

IN27 Action Points from week 7 hearing sessions: site allocations

IN27 Action Point 113 (JPA19 – Bamford / Norden)

AP113. GMCA to draft a modification to policy JPA19 to include:

- Reference to affordable homes in part 1 (based on GMCA44).
- Clarification in part 2 that the residential development will be required to provide contributions towards the improvement of existing sport and recreation facilities on the site (based on GMCA44), and that existing public rights of way along with new routes for active travel should be incorporated into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site (and consequential deletion of part 12 and the reference in part 9 to links/routes to the wider countryside).
- Retention of part 5 to clarify that vehicular access is to be provided from Norden Road.
- Deletion of parts 6, 7 and 8 and replacement with reference to making provision for other new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7.
- Consideration of whether part 9 should refer to the need to reflect and respond to the special qualities and sensitivities of the key characteristics of the relevant landscape character area in accordance with policy JP-G1, in addition to taking account of visual impacts from Ashworth Valley.¹
- An additional requirement relating to the provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA44).
- Consideration of whether part 10 relating to the setting of the listed Bamford Reform Church and the Historic Environment Assessment is justified and consistent with other policies in the Plan and national policy relating to heritage assets.²
- Clarification of the requirement in part 11 relating to school places (based on GMCA44).
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA44).

¹ This has been added to part 9 to provide clarity and consistency with other policies.

² This has been removed from the policies where heritage assets are not within the site allocation itself. It is considered that thematic heritage policy is sufficient to address this.

JP Allocation 19 – Bamford / Norden

The below shows how the GMCA considers that submitted policy JPA19 Bamford / Norden should be amended in response to IN27 AP113. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Development at this site will be required to:

1. Deliver around 450 new homes ~~predominantly in the western and southern parts of the site,~~ including significant provision of larger (4, 5 and 6 bedroom) houses in spacious plots to ~~with a focus on larger higher value family housing to balance out the current offer within the borough and~~ reflect the grain and density of the surrounding residential areas. This includes making provision for affordable housing in accordance with relevant local plan requirements;³
2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The residential development on the site will provide contributions towards ~~the~~ improvement of the facilities which will create a high quality recreational and sports 'hub' serving the local area and the borough as a whole. The development should incorporate existing public rights of way along with new routes for active travel into a high quality integrated green infrastructure network that links to existing public rights of way in the countryside to the west and north west of the site;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Bamford/Norden Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;

³ Wording has been amended in response to IN29 AP119. In addition reference to the specific location of development within the site has been removed. This is considered to be unnecessarily prescriptive and is not included in other policies.

5. Provide access to the site from suitable points along Norden Road;
6. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7;
7. ~~Contribute to the potential extension of the proposed bus rapid transit services between Heywood and Manchester;~~
8. ~~Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~
9. Reflect and respond to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1. This should ~~Take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area. and ensure there are high quality links/routes to the wider countryside;~~
Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2.
10. ~~Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford United Reform Church immediately to the south of the site. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;~~
11. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and~~
12. ~~Retain and enhance public rights of way across and around the site.~~

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Justification

11.213 Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for ~~housing~~homes within the area. It is one of the most significant areas of larger, higher value ~~housing~~homes within the sub-region and is considered to be a desirable and aspirational place to live. This development offers an excellent opportunity to expand on this area to deliver a type of housing which is in short supply across the borough. Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above and the conurbation as a whole. Properties in these bands are situated in well-landscaped settings, with spacious plot sizes and larger internal floorspaces. The provision of such housing is important to ensure that a good range of housing is available and will help to achieve the spatial objective of boosting northern competitiveness. across the plan area to support economic growth. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.⁴

11.214 The area does contain a number of sporting recreational facilities in the form of playing pitches, a cricket ground and tennis courts. The Council's 2018 Playing Pitch Strategy identified the playing pitches as a key club site supporting clubs with a large number of junior teams. Any proposal should seek to ensure that these pitches and the other sporting facilities are retained and significantly enhanced as part of a high quality, integrated development, and the residential development on the site should contribute towards the delivery of these improvements. The improvements to the playing pitches should include, but not be limited to, the following:

- Underground pitch drainage;

⁴ Further text added to reasoned justification in paragraphs 11.213 in response to IN29 AP119.

- A replacement pavilion incorporating necessary changing facilities and community space; and
- The provision of a 'red path' around the pitches to accommodate a range of walking and running activities.

11.215 There is a proposal, linked to the development at Northern Gateway, to provide a bus rapid transit service linking Heywood and Manchester city centre. There is potential to extend some of these services to Norden which could serve this development and the wider western part of the town. This proposal should provide a financial contribution to support the delivery of this route extension.

11.216 There is an opportunity to deliver improvements to the local highway network in the area to improve the flow of traffic and ensure that the proposed development does not have an adverse impact on local roads. The development will be expected to contribute to identified mitigations.

11.217 The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. This requirement offers an opportunity to improve existing routes along with other identified improvements. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

It is important that any development does not have a negative impact on Ashworth Valley ~~this natural asset~~ and where practical historic field boundaries as identified in the Bamford/Norden Heritage Assessment should be retained and incorporated into the masterplan. Similarly, the existing footpath network should also be maintained. This could be addressed through a high-quality boundary treatment on the western edge of the opportunity area. ~~To ensure any development does not impact upon the~~

~~setting of the Bamford United Reform Church, a Grade II listed building, the tree line along Jowkin Lane should be retained to provide screening.~~

11.218 As with a lot of areas within the borough there is limited capacity in relation to primary school places. Therefore, any proposal would need to address this through a contribution to expand existing schools in the area.

11.219 The layout of development will also need to take account of the location of electricity pylons that cross the site. This could be linked to a high-quality network of green infrastructure and landscaping within the scheme.

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.9% of the site); sand and gravel (10.6%); sandstone (22.0%) and surface coal (99.9%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN27 Action Point 114 (JPA20 – Castleton Sidings)

AP114. GMCA to draft a modification to policy JPA20 to include:

- Reference to affordable homes in part 1 (based on GMCA45).
- Combination of parts 2 (based on GMCA45) and part 11 to set out all of the requirements relating to landscaping on the site including the creation of a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognizable and likely to be permanent; provision of multi-functional green and blue infrastructure including accessible open space on the part of the site to be retained in the Green Belt; and mitigation of the visual and noise impacts of the nearby railway(s).
- An additional requirement relating to the provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2 (based on GMCA45).
- Clarification of the requirement in part 3 relating to the provision of land within the site to facilitate the extension of the East Lancashire Railway and provision of tram-train infrastructure (based on GMCA45).
- Deletion of part 5 relating to access by Network Rail and ELR (GMCA45).
- Reference in part 7 to making provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 (based on GMCA45).
- Consideration of whether the requirement in part 7 relating to providing good quality pedestrian and cycling routes through the site should clarify that they would need to link to Heywood Road / Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course (in order to facilitate safe and convenient access to the centre of Castleton, Castleton station, bus stops and employment locations around Heywood).⁵
- Deletion of parts 8 and 9 relating to electric vehicle charging infrastructure and financial contributions to mitigate impacts on the highway network.
- Clarification in part 10 that the requirement for a project specific Habitat Regulations Assessment relates to the Rochdale Canal Special Area of Conservation (based on GMCA45).
- Clarification of the requirement in part 12 relating to school places (based on GMCA45).
- An additional requirement relating to minerals safeguarding areas (based on GMCA45).

⁵ This has been added to part 7 which is considered to add clarity regarding what would be required as part of the development.

JP Allocation 20 – Castleton Sidings

The below shows how the GMCA considers that submitted policy JPA20 Castleton Sidings should be amended in response to IN27 AP114. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Development at this site will be required to:

1. Deliver around 125 ~~high-quality homes,~~ including provision higher value of larger (4, 5 and 6 bedroom) houses ~~family housing.~~ This includes making provision for affordable housing in accordance with relevant local plan requirements; ⁶
2. ~~Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site being redeveloped as an area of open space or nature conservation area and retained within the Green Belt~~
Create an area of accessible open space on the part of the site to be retained as Green Belt as part of a of multi-functional green and blue infrastructure network. This will include a new Green Belt boundary to the west of the residential development that will comprise physical features that are readily recognisable and likely to be permanent and mitigation of the visual and noise impacts of the nearby railway;
3. ~~The north east of the site will accommodate a temporary rail halt and associated parking~~ Make land available within the site to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton; ~~and potentially a provision of tram-train infrastructure trial project if progressed in this location;~~
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;

⁶ Wording has been amended in response to IN29 AP119

- ~~5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;~~
- ~~6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);~~
7. Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include the provision of ~~Provide good quality pedestrian and cycling routes through the site to~~ Heywood Road/Manchester Road to the north east of the site, and to the existing footpaths on the adjoining golf course in order to facilitate safe and convenient links~~access~~ to the centre of Castleton and the Castleton-Bee Network scheme, the nearby railway Castleton station, bus stops and westwards to employment locations around Heywood;
- ~~8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~
- ~~9. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~
10. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
11. ~~Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land and provide appropriate boundary treatment in relation to the retained Green Belt;~~
Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;
12. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5; and ~~Provide contributions to ensure that there are sufficient~~

~~school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and~~

13. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

AP115. GMCA to consider whether the requirement in paragraph 11.222 for development to preserve and enhance the settings of a number of specified “adjacent heritage assets” is justified and, if so, whether it should be included in policy JPA20 or, if not, whether it should be deleted from the reasoned justification.⁷

Justification

11.220 The site offers the opportunity to deliver high-quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable. Overall, the site is well placed to utilise existing community facilities and social infrastructure.

Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.

11.221 The development of the site is important to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton. The delivery of this extension is identified in the ELR 2020 Development Strategy and will

⁷ This has been removed from the policy and associated reasoned justification as the heritage assets are not within the site allocation itself. It is considered that thematic heritage policy is sufficient to address this.

assist in the wider regeneration of Castleton local centre. It also offers further potential connectivity given that it provides a convenient link between the heritage line to mainline passenger services at Castleton station. The first stage of this requires a temporary halt and parking in the north east part of the site. The halt will only be required until the legal procedures to extend the line under the Manchester Road Bridge to provide a connection with the Calder Valley main line are in place. Once the halt is not required the land will revert to a residential allocation. In the longer term, there could also be potential for a tram-train trial project between Rochdale, Castleton and Heywood. The feasibility of tram-train technology in Greater Manchester is currently being studied by TfGM.

- 11.222** Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high-quality area of accessible open space or an area for nature conservation on the western part of the site to be retained as Green Belt. Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Therefore, this area also provides an opportunity to provide compensatory improvements to retained Green Belt land. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

~~In addition to this, t~~The proximity of the site to the railway line means that any proposal will need to incorporate a good quality, sensitive and well-designed acoustic attenuation and landscape buffer to mitigate against visual and noise impacts and improve amenity for new residents. ~~Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to~~

~~and from the assets and ensure the new development avoids being overly dominant.~~

11.223 ~~A designated National and European site is located close to the site.~~

~~Therefore, any impact from the new development and any associated traffic generated will need to be taken into account. The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.~~

11.224 The operational needs of the mainline railway line, ELR extension and a potential tram-train trial project will also need to be taken fully into account in the design and layout of any scheme. In particular this would require appropriate access to be facilitated through any detailed proposal on the site.

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (72.8% of the site); sand and gravel (57.8%); and surface coal (72.8%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN27 Action Point 116 (JPA22 – Smithy Bridge)

AP116. GMCA to draft a modification to policy JPA22 to include:

- Reference to affordable homes in part 1 (based on GMCA46)
- Reference to a landscape-led development, incorporating high quality design and green and blue infrastructure, that reflects and responds to the special qualities and sensitivities of the key characteristics of the [specify relevant] landscape character area in accordance with policy JP-G1 and to the site's Pennine fringe setting and proximity to Hollingworth Lake Country Park (or similar) (part 3).
- Deletion of part 4 (GMCA46).
- Deletion of parts 5 and 7 (GMCA46).
- Reference in part 8 to making provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 including facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved links to key local destinations including Littleborough town centre, Hollingworth Lake, Rochdale Canal and Littleborough and Smithy Bridge railway stations (based on GMCA46).
- An additional requirement relating to the provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2 (based on GMCA46).
- An additional requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5 (based on GMCA46).
- Clarification of the requirement in part 10 relating to facilitating the delivery of a new primary school on the site and making financial contributions for secondary school provision (based on GMCA46).
- Consideration of whether part 11 should refer to the retention and enhancement of existing visitor car parking spaces on the site, or the provision of replacement visitor car parking in a suitable location nearby for any existing spaces lost.⁸
- An additional requirement relating to minerals safeguarding areas (based on GMCA46).

⁸ GMCA response: This has been amended to reflect AP116, and provides clarity that either existing parking spaces can be retained or suitable provision is provided elsewhere.

JP Allocation 22 – Smithy Bridge

The below shows how the GMCA considers that submitted policy JPA22 Smithy Bridge should be amended in response to IN27 AP116. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Development at this site will be required to:

1. Deliver around 300 new homes, including provision of larger (4, 5 and 6 bedroom) houses ~~higher value family housing, to meet needs within the local area and to attract and retain higher income households, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal. This includes making provision for affordable housing in accordance with relevant local plan requirements;~~⁹
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Deliver a landscape-led development, incorporating high-quality green and blue infrastructure, which maximises that reflects and responds to the special qualities and sensitivities of the key characteristics of the Pennine Foothills (West /South Pennines) landscape character type in accordance with policy JP-G1 ~~its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high-quality green and blue infrastructure;~~
4. ~~Incorporate a design and layout which complements the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;~~
5. ~~Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;~~
6. Define the archaeological potential of the development site through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Land North of Smithy

⁹ Wording has been amended in response to IN29 AP119.

Bridge Historic Environment Assessment 2020. The masterplan must detail where significant archaeology must be preserved in situ and demonstrate how the development has responded sympathetically to this;

- ~~7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~
8. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include facilitating high quality, safe and convenient walking and cycling routes through the site to provide improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;
Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with policy JP-G2;
9. Carry out a project specific Habitats Regulation Assessment in relation to the Rochdale Canal for planning applications of 50 dwellings or more;
Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c);
10. Facilitate the delivery of a new primary school and associated outdoor playing space ~~at the southern end of the site.~~ Make financial contributions for offsite additional secondary school provision to meet needs generated by the development in accordance with policy JP-P5 ~~and contribute to additional primary and secondary places to meet demand arising from the new development;~~
11. ~~Deliver the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site.~~

Development will be required to retain and enhance the existing visitor car parking spaces on the site, or provide replacement visitor car parking spaces in a suitable location nearby for any existing spaces lost.

12. Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Justification

- 11.230** This site provides an excellent opportunity to deliver a high-quality housing scheme and associated facilities which maximises the potential of this sustainable location. Any proposal should take advantage of its setting close to Hollingworth Lake and build on the existing and proposed residential offer within the area.

Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.¹⁰

- 11.231** The site is within walking distance of both Littleborough and Smithy Bridge rail stations and adjacent to Smithy Bridge which is an attractive and popular residential area which also includes Hollingworth Lake Country Park. The site is also relatively close to Littleborough town centre which contains a range of local services and facilities. Access between these destinations can be significantly improved through the creation of new routes within this development and the adjoining housing site to the north. Given these important linkages, the masterplanning of the site should have regard to the proposed residential development to the north.

¹⁰ New paragraph added to reasoned justification between paragraphs 11.230 and 11.231 in response to IN29 AP119.

Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

- 11.232** ~~Designated National and European sites are located immediately adjacent to the site and in the wider landscape area. Therefore, any impact from the new development and any associated traffic generated will need to be taken into account.~~ The Rochdale Canal Special Area of Conservation (SAC) lies adjacent to the site. Protected habitats in the canal can be affected by changes in light, shading, leaf fall and water quality. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units to ensure that development close to the canal is designed sensitively to the protected habitat.

The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).

- 11.233** The Land North of Smithy Bridge Historic Environment Assessment 2020 identifies heritage assets which may be impacted upon through the development of this site. The masterplan must seek to protect and enhance such assets where possible, otherwise their harm must be robustly justified and mitigated.

- 11.234** There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also

provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

- 11.235** The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. Any spaces lost as a result of the development This will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.6% of the site); sandstone (34.7%); and surface coal (99.6%) as defined in the Greater Manchester Joint Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.

IN27 Action Point 113 (JPA23 – Newhey Quarry)

AP117. GMCA to draft a modification to policy JPA23 to include:

- Reference to affordable homes in part 1 (based on GMCA47).
- Deletion of part 5 and inclusion in part 4 (based on GMCA47).
- An additional requirement relating to the creation of new Green Belt boundaries that will comprise physical features that are readily recognizable and likely to be permanent.
- An additional requirement relating to the provision of compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2 (based on GMCA47).
- An additional requirement relating to mitigating recreational disturbance impacts on the South Pennine Moors SAC and SPAs in accordance with policy JP-G5 (based on GMCA47).
- Clarification of part 6 relating to the settings of the nearby listed buildings (based on GMCA47).
- Clarification of part 7 relating to provision of car parking on the site to serve the metrolink stop and local residents (based on GMCA47).
- Deletion of parts 8 and 9.
- Reference in part 10 to making provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7 including retaining and enhancing existing rights of way and creating a network of safe and attractive walking and cycling routes linking the development to the centre of Newhey, the nearby metrolink stop and the existing walking and cycling network (based on GMCA47).
- Clarification that vehicular access to serve the proposed residential development and car park(s) will be via the existing access from Huddersfield Road.
- Clarification of the requirement in part 12 relating to financial contributions for primary and secondary school provision (based on GMCA47).
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA47).

JP Allocation 23 – Newhey Quarry

The below shows how the GMCA considers that submitted policy JPA23 Newhey Quarry should be amended in response to IN27 AP117. Text proposed to be added is shown underlined and text proposed to be deleted is struck through.

Development at this site will be required to:

1. Deliver around 250 new homes, including provision of larger (4, 5 and 6 bedroom) houses. ~~higher value family housing~~ This includes making provision for affordable housing in accordance with relevant local plan requirements; ¹¹
2. Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger, ~~higher value~~ housing to diversify housing choice in the local area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
4. Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face, which is to be retained within the Green Belt. This should incorporate~~ing~~ water features and safeguarding and enhance~~ing~~ biodiversity;

Define and/or strengthen the Green Belt boundaries such that they will comprise physical features that are readily recognisable and likely to be permanent;

Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt within and/or in the vicinity of the site in accordance with policy JP-G2;
5. ~~Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development;~~

¹¹ Wording has been amended in response to IN29 AP119.

6. ~~Ensure that the design of the scheme preserves and enhance~~stake appropriate account of the setting of the listed St Thomas Church immediately to the west of the site, ~~provides a buffer zone to the east of Bradley Farmhouse and avoids the use of Bradley Lane for vehicular access in accordance with policy JP-P2;~~
7. Provide publicly available car parking to serve the Metrolink stop in Newhey and, if necessary, the residents on Huddersfield Road ~~to alleviate on-street parking issues;~~
8. ~~Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycle / walking network;~~
9. ~~Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~
10. ~~Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment~~ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This will include retaining and enhancing existing rights of way and creating a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycling / walking network;
11. ~~Provide safe and appropriate~~ vehicular access to serve the proposed residential development and car parking via the existing access ~~entofrom~~ Huddersfield Road;
12. Make financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development in accordance with policy JP-P5 ~~Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.;~~

Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and

Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).

Justification

11.236 Newhey Quarry has been disused for a number of years but does have existing permission for mineral extraction. This allocation provides an opportunity to deliver a high-quality development incorporating a range of house types in an attractive and spectacular setting. The setting of this site will be the key driver in terms of any detailed designs and layout for the site. Given the opportunity that exists to create something exceptional, a 'traditional' suburban housing development would not be considered acceptable for this site.

Rochdale currently has a relatively small proportion of properties in Council Tax bands E and above. This development offers an opportunity to deliver a type of housing which is in short supply across the borough. The delivery of such housing will contribute to widening housing choice which will help to achieve the spatial objective of boosting northern competitiveness. This will also include the delivery of affordable housing, in line with the requirements of the Local Plan.¹²

11.237 The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop. Presently the Metrolink stop at Newhey is well used and has no dedicated parking. The development of this site will be required to deliver publicly available car parking. The size, location and design of any parking would need to be agreed between the Council, TfGM and the developer. In addition to parking to serve the Metrolink stop, the development should, if necessary, also provide parking for residents on Huddersfield Road. This would be to deal with existing issues as well as taking account of any impact accessing the development may have on

¹² New paragraph added to reasoned justification between paragraphs 11.236 and 11.237 in response to IN29 AP119

existing on-street parking e.g. to ensure necessary visibility along Huddersfield Road.

11.238 Given the location of the site and the nature of the surrounding area, it will be important for any layout to incorporate a high-quality green and blue infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face, even where re-profiling of the quarry face is necessary. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents. The re-profiled quarry face is to be retained within the Green Belt along with the south east corner of the site. These retained areas of Green Belt provide opportunities for enhancement of retained Green Belt in accordance with NPPF as well as providing opportunities to safeguard habitats and deliver biodiversity net gain within the site. Although the site is generally well screened from a number of points, the impact on the wider landscape should be taken fully into account in terms of the choice of materials and landscaping.

Where land is to be removed from the Green Belt, national guidance seeks compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. The retained Green Belt within the allocation provides some opportunities for improvements. Further potential enhancement projects have been identified in the Stage 2 Greater Manchester Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020).

The Habitat Regulation Assessment for the Plan found that development within 7km of the SAC and SPAs will increase recreation pressures on these designated wildlife habitat sites. Consequently, development on site should mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c).

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (99.7% of the site); sand and gravel (0.9%); sandstone (10.4%) and surface coal (99.7%) as defined in the Greater Manchester Joint

Minerals Development Plan. The need for extraction prior to development commencing will be assessed against policies of that minerals plan (or any subsequent minerals plan) to ensure that specific mineral resources of local or national importance are not unnecessarily sterilised.