted network.
- 8.170 Foul water generated by the development will be discharged to the adjacent combined water public sewers. The foul discharge does not present an increased flood risk to the surrounding district.
- 8.171 Overall, the proposals accord with 'saved' Policies EM/7 and EM/8 of the UDP, and Policy G8 of the Core Strategy which seeks to manage water resources and flood risk as the FRA and Drainage Strategy conclude that the proposals do not increase flood risk to surrounding areas. The proposals, also accord with paragraphs 167 and 169 of the NPPF.

Achieving Sustainable Development

- 8.172 All properties will be provided with an electric vehicle charging point, positioned for ease of access and charging.
- 8.173 As discussed above, SUDS will also be provided to ensure sustainable drainage.
- 8.174 The Energy Statement which accompanies this planning application concludes that the proposed development has been demonstrated to be aligned with the energy efficiency requirements within the development plan. It is concluded that the development will deliver an energy efficient and cost-effective scheme that accords with the planning guidance provided within Rochdale Council's adopted policies.

- 8.175 As such, the proposals provide sustainable measures to help reduce impacts of climate change in accordance with Policies G1 and G2 of the Core Strategy.

Air Quality, Noise and Land Contamination

- 8.176 Policy C6 of the Core Strategy seeks to improve health and wellbeing by implementing measures to reduce traffic and congestion to reduce air and noise pollution.
- 8.177 Policy G9 of the Core Strategy says the Council will aim to reduce all forms of pollution, contamination, and land instability in the borough.
- 8.178 As assessment of the proposed development's impact on air quality, noise and land contamination is provided below.

Air Quality

- 8.179 The Site is not located within an Air Quality Management Area (AQMA). Notwithstanding this, an Air Quality Assessment (AQA) has been prepared in support of this application which assesses the potential impacts to nearby sensitive receptors during the construction and operational phases of development.
- 8.180 The AQA concludes that the impacts of the proposed development and on-site pollutant exposure are deemed not significant and should not prevent planning permission from being granted.

Noise

- 8.181 A Noise Impact Assessment (NIA) has been undertaken by E3P to identify, measure and assess the potential impact of any existing noise sources upon the proposed dwellings.
- 8.182 The NIA recommends mitigation measures such as whole house ventilation for certain dwellings (plots 42 to 45, 46 to 50, and plots 61 and 62). With the mitigation measures in place, the NIA concludes that no adverse impact is predicted due to road traffic noise.

Land Contamination

- 8.183 The Phase 1 Geo-environmental Site Assessment, prepared by E3P, has identified potential on-site and off-site sources of contamination. However, the Applicant seeks to comply with the recommendations set out in the report to ensure that there is no risk of contamination.

8.184 Therefore, we consider the proposals to be in accordance with Policies C6 and G9 of the adopted Core Strategy, and paragraphs 174, 183 and 185 of the NPPF.

Minerals Safeguarding

8.185 Within the Greater Manchester Joint Minerals Plan, the Site forms part of a wider area Mineral Safeguarding Area.

8.186 A Minerals Statement has been prepared by E3P which supports the Phase 1 Geo-Environmental Site Assessment.

8.187 The Minerals Statement confirms that the proposed development is consistent with policy 8 of the Greater Manchester Joint Minerals Plan and two of the identified criteria as set out below:

1. **The need for the development that outweighs the need to extract the mineral:** As demonstrated through this Statement there is a clear need for the proposed residential development. In addition to the environmental effects, prior extraction would significantly extend the development process and introduce uncertainty over delivery of the development. There is a clear and identified need for the proposed residential development and this is sufficient to ensure compliance with Policy 8.
2. **Prior extraction is not environmentally acceptable or economically viable to extract the mineral:** The technical information provided in support of the planning application demonstrates that the residential development and associated groundworks can be achieved without giving rise to significant environmental effects. In contrast, the addition of quarrying activities at some depth would give rise to significant additional environmental effects by virtue of:
 - Noise from the plant associated with quarrying and noise from additional vehicles;
 - Dust from the quarrying activities and impact on surrounding residential properties and environment;
 - Vibration from potential blasting; and
 - Significant landscape and visual impacts.

Mineral extraction would lead to significant, heavy goods vehicles and plant visiting and present on the Site. The proposed access would most likely require modification with resultant heritage and ecological impacts, loss of significant trees and creation

of highway safety and amenity issues on New Road and New Street and for surrounding properties located directly to the east and west of the site.

8.188 On the basis of the above, the proposals accord with more than 1 of the criteria listed under Policy 8 and should be supported.

Planning obligations

8.189 Policy DM2 of the Core Strategy sets out infrastructure requirements which may require developer contributions to be secured through a Section 106 agreement.

8.190 The following provisional planning obligations will be subject to negotiation and agreement with the local planning authority:

- Affordable housing – 10 new houses on-site;
- Provision of informal open space;
- Contribution to education;
- Financial contribution towards off-site formal outdoor sports provision; and
- An appropriate level of direct highway works / transport contribution will need to be established through the Council's evaluation of the Transport Assessment.

8.191 The Site is also located close to the proposed Smithy Bridge Relief Road which is a significant highways upgrade scheme sought as part of PfE Plan. This relief road would be located to the west of the Site between Smithy Bridge Road and Albert Royds Street and may be a suitable option for financial contribution.

8.192 As set out above, a Draft Section 106 Heads of Terms accompanies this planning application which confirms that the S106 can include clauses and commuted sums for affordable housing, education, sports, and the relief road.

8.193 Therefore, we consider the Proposals to accord with Policies DM2, C7 and C8 of the Core Strategy subject to the S106 agreement.

9.0 CONCLUSIONS

- 9.1 This Planning Statement has been prepared in support of a detailed planning application for the development of a 62no. dwellings, together with associated access, landscaping, public open space, and SuDS at land to the west of New Street in Littleborough.
- 9.2 The NPPF is a material consideration in the determination of this application. As the Government's expression of national policy and how it should be applied the NPPF should be given significant weight in the decision making process.
- 9.3 As set out in paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 9.4 For this to be pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development. For decision making, in accordance with paragraph 11, this means in the first instance approving development proposals that accord with an up-to-date development plan without delay.
- 9.5 We have assessed the proposals against the adopted development plan along with any other relevant material considerations in Section 8 and it has been clearly demonstrated that the application Site constitutes a sustainable location for residential development and forms a logical infill / extension to the existing urban area of Littleborough. The Site is well located in relation to bus and rail services as well as local shops and facilities.
- 9.6 The proposed development will help to fulfil the Council's aspirations of delivering high quality family and affordable dwellings. We have also demonstrated that the proposed development at the Site is sustainable and appropriate and will help to secure the delivery of new homes at an important time when Rochdale's housing requirement is set to increase as part of the PfE, and its evidence suggests that the supply of brownfield land is diminishing, particularly in the Pennines Township.
- 9.7 The Council's UDP Proposals Map dates back to 2006. Notwithstanding this, the Site is identified as Protected Open Land and within a Greenspace Corridor. This Statement has demonstrated that the proposed development complies with the relevant policy criteria for these designations and will provide recreational, ecological, and landscape enhancements to the Site.

9.8 The proposals have, therefore, been assessed against the development plan - which must be assessed as a whole in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and found to be in general compliance. The presumption in favour of a grant of planning permission therefore exists. In particular:

- The proposed development is consistent with the broad strategy of the Development Plan to improve the variety of housing stock within the borough which will ensure that the borough and more specifically the Pennine Township is an attractive place to live and work.
- The development will be consistent with the Site's designation as part of a wider Greenspace Corridor. Any impact on visual amenity as a consequence of the built development on the southern part of the development Site will be limited and outweighed by the consequential quantitative and qualitative improvements to the housing supply position in the borough, the recreational benefits and public access that will be provided by the new informal open space proposed.
- Consideration has also been given to the setting of the heritage assets that lie within close proximity to the development site. The submitted Heritage Statement concludes that the Proposed Development will not have an impact upon the setting of the identified heritage assets and can be delivered whilst sustaining the significance of the listed buildings.

9.9 As shown at and **Appendix 3** of this Statement, the proposed development will also bring numerous economic benefits to the Borough and wider City Region. As well as economic benefits, social and environmental benefits will be delivered as a result of the proposed development. This includes:

Economic

- Construction job opportunities and economic benefits to local contractors and trades.
- Increased footfall to Littleborough Town Centre and Smithy Bridge Local Centre which will enhance the vitality and viability of these centre.
- Potential financial contributions to support local sports facilities, health and well-being services, education and community facilities or local infrastructure.
- £18.9m GVA from direct and indirect construction.
- £1.2m total commercial expenditure per annum.
- £158k Council tax payments per annum.

Social

- Provision of new high-quality market and 10no. affordable housing.
- Potential contributions towards education and sports facilities.
- Designed to encourage pedestrian and cycle movement and healthy lifestyles.

Environmental

- Provision of an enhanced area of public open space to the north for existing and future residents to enjoy
- Provision of on-site ecological enhancement through the public open space and landscaping creating a biodiversity net-gain.
- Provision of EV charging.
- Delivery of a sustainable attenuation pond with additional wildflower planting.

9.10 The DAS demonstrates how the masterplan and new housing will be designed to a high quality which will complement and enhance the character of the surrounding area. The proposed landscaping strategy has been developed to maximise the opportunities for new planting and on-site habitat creation, resulting in a net gain in biodiversity and integrating the Site as part of the wider Green Infrastructure network.

9.11 From a technical perspective, the reports submitted with the application alongside our assessment in Section 8 demonstrates that the proposals fully comply with all the other relevant development plan policies and the development proposed will not give rise to any adverse impacts.

9.12 Furthermore, Paragraph 11 of the Framework is clear that planning permission should only be refused for sustainable development where any adverse impacts of the proposals would ***significantly and demonstrably*** outweigh the benefits.

9.13 In this case, the impacts that have been identified as having a minor adverse visual impact upon the wider landscape character. However, his impact would not significantly and demonstrably outweigh the identified benefits which are:

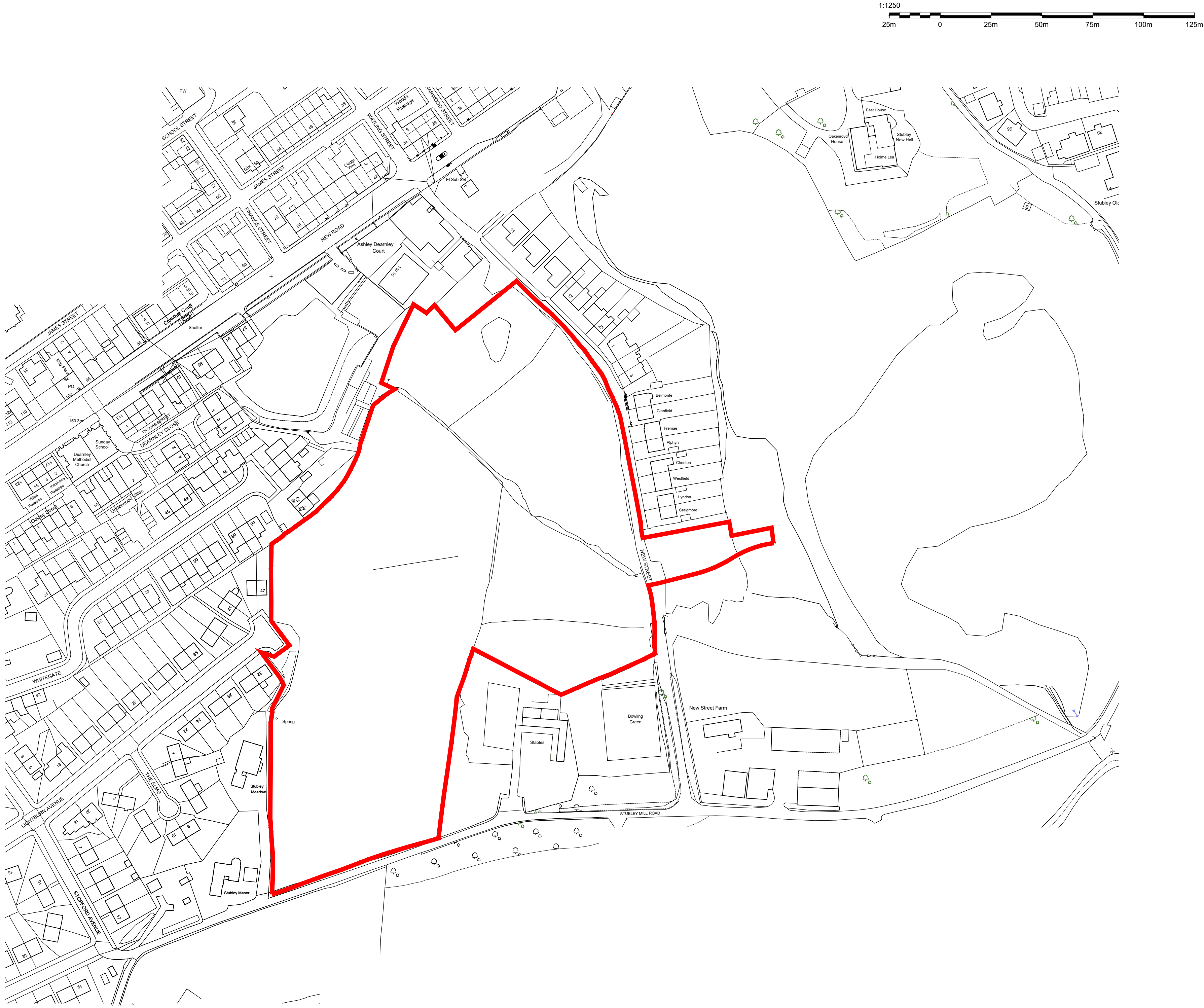
- the proposal will provide 62 high quality family homes, providing a valuable contribution to achieving a more balanced choice of housing within Littleborough and the Pennine Township of Rochdale, diversifying the range of housing available and rebalancing the borough's housing stock profile that is currently characterised by an oversupply of low value terraced housing and a shortage of high quality, modern family dwellings;

- The proposal will contribute to building a strong competitive economy by providing high quality homes needed to attract and retain economically active households and to rebalance the housing stock whilst contributing to the creation of new jobs and delivering Council Tax revenue and New Homes Bonus revenue for the borough;
- The proposal occupies a sustainable location for residential development within walking and cycling distance of a range of every day services and Littleborough town centre as well accessible to Rochdale, Todmorden, Hebden Bridge, Ripponden, Halifax, Manchester and Leeds by public transport. The proposal will therefore promote sustainable transport;
- Extensive landscaping will provide a wide landscape buffer providing new public access to informal public open space creating an attractive setting for the development and providing enhanced recreational and ecological features and new opportunities for casual recreation;
- The majority of existing trees will be retained within the proposed development alongside the provision of substantial new tree planting;
- The proposed development embraces the objective of achieving good design and positively responds to the opportunities and constraints presented by the Site context;
- The sustainability of the Site's location and the ability of future residents to access local services using the most sustainable modes of transport mean the development will make a positive contribution to meeting the challenge of climate change;

9.14 On that basis it can be concluded that the proposals represent sustainable development in accordance with the development plan as a whole and in line with the NPPF, significant weight should be attached to the benefits it will bring to the area as listed above. Applying the presumption in favour of sustainable development at paragraph 11c of the NPPF, planning permission should be granted for the proposed development without delay.

APPENDIX 1:
SITE LOCATION PLAN

New Street, Littleborough



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Do not scale from this drawing - Work to figured dimensions only. All dimensions to be checked on site prior to the execution of any work.

For the avoidance of doubt all dimensions are measured to wall structure and not the finishes unless otherwise stated.

Where any discrepancy is found to exist within or between drawings and/or documents it should be reported to the architect immediately.

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KEY:

Red line denotes application site boundary.

Rev	Date	Revision	Initial
* Client			
* Drawing Title			
SITE LOCATION PLAN			
* Project			
Proposed Residential Development New Street, Littleborough			
Job No	Dwg No	Drawn	Rev
19060	00	slr	--
Scale	Date	Stage	
1:1250 @ A2	MAY 2021	FOR PLANNING	
mpsl planning & design ltd 14 west point enterprise park, claremont avenue, tarifford park, manchester. M17 1QS		t: 0161 772 1999 e: info@mpslsdesign.co.uk www.mpsldesign.co.uk	

APPENDIX 2:
TABLE OF RELEVANT DEVELOPMENT PLAN POLICIES

ROCHDALE BOROUGH COUNCIL

RELEVANT DEVELOPMENT PLAN POLICIES

POLICY	DESCRIPTION
Rochdale Unitary Development Plan (UDP)	
RE/6 (Recreational Rights of Way)	The Council will develop, in partnership with other agencies, bodies, occupiers and landowners, a system of strategic recreational rights of way as identified on the Proposals Map. The intention will be to secure the protection, development and improvement of these routes to link areas of managed and accessible countryside and establish links with routes in the wider region. The Council will encourage and implement high quality links with such routes from urban areas. Where appropriate and practicable, the Council will support schemes which facilitate the greater use of these routes by cyclists, horseriders and those people with impaired mobility. Where opportunities and resources permit, the Council will support and implement enhancement schemes such as waymarking, picnic, interpretation and other facilities along the routes. The routes on the Proposals Map include: a) The Rochdale stretch of the Pennine Way; b) The Rochdale stretch of the Pennine Bridleway; c) The Rochdale Way; d) The Rochdale Canal; e) Routes forming a part of an emergent Southern Pennines recreational network; and f) Other primary countryside routes linking urban areas and local route networks with strategic routes and trails in adjoining districts such as the Oldham Way, Calderdale Way and Rossendale Way. In the implementation of this proposal, the Council will take account of the conservation of the countryside including the buildings within it, the protection of agricultural interests, areas of nature conservation importance (including designated areas) and the character and purpose of the route where appropriate.

POLICY	DESCRIPTION
	An accessible and varied recreational network is important for the quality of life in urban areas, its contribution to the rural economy and for conserving the character and heritage of the countryside. This is clearly reflected in the objectives of Natural England and others and is a major theme in the Southern Pennines Heritage Strategy being implemented by Pennine Prospects and partners in the region. 15.22 The policy reflects the Council's priorities for improving access to and within the countryside (see Policy RE/5 above). The development of a strategic network of recreational rights of way linking town and country and areas of managed countryside is also consistent with the Council's approach in 'Recreational Management Areas' (Policy RE/7) and tourism policies. Where opportunities and resources permit, the Council will develop both countryside and urban links which connect with those identified on the Proposals Map, in line with Policy G/8 'Greenspace Corridors' and as part of its responsibility to maintain the definitive footpath network. Many sections of the routes identified on the Proposals Map are already established paths although some gaps or obstructions exist and the legal status of routes varies across the proposed network including a limited number of stretches where there is currently no legal right of way. Whilst the Council wishes to encourage greater use by walkers, horseriders, cyclists and people for whom mobility is a problem, it will be necessary to adapt management and improve appropriate sections of the network through specific measures to facilitate such use. The Council will also seek to secure the provision of signposting, picnic and other facilities along routes in appropriate places through its own resources and with the assistance of other agencies and organisations including Natural England, the Forestry Commission and United Utilities. The Council's Countryside Service has prepared a Strategy outlining its commitment to meet such objectives. In seeking to develop cross boundary links to connect with strategic routes in adjoining areas, the Council will work closely with partners in Greater Manchester, Pennine Prospects and the West Pennine Moors Area Management Committee. Areas of nature conservation importance will be given full consideration in implementing this policy, in particular those routes within the Rochdale Canal and South Pennine Moors Special Areas of Conservation and the network of Local Nature Reserves and Sites of Biological Importance. Consultation with Natural England and Greater Manchester Ecology Unit will be carried out where required.
EM/7 (Development and Flood Risk)	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:

POLICY	DESCRIPTION
	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; b) It will not itself be at risk from flooding; c) Appropriate sustainable drainage systems are used; d) Adequate access adjacent to the water course for maintenance is provided; e) Existing or proposed flood defences are protected; f) It would not result in extensive culverting; and g) Flood defence works required as a consequence of development are provided at the developer's expense. 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. The incidence and impact of flooding is an increasing cause for concern and there is a likelihood of increased flood risk due to factors such as climate change. Other factors which can affect the pattern and effects of flooding include the location of development and the use of land, particularly where it involves the raising or filling of land or increased discharge of surface water. Government policy and guidance sees land use planning as a positive tool to help reduce the risks to people and the developed and natural environment caused by flooding. Indicative Flood Plains as identified by the Environment Agency are shown on the Proposals Map. Developers should consult the Environment Agency where proposals fall within flood plains, adjacent areas where development could contribute to flood risk and other areas liable to flooding. It should be noted that the flood plain information provided on the Proposals Map is for illustration only and that only the most up to date flood risk information should be used for flood risk assessment purposes. The Environment Agency have produced a Flood Map containing information about Flood Zones (replacing Indicative Flood Plains) and flood defences. This map is updated at three monthly intervals and further information can be obtained from the local authority or the Environment Agency website (www.gov.uk/government/organisations/environment-agency). For all proposals, an appropriate form of flood risk assessment (based on a sequential test and principles set out in PPG 25 "Development and Flood Risk") must be carried out to identify the likely frequency and

POLICY	DESCRIPTION
	impact of flooding, taking into account the adequacy of flood defences and the affect development will have both on and off site. Based on such an assessment, the acceptability or otherwise of proposals can be identified, and any required mitigation established. The sequential test for the characterisation of flood risk outlined in PPG25 also identifies the appropriate planning response for the various categories of flood risk. In areas identified as having a high risk of flooding (i.e., an annual probability of flooding of 1% or greater), development will be heavily restricted in functional flood plains and in undeveloped or sparsely developed areas. In developed areas, there may be more scope for development provided that suitable flood defences can be provided. In areas with lower risk, the opportunities for development are consequently greater but may still require measures to mitigate potential flood risk. The Council, in identifying development allocations, has had regard to the sequential approach outlined above. In areas identified as having an increased risk of flooding, priority has been given to locating allocations in previously developed areas. Where allocations correspond with such areas of increased flood risk, the provisions of this policy are noted as a core requirement for assessing proposals. The ecological, geomorphological, archaeological, landscape and recreational value of watercourses and flood plains can be significant. The effect of flood defence engineering on such features of interest should therefore be taken into account in the design of a proposal. For example, mitigation measures that would affect the natural meandering of a watercourse, remove waterside habitats, or increase or decrease the flow of water in particular locations may be harmful. Where additional flood defences, other mitigation works or warning measures are required as a result of new development, they should be funded by the developer, including adequate provision for ongoing maintenance. Note: The areas of floodplain shown on the Proposals Map are indicative and based on generalised source material which may not include specific flood defences and other local factors potentially affecting the likelihood or location of flood risk. They should not, by themselves, be used to infer that specific areas are, or are not at risk of flooding. In all cases, the local planning authority should be consulted to ascertain the most current and detailed information available from the Environment Agency and the local authority.
EM/8	Development likely to pose an unacceptable risk to surface water and ground water quality, or to water supply will not be permitted. Development proposals will be expected to:

POLICY	DESCRIPTION
(Protection of Surface and Ground Water)	a) Make satisfactory arrangements for the disposal of sewage, trade effluent or contaminated surface water; b) Avoid exacerbating existing problems such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of capacity; c) Ensure adequate safeguards against the pollution of surface or ground water through the spillage or leakage of stored oils/chemicals or other potentially polluting substances; and d) Ensure that there will be no detrimental effect upon the availability of water resources to existing users and the environment. It is important to ensure that development and associated activities do not lead to the pollution of watercourses, surface water features or sensitive ecological habitats. The protection of water resources and river quality is an important part of sustainable development. It is also an important aspect of improving and developing the Borough's river valleys and water features for recreation and tourism activities. The Council will therefore restrict development that threatens surface water quality and will generally encourage initiatives that result in an improvement in surface water quality. Ground water resources are an essential source of water for public supply, industry and agriculture. They also sustain the base flow of many rivers. Once ground water has been contaminated, it is difficult if not impossible to rehabilitate it. The need to consider the effects of development on water quality is stressed in national guidance. It is for the relevant pollution control authority to regulate the precise discharges from any commercial or industrial activity and the Council will not involve itself in detailed discussions as to the level of pollutants in any discharges. However, the infrastructure necessary to enable discharges to take place or prevent uncontrolled discharges are frequently subject to planning control. The Council will exercise its planning function to ensure proper protection is afforded in decisions where there is a risk to the water environment. The Council will normally approve development where the risk or impact of potential pollution on land-use or amenity can be controlled by planning conditions and the necessary infrastructure is secured through planning obligations.
NE/2 (Designated Sites of Ecological and	Development proposals adversely affecting sites and areas of ecological and geological/geomorphological importance will not be permitted, the Council seeking to protect and enhance them. In assessing proposals, the Council will apply national planning policy as it relates to international, national and local (including regional) designations as follows:

POLICY	DESCRIPTION
Geological Importance	A) International Designations - Development not directly connected with or necessary for the management of a designated or proposed European Site (Special Protection Area, Special Area of Conservation) will be subject to rigorous examination. Development which will adversely affect the integrity of such sites or where such affects on the integrity of the site cannot be ascertained will not be permitted unless: i. There is no alternative solution; and ii. There are imperative reasons of over-riding public interest for the development which outweigh the nature conservation value of the site. Where the site hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless it is necessary for imperative reasons of human health or public safety or for benefits of primary importance for the environment. Development should accord with relevant European policy and guidelines for the protection of such sites. The advice of Natural England will be sought in all cases. (n.b.; candidate sites of interest are treated as confirmed designations for planning purposes). B) National Designations - Development which is likely to affect a Site of Special Scientific Interest will be subject to special scrutiny. Where such development would have a direct or indirect adverse affect on the special interest of the site, it will not be permitted unless the reasons for development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard such sites. C) Local and Regionally Important Designations - Development affecting a Local Nature Reserve, Regionally Important Geological / Geomorphological Site or Site of Biological Importance will only be permitted where: i. It would not adversely affect the fundamental nature conservation value of the site as defined by appropriate expert assessment;

POLICY	DESCRIPTION
	ii. Provision has been made by the developer to ensure the safeguarding of the substantive nature conservation value of the site in implementing a proposal; iii. It is clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site; or iv. Where full or partial losses occur they are mitigated by providing appropriate compensatory nature conservation benefits either on or off-site. In all cases where development is permitted, conditions or planning obligations will be used where they are required to ensure the protection and enhancement of the site's nature conservation value. It is important to protect (by controlling development) and conserve (by encouraging good management) important natural habitats and areas of scientific interest in line with European and National policy and guidance, and the nature conservation strategy and Biodiversity Action Plan for Greater Manchester. The Council will also prepare a Biodiversity Action Statement for the borough highlighting specific local targets and objectives. The South Pennine Moors Site of Special Scientific Interest (SSSI) is also a Special Protection Area (SPA) and Special Area of Conservation (SAC) under European legislation. These designations contain a significant sweep of high moorland at the northern and eastern fringe of the borough. The area has been identified as the core of the South Pennines Heritage Area designated by the Standing Conference of South Pennine Authorities (SCOSPA, now replaced by Pennine Prospects). A strategy and action plan for its safeguarding and good management has been prepared by SCOSPA and its partners including Natural England, supported by the EU 'Life' programme. The Rochdale Canal in Rochdale and Oldham districts is also a SSSI and a SAC. SPAs and SACs form part of the European Natura 2000 network of sites highlighting the best of European natural heritage. Development proposals in such areas are subject to rigorous assessment and will only be permitted where they do not damage the nature conservation interest of the site or where the need for development clearly outweighs the nature conservation imperative. Procedures for assessing development proposals are set out in PPG 9 'Nature Conservation' and in guidance booklets published by Natural England. The advice of Natural England will be sought in all cases to ensure that the proper weighting is given to nature conservation interests.

POLICY	DESCRIPTION
	There are three existing Local Nature Reserves in the Borough at Healey Dell, Alkrington Woods and Hopwood Woods. They are managed as sites where examples of the best of the Borough's natural heritage e.g.; Semi-natural Ancient Woodlands can be experienced by the public. Further LNR designations will be dependent on the availability of suitable sites and management resources. Sites of Biological Importance (SBI) are sites of nature conservation importance defined on a Greater Manchester wide basis, which contain valuable habitats, animal and plant communities, and also locally rare habitat types. They are classified under 3 grades: grade 'A' sites are of 'county or regional importance', grade 'B' sites are those of 'district importance' and grade 'C' sites are of 'more than local importance'. The policy acknowledges the importance of all grades of SBI which are a key component of the Borough's natural capital but grade A sites have a special strategic significance due to their county or regional value. Sites may be upgraded or downgraded depending on circumstances and new sites may be added as the result of improved or additional survey information. For the avoidance of doubt, this policy will apply to new sites which may be designated in the future and will take account of changes in grade or status. The Proposals Map does not distinguish between existing categories or grades since changes may occur over the Plan period. The policy does not make provision for the relocation of habitats as part of development proposals. Relocation is difficult to achieve (e.g. in respect of the water environment), is rarely successful and should only be investigated as a last resort and with expert ecological advice. Where loss of features is unavoidable, development proposals must still provide a suitable form of mitigation for such losses by providing appropriate compensatory benefits either on or off site. Losses should be minimised wherever possible and where a proposal would result in the significant or complete loss of a site, developers will be expected to demonstrate that the reasons for development clearly outweigh the nature conservation interest of the site and that there is no alternative approach which would reduce loss or damage to the SBI.
Rochdale Core Strategy	
SD1	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

POLICY	DESCRIPTION
(Delivering sustainable development)	this Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether: • Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or • Specific policies in the National Planning Policy Framework indicate that development should be restricted.
SP3/P (The Strategy for Pennines)	Deleted. Replaced by Core Strategy Policy SP3.
C4 (Providing affordable homes)	We will seek affordable housing on all developments of 15 dwellings or more. We will seek a contribution to affordable housing of 7.5% of the development sales value of the overall scheme. Affordable housing should be: a. Provided on-site using this contribution to deliver homes of a type, size and tenure agreed by the developer and the local authority based on local evidence and, where appropriate, delivered in partnership with a Registered Provider; or b. Provided via an off-site financial contribution in exceptional circumstances, for example, where: i. The local authority considers that the site is not an appropriate location for affordable housing e.g. poor access to local services and public transport; or ii. The type of housing on the site makes it difficult to provide an element of affordable housing; or iii. It is not practical to properly manage an element of affordable housing on the site e.g. on-site provision would only deliver a very small number of homes. We will take the following factors into account when negotiating the level of affordable housing and how it is to be provided:

POLICY	DESCRIPTION
	i. The type of affordable housing required in the area; ii. The availability of Social Housing Grant or equivalent; iii. The need to deliver other planning objectives with a higher priority; and iv. The economic viability of the development.
C6 (Improving health and well-being)	We will improve people's health and well being and reduce health inequalities by: • Creating an economic, physical and social environment which promotes and supports healthy lifestyles; • Supporting and promoting accessible new health facilities and services in town centres and local centres; and • Focusing the above actions in areas of deprivation, poor health and/or greatest need. We will achieve this through: a. Ensuring good provision of and access to a range of food shops within or adjacent to town centres, local centres and particularly those located in or able to serve deprived areas (Policy E1); b. Seeking to provide better access to jobs in areas with high levels of deprivation and poor health (Policy E2); c. Providing an appropriate number of good quality and affordable homes with a mix of tenures in areas of greatest need, dealing with empty homes and bringing them back into use and tackling overcrowding issues with the right size and range of homes for every need (Policies C1-C4); d. Not allowing the over concentration of takeaway food premises where they may impact adversely on the amenity of residents and/or encourage unhealthy eating habits;

POLICY	DESCRIPTION
	e. Ensuring good provision of education, community, sport, leisure and cultural facilities in town centres, local centres and areas of greatest health deprivation (Policies C7,C8); f. Seeking high quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable (Policy P3); g. Managing and mitigating the effects of climate change by tackling greenhouse emissions, reducing risks of flooding, promoting tree planting and seeking to avoid adverse micro-climates (Policies G1,G6,G7,G8); h. Maintaining and enhancing the borough's biodiversity, natural environment, open spaces and outdoor sport and recreational areas to create a coherent network of green infrastructure that can help promote better health (Policies C8,G6,G7 & G8); i. Identifying and implementing measures to reduce traffic movements and congestion to reduce air and noise pollution (Policy T1); j. Encouraging development that promotes active living by making places more accessible by walking, cycling and public transport (Policy T2); k. Protecting allotments and encouraging other local food growing areas so that residents can grow their own food (Policy G6); and l. Supporting the provision of health facilities and services in accessible locations that meet current and future need, particularly in deprived areas. Where appropriate we will seek a Health Impact Assessment for major planning applications and consider the use of section 106 agreements or Community Infrastructure Levy (CIL) to deliver measures to improve the health impacts of development.
C7 (Delivering education facilities)	We will improve education, skills and training in the borough and raise educational achievement by: • Providing good quality primary and secondary educational facilities; • Promoting the growth and expansion of further and higher education linked to the Colleges at St Mary's Gate and the Middleton campuses; and

POLICY	DESCRIPTION
	• Promoting existing and new facilities which have the opportunity to encourage and promote better links with schools and colleges. We will achieve this through: a. Providing educational facilities in appropriate and accessible locations; b. Ensuring school facilities are co located with other educational related facilities or services such as Children's Centres and businesses and enterprise in order to maximise learning; c. Improving accessibility to educational facilities by foot, cycling and public transport; d. Seeking high quality design of educational buildings with facilities appropriate to support learning; e. Supporting wider skills training and education of residents through providing more libraries, and supporting and working with employment agencies and local businesses; f. Promote the provision of existing and new facilities, open space and leisure uses that create interest and activity, and opportunities taken for educational and learning use. g. Ensuring educational facilities are sustainable and provide good access to communities, the natural environment, heritage, culture and lifelong learning; and h. Seek developer contributions for the provision of educational facilities (including new school places) and employment skills and training.
C8 Improving Community, Sport, Leisure, and Cultural Facilities	We will support and promote the provision of better community, sport, leisure and cultural facilities and will follow the sequential approach set out below, provided they are of a type and scale appropriate to the size of the settlement, are accessible and support our objectives. We will: a. Require facilities that serve the borough as a whole, and facilities that attract large numbers of people, to be located within or adjoining Rochdale town centre;

POLICY	DESCRIPTION
	b. Require facilities serving other towns to be located in or adjacent to town centres or local centres or highly accessible locations; c. Require facilities intended to serve the everyday needs of a community or neighbourhood to be in or adjacent to key local centres; d. Encourage the development of shared service centres which combine public services, health and community functions in modern accessible buildings; e. Support proposals for facilities outside centres provided they are highly accessible by a choice of transport, particularly sustainable modes of transport, and do not harm the character or amenity of the area, and: i. it is for an outdoor sports pitch to meet the needs of the community and the borough as a whole (Policy G6); or ii. it is a community building or cultural venue based on specific local connections or demand; or iii. it is a sports facility which supports a business use, is appropriate in an employment area, or supports an outdoor sports facility, education or related community/visitor facility; or iv. it supports the visitor economy and is based on local cultural or existing visitor attractions; or v. to allow for outdoor sports pitches to meet the needs of the community and the borough as a whole (Policy G6). f. Work with agencies, services and businesses responsible for providing facilities to ensure that the needs and demands of communities are met; g. Identify sites for new or extended facilities, or protect existing facilities from development for other uses, through the Allocations DPD; and h. Ensure that development and wider regeneration schemes contribute, through land assembly and financial contributions, to new or improved facilities where development will increase demand and there is a recognised deficiency

POLICY	DESCRIPTION
P2 (Protecting and enhancing character, landscape and heritage)	1. We will protect and enhance the borough's character, the distinctiveness of its town centres, housing areas and countryside, and the qualities of its landscapes, utilising the considerable potential of these assets in development and regeneration schemes. We will do this by: a. Requiring new development to integrate successfully with the key natural features of the borough, e.g. river valleys and the Pennine landscape; b. Requiring new development to take opportunities to protect and open up important views of hills and valleys which are part of the borough's unique character; c. Restoring the River Roch and other water bodies to their place as key and attractive features of the borough, including opening up waterways where they have been covered, and enhancing their setting, heritage assets and biodiversity potential; d. Protecting, enhancing and utilising outstanding cultural landscapes, such as the Cheesden Valley area and around Littleborough and Hollingworth Lake; and e. Conserving and enhancing townscape character. 2. We will protect the borough's heritage by: a. Conserving, enhancing and promoting key heritage assets, both statutory and nonstatutory, including consideration of their wider settings. Key heritage assets of the borough include: i. Four outstanding conservation areas: Central Rochdale, Middleton and Littleborough town centres and Rock Nook / Summit; ii. Other designated assets such as listed buildings, conservation areas, registered parks and scheduled ancient monuments; iii. The heritage of the Co-operative movement, the Rochdale Pioneers and the Labour movement; iv. The Edgar Wood and J. H. Sellers cultural heritage; v. The heritage of the seventeenth and eighteenth century vernacular tradition; and

POLICY	DESCRIPTION
	vi. The engineering heritage, including mills, canals and railways. b. Conserving, enhancing and utilising other non-statutory heritage assets of local interest, be they buildings, parks, gardens or archaeological sites, including promoting their sensitive restoration; c. Using heritage assets positively and intelligently to strengthen identity and image and support the visitor economy, particularly in development and regeneration schemes; and d. Prioritising the conservation of heritage assets at risk from decay, giving special attention to designated heritage assets in this regard.
P3 (Improving design of new development)	We will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant: • 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; • Ensure that buildings contribute positively to the townscape, and are well proportioned; • Incorporating design measures that design out crime and ensure developments and spaces are safe to use and access (including lighting as appropriate); • Provide an appropriate mix of uses and consider the needs of all sections of society; • Ensure a development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency service vehicles; • Provide a hierarchy of routes, streets and spaces, relating positively to visual connections between the development and its surroundings;

POLICY	DESCRIPTION
	• Ensure that the intended functions of buildings and spaces are easily understood, and their entrances appropriately located and visible; • Ensure buildings can be easily adapted to meet future/alternative needs of occupants; • 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); • Design buildings and spaces so that quality and appearance can be maintained over time; and • Reduce the monotony and visual impact of car parking areas by using substantial and well integrated landscaping. All developments should have regard to the principles outlined in the following documents (or equivalent documents which replace them), which set out in detail the Council's design expectations for new development: • Urban Design Guides SPDs, September 2007 ○ Urban Design Guide SPD, September 2007; ○ Residential Design Guide SPD, September 2007; ○ Public Realm Design Guide SPD, September 2007; • Littleborough Town Design Statement SPG, 2005; • Shopfronts and Security Shutters SPD, 2012; and • Guidelines and Standards for Residential Development SPD, 2016. 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.
G7 (Increasing the value of	Increasing the value of biodiversity and geodiversity will protect and enhance the borough's wildlife habitats and species and key natural resources and features.

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

POLICY	DESCRIPTION
	6. Designated sites of ecological importance - will be given appropriate protection according to their European, national or local status and in accordance with policies in other development plan documents, supporting Supplementary Planning Documents and Biodiversity Action Plans. 7. Protected Species: Development proposals which would affect a species protected by law or its habitat will not be permitted unless it can be demonstrated that: a. there is no adverse impact on the species concerned; b. damage to habitats is minimal and alternative habitat provision is effective in maintaining those species. Opportunities to protect, enhance and create features of biodiversity or geodiversity interest should be informed by the detail of any formal designation of a site or area and supporting plans and guidance such as Local Biodiversity Action Plans, Green Infrastructure Strategies and Action Plans and the Council's Biodiversity and Development SPD. We will expect development proposals and improvements to: a. Protect and include existing biodiversity (including established biodiversity interest on brownfield land) within new developments, public realm and open spaces and meet the requirements of the Biodiversity and Development SPD, Greater Manchester and Local Biodiversity Action Plans; b. Protect and enhance existing features such as peatland, ponds, wetlands, reservoirs, mill lodges, trees, hedges, wooded areas, meadows, flora and fauna; c. Take opportunities to promote biodiversity and create new habitats through new development using landscaping and building and construction features wherever possible (e.g. ponds, species of vegetation, green roofs and walls, bat boxes, roof space, appropriate nest boxes and landscaping);

POLICY	DESCRIPTION
	d. Enhance strategic wildlife corridors and the most natural areas and ensure that habitats and corridors are not fragmented by development; e. Improve access where appropriate to new or existing biodiversity interest for public enjoyment; and f. Protect important geology and take opportunities to increase interest and accessibility.
G8 (Managing Water Resources and Flood Risk)	We will ensure that new development (including flood risk mitigation measures) does not lead to any form of increased flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources. We will require: a. Compliance with a 'sequential' approach to new development and flood risk, directing development away from areas of high risk, in accordance with the National Planning Policy Framework; b. Full regard to and compliance with the advice of the Environment Agency (or equivalent agency) and the objectives and priorities for flood risk management set out in the Local Flood Risk Management Strategy, including any mitigation measures recommended for particular sites; c. Full regard to the published evidence of local flood risk and its significance as included in Strategic Flood Risk Assessments, Surface Water Management Plans and other recognised sources of flood risk data and the production of additional Flood Risk Assessments (FRAs) as appropriate; d. Incorporation of appropriate measures for the management of surface and flood water, including flood storage areas, Sustainable Urban Drainage Systems (SUDS) and the protection of 'overland flow paths'; e. Compliance with any Surface Water Management Plan or drainage strategies produced, such as for the identified critical drainage areas of Littleborough and Heywood;

POLICY	DESCRIPTION
	f. The avoidance of culverting, and support the opening up of existing culverts wherever possible; g. The incorporation of measures for the conservation of water to minimise potable water consumption, including rainwater collection measures, which should be integral to the design of buildings and spaces; h. Development that does not directly or indirectly lead to pollution of existing water resources such as watercourses and groundwater or the derogation of the quantity of groundwater; i. The incorporation of measures to improve water quality; and j. The taking of opportunities to improve the habitat value of watercourses and water bodies. In addition, we will identify additional flood storage areas which will be protected from development.
G9 (Reducing the Impact of Pollution, Contamination and Land Instability)	Reducing the impact of pollution will lead to a cleaner, healthier, greener borough. The planning system can work alongside other regulations to ensure pollution is reduced. Further policy on CO2 emissions is in policies G1 and G2. We will reduce all forms of pollution, contamination and land instability in the borough, by: a. Focusing on measures that reduce air pollution in Air Quality Management Areas, and other areas where pollution levels are unacceptable, particularly around motorways and main roads; b. Requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution; c. Ensuring sensitive new developments such as housing, schools and hospitals are not adversely affected by existing sources of pollution such as roads and certain types of industry; d. Requiring a Low Emissions Strategy (LES) where development requires a Transport Assessment, and in other circumstances as appropriate;

POLICY	DESCRIPTION
	e. Requiring that any risks arising from contaminated land or land instability, and appropriate actions to address these risks, are identified prior to any development taking place on that land and the identified actions taken; f. Requiring that any risk to surface water and ground water resources from the disturbance of contaminated land be ascertained and preventative measures devised and carried out; and g. Using planning conditions or obligations to control pollution from new development, or the impact of pollution on new development. Improvements also need to promote sustainable travel.
T1 (Delivering sustainable transport)	Improvements to the Borough's transport infrastructure are necessary to meet the future access and travel choice expectations of local communities and businesses, particularly for areas where growth and development is planned. Improvements also need to promote sustainable travel. 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);

POLICY	DESCRIPTION
	b. Strengthened sustainable travel links between Heywood / Castleton and Manchester, including connecting Heywood to the Calder Valley Railway line via East Lancashire Railway to provide all purpose passenger services, while protecting the heritage railway operation; c. Enhanced Quality Bus Corridors between urban centres and key destinations particularly Middleton and Manchester and key orbital Quality Bus Corridors (QBC's) linking 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 g. Enhanced pedestrian (including people with impaired mobility) and cycle links to key transport hubs / interchanges (Bus and Railway stations as well as Metrolink stops). 3. Providing access for all to development focus areas and town centres including:

POLICY	DESCRIPTION
	a. Enhanced transport links and access within the M62 corridor to improve sustainable transport access and traffic management, to ease town centre traffic congestion in Heywood and Middleton; b. Cycle network improvements to establish an attractive continuous network within and through the Borough, linking the township centres, key trip generators (employment areas, education and health facilities) as well as neighbouring centres, beyond the Connect 2 programme; c. Kingsway Business Park access improvements (Metrolink, bus, cycle, walking links, signing and awareness improvements) within and outside the borough; d. Completion of Metrolink Phase 3B (Rochdale Railway Station to Town Centre); e. Congestion relief measures on A58 Littleborough to Rochdale and Heywood Town Centres, and in Milnrow Town Centre; 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 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. 4. Reducing the need to travel and make best use of the existing transport infrastructure by: a. Making best use of the borough's transport assets (roads, footways / cycleways, structures, drainage and verges etc); b. Increased use of intelligent transport systems and advancing technology (urban traffic management systems, satellite navigation, real time information, variable message signing, vehicle charging points etc) where it enhances network operation, information and journey reliability. This includes increasing ability to electronically communicate information, that supports reduced use of the transport network at times when it is constrained or congested;

POLICY	DESCRIPTION
	c. Ensuring the transport network continues to become safer and more secure for all users, meeting the borough's responsibilities in contributing to achieving GMLTP Key Performance Indicator casualty / accident reduction targets; d. Strengthening requirements for travel plans, implemented to deliver agreed outcomes, including “smarter choices” and behavioural change initiatives, to encourage less car travel, enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objectives; e. Capitalising on opportunities to provide bus priority measures, including where possible utilising existing or providing additional capacity to enhance bus journey reliability and patronage; and 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.
T2 (Improving accessibility)	Development that offers greater access for all forms of travel will assist the borough's continuous improvement to becoming more sustainable, healthier, greener and prosperous. We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities. Transport improvements will focus access to priority regeneration areas, e.g. town centres, housing regeneration areas and economic growth corridors. We will do this by: a. Requiring development and infrastructure proposals to satisfy the Council’s accessibility hierarchy. This requires transport user needs to be considered and addressed in the following priority order: i. People with impaired mobility and pedestrians;

POLICY	DESCRIPTION
	ii. Cyclists; iii. Public transport (Bus, Heavy and Light Rail) and "clean fuelled" vehicles; iv. Taxi, private hire vehicles; v. Powered two wheeled vehicles; vi. Commercial traffic for local access; vii. Shopping, visitors / tourist and off peak traffic; and viii. Long stay and peak time commuter traffic. In all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those travelling through. A home zone approach, with 20mph zones installed where feasible, around schools, colleges, local community facilities and in residential areas to provide safer routes and access for vulnerable road users, improving safety in residential communities. Initiatives will incorporate "smarter choice" measures to provide incentives to change travel behaviour, through reallocation of road space, parking policies / control and fiscal measures in favour of sustainable travel. b. We will require Transport Assessments (TA) and Travel Plans (TP) for: i. Residential developments of 80 units or more; ii. All schools and Further Education Institutions (including extensions); iii. Developments located in, or having an impact on, Air Quality Management Areas (AQMA); iv. Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, promote public transport, walking and cycling or measures to promote low emissions and tackle poor air quality;

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

POLICY	DESCRIPTION
	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 g. We will expect development proposals to financially contribute to transport improvements where additional traffic movements cannot be accommodated on the existing network. Such contributions will support: i. Measures to secure modal shift and sustainable travel / behavioural change initiatives; ii. Improvements to public transport and related infrastructure; iii. Other traffic management and local safety measures and/or removal or restriction of parking provision; and iv. Improvements to the highway infrastructure, in combination with (i), (ii) and (iii) when those have been demonstrated to be insufficient; Developers will contribute to essential transport infrastructure to service their proposals and to measures to alleviate any additional congestion resulting from their proposals on existing bottlenecks.

POLICY	DESCRIPTION
DM1 (General development requirements)	All development must take account of all the relevant policies within the Local Plan. However, there are a number of basic planning considerations that apply to all development and instead of repeating these in a number of Core Strategy policies, they are set out in the policy below. All development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they: a. Are of high quality design and take the opportunity to enhance the quality of the area; b. Are compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users; c. Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy; d. Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary; e. Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location; f. Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality; g. Provide, or demonstrate the availability of, the service and community infrastructure necessary to meet local needs e.g. local shops, community, leisure and sport facilities and provision of open space; h. Minimise opportunities for crime against people or property;

POLICY	DESCRIPTION
	i. Take account of ground conditions including unstable or contaminated land - where a potential risk exists, a survey should be carried out and any necessary remedial measures identified and carried out; j. Incorporate, where appropriate, high quality landscape schemes; k. Have assessed whether the development may be affected by ground instability; l. Have considered the availability of water and wastewater infrastructure, and any need for additional capacity; and m. Do not lead to impacts detrimental to the conservation interests of European Protected Sites.
DM2 (Delivering planning contributions and infrastructure)	The development proposed in the Core Strategy must be supported by the necessary infrastructure at the appropriate time and in a coordinated way. Infrastructure can include services and utilities, roads and transport, community facilities and green infrastructure. This policy seeks to ensure that development helps to contribute to that infrastructure. 1. General approach We will require developers to: a. Provide, or contribute towards the cost of providing, any physical and social infrastructure that is needed because of proposed development; and/or b. Mitigate the impact of development, through planning obligations and agreements, if the development would otherwise have a negative impact on the delivery of a Strategic Objective. 2. Residential development For new residential development, unless on site / other provision is made, we will seek contributions for: a. Affordable housing (C4); b. Open space provision and maintenance (G6);

POLICY	DESCRIPTION
	c. Health and well-being (C6); d. Education facilities (C7); and/or e. Community facilities (C8); 3. All types of development for all types of development, including housing, we will seek contributions for any infrastructure or other measures necessary to mitigate any on site or off-site impacts from the development. These contributions may cover, dependent on need: a. Off-site highways and access improvements covering all types of transport, including public transport facilities and services, cycling and walking; b. Replacing / protecting / moving biodiversity features where appropriate to address an adverse effect on a feature of biodiversity interest; c. Providing green infrastructure to mitigate the impact of development on the site and surrounding area or greenspace (this is in addition to the requirement for open space as part of new housing development); d. Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary; e. Mitigation or compensation against environmental impacts e.g. noise, air quality (particularly in Air Quality Management Areas); f. Public realm improvements within town and local centres, at key gateways and along strategic corridors (e.g. canal corridor) and the incorporation of public art as appropriate; g. Delivery of energy infrastructure as part of major schemes; h. Provision of art in new development where appropriate; and

POLICY	DESCRIPTION
	i. The delivery of any other infrastructure that is necessary because of, and related or connected to, the proposed development. For major developments we will seek an agreement to use local firms and labour for construction, and to make satisfactory arrangements to try to recruit employees from within the borough. Consideration will be given to the need to ensure that schemes remain viable whilst also taking into account the need for the contributions or infrastructure required to make the scheme acceptable in planning terms.

APPENDIX 3:
ECONOMIC BENEFITS INFOGRAPHIC

CONSTRUCTION PHASE



Direct jobs supported per month



Direct jobs based on-site



Indirect jobs supported per month



Direct construction GVA



Indirect construction GVA



Combined direct & indirect construction GVA

COMPLETED DEVELOPMENT



Resident population generated



Economically active residents



Residents in employment



GVA generated per annum by resident population in employment



Convenience Goods Expenditure per annum



Comparison goods Expenditure per annum



Leisure goods and services per annum



Total Commercial Expenditure per annum



New Homes Bonus (over one year)



Council Tax payments per annum

ASSUMPTIONS



Based on 62 dwellings



Construction period



Council Tax payments based on an average Council Tax Band (Bands A-H) for Rochdale.

APPENDIX 4:

DRAFT ALLOCATIONS DPD SITE ALLOCATION AT NEW ROAD



Rochdale Borough Council Draft Allocations Plan

AL/HOU/36 – Land off New Road, Littleborough

