

IN29 Action Points from week 8 hearing sessions: Rochdale allocations

IN29 Action Point 120 (JPA21 – Crimble Mill)

AP120. GMCA to draft a modification to policy JPA21 to include:

- Amendment to part 1 to refer to "... including the provision of new homes in the grade II* listed Crimble Mill building(s) and on adjoining parts of the allocation retained in the Green Belt in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt" (or similar), and to refer to affordable homes.
- Re-order part 4 to become part 2 and amend to read "Secure the conversion and long term future of the listed mill buildings as part of comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy" (or similar).
- Amend part 2 (and re-order to become 3) to read "Protect and enhance the significance of the listed mill building(s) and its/their setting, having regard to the Crimble Mill Historic Environment Assessment 2020" (or similar).
- Amend part 5 (and re-order to become part 4) to read "Reflect and respond to the special qualities and sensitivities of the key characteristics of the [specify] landscape character type in accordance with policy JP-G1 and the adjacent Queens Park, River Roch and wider river valley setting including through the provision of high quality green and blue infrastructure" (or similar).
- 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.
- Deletion of parts 6, 7, 9 and 10 and replacement with reference 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 and reference to specific walking and cycling routes (based on GMCA50) and improvements to Crimble Lane from the A58¹.
- Clarification of the requirement in part 11 relating to expansion of the adjacent primary school and contributions for additional school places (based on GMCA50).
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA50).

¹ Consideration should be given to whether reference should also be made in the policy to other access points, including from Mutual Street and/or Woodland Road, and whether further clarification should be given in the policy or appendix D to the nature and extent of improvements required to Crimble Lane. GMCA response: Reference added to part 7 of the policy in relation to Mutual Street and/or Woodland Road access. In terms of Crimble Lane Appendix D to be amended to give more clarity to the nature and extent of improvements required.

Policy JP Allocation 21: Crimble Mill

The below shows how the GMCA considers that submitted policy JPA21 Crimble Mill should be amended in response to IN29 AP120. 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 ~~higher value family housing~~ provision of larger (4, 5 and 6 bedroom) houses,² within an attractive riverside setting. This includes~~ing~~ the provision of new homes within the converted Grade II* Listed Crimble Mill and on adjoining parts of the allocation retained in the Green Belt, in accordance with national policy relating to the partial or complete redevelopment of previously developed land in the Green Belt. In addition, affordable housing should be provided in accordance with relevant local plan requirements;
2. ~~Protect and enhance the character and significance of the mill complex in order to secure the long term future of these nationally significant Listed Buildings. This will include detailed masterplanning to be informed by the Crimble Mill Historic Environment Assessment 2020;~~
Secure the conversion and long term future of the listed mill buildings as part of a comprehensive, high quality development through masterplanning, design codes and a phasing and delivery strategy;
3. 2. Protect and enhance the significance of the listed mill buildings and their setting, having regard to the Crimble Mill Historic Environment Assessment 2020;
- 5.4. ~~Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;~~
~~The detailed layout of any scheme should respect the setting of the Listed mill complex and~~ Reflect and respond to the special qualities and sensitivities of the key characteristics of the Incised Urban Fringe Valleys landscape character type in accordance with policy JP-G1~~haveing~~ regard to the adjacent

² Wording has been amended in response to IN29 AP119.

Queens Park, the River Roch and the wider river valley setting, including the incorporation of high-quality green and blue infrastructure;

- ~~3-5.~~ Define the archaeological potential of the development site to the south of the mill complex and river through the completion of archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the Historic Environment Assessment (2020). The masterplan must detail where significant archaeology will be preserved in situ;

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;

- ~~6.~~ ~~Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street;~~

7. ~~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 vehicular access from an improved Crimble Lane access from the A58 as well as from Mutual Street and/or Woodland Road. This should also include retaining and enhancing existing rights of way and general access through and around the site including:

1. New and improved walking and cycling access to the adjacent Queens Park;
2. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and
3. Facilitating a route adjacent to the River Roch to support the wider Roch Valley Way;

8. Any proposal needs to take into account the risk of flooding, particularly in respect of those parts of the site that are identified as being within Flood Zone 3. This includes ensuring that the mill building can be accessed from the north;

9. ~~Retain and enhance existing rights of way and general access through and around the site. This should include:~~
1. ~~New and improved access to the adjacent Queens Park;~~
 2. ~~Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and~~
 3. ~~Creation of a route adjacent to the River Roch to support the wider Roch Valley Way~~
10. ~~Provide appropriate access to electric vehicle charging infrastructure and cycle storage; and~~
11. Any proposal should provide ~~some~~ land adjacent to the existing primary school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places ~~to serve~~ meet the needs generated by the development in accordance with policy JP-P5; 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

11.225 The proposal provides an opportunity to deliver a sustainable urban extension to the north east of Heywood whilst safeguarding and preserving a heritage asset. The sustainable attributes of the site would be enhanced by the creation of new and improved pedestrian and cycle access. The site is adjacent to Queens Park, an award-winning Victorian park which includes a range of recreation and leisure facilities. Any proposal should create high-quality physical and visual links to the park. The site also has the potential to deliver convenient access to Heywood town centre to the south west of the site as well as destinations further afield via the Roch Valley Way.

11.226 The site will deliver high quality homes in an attractive location which will also secure the future of a Grade II* Listed Building. Crimble Mill dates back to the mid-18th Century as a fulling mill. It is a rare surviving example of a textile mill that illustrates the transition from water to steam power on a rural site. It is likely to be the last, large-scale water powered rural mill to survive in Greater Manchester. The property is on Historic England's Heritage at Risk Register at Category A (Immediate risk of further rapid deterioration or loss of fabric: no solution agreed). The condition is recorded as "Very Bad". Building condition and recording surveys must be agreed and completed to document the premises prior to any development or demolition taking place.

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.³

11.227 The proposal will be required to demonstrate how it would support the retention and enhancement of the mill complex. This would need to be agreed by the local planning authority prior to commencement of any development with a clear timetable secured via a legal agreement or planning condition as part of any planning permission. The expectation would be that this would be the first phase of any development given the condition of the listed mill building. The design and layout of any scheme should respond to its rural setting and location adjacent to the River Roch and have full regard to the Listed mill and its semi-rural surroundings. Key views to and from the listed mill complex from the development site, historic field boundaries and areas of woodland which contribute to the rural character of the site should also be retained. Where opportunities for interpretation are present these should be included in the masterplan.

³ New paragraph added to reasoned justification between paragraphs 11.226 and 11.227 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).

11.228 Parts of the site adjacent to the River Roch are at risk from flooding and this includes part of the mill complex itself. Any proposal would need to demonstrate how it has addressed the issue of flooding within the scheme. Any proposed mitigation would need to consider the effects of the development downstream from the site. The development will also need to ensure that the mill site can be accessed from the north via Crimble Lane and onto Bury and Rochdale Old Road.

11.229 The site is adjacent to All Souls C of E Primary School. The development will place significant demand on school places within the area and local schools are already at or near to capacity. Any proposal should therefore provide some land adjacent to the school to allow for future expansion including associated outdoor playing space. This would provide new places in a location convenient for the residents of the new development.

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (96.8% of the site); sand and gravel (52.8%); and surface coal (96.8%) 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.

IN29 Action Point 114 (JPA24 – Roch Valley)

AP114. GMCA to draft a modification to policy JPA24 to include:

- Reference to affordable homes in part 1 (GMCA51).
- Clarification of part 3 relating to safeguarding part of the site for flood alleviation (GMCA51).
- Clarification of part 4 relating to surrounding landscape (GMCA51).
- Clarification of part 5 relating to archaeology (GMCA51).
- Deletion of parts 6, 7 and 8 and replacement with reference 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 and reference to specific walking and cycling routes (GMCA51).
- Amendment to part 9 to read “The layout of development should be designed so as not to preclude the future delivery of a potential relief road, incorporating high quality pedestrian and cycle routes, between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site” (or similar).
- Clarification of the requirement in part 10 relating to contributions for additional school places (GMCA51).
- Inclusion of an additional requirement to mitigate recreational disturbance impacts on the South Pennine Moors SAC and SPAs (GMCA51).
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA51).

Policy JP Allocation 24: Roch Valley

The below shows how the GMCA considers that submitted policy JPA24 Roch Valley should be amended in response to IN29 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 200 homes, including provision of larger (4, 5 and 6 bedroom) houses ~~higher value family homes~~, on the northern half of the site adjacent to existing residential areas.⁴This includes making provision for affordable housing in accordance with relevant local plan requirements ~~to be accessed primarily from Smithy Bridge Road to the east~~;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. ~~This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)~~;
4. 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 ~~Have regard to the river valley setting in terms of the design and layout~~, particularly in relation to the materials useds, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site;
5. Protect and enhance archaeological features and where appropriate carry out archaeological evaluation for areas specified in the Roch Valley Historic Environment Assessment 2020 to understand where especially significant archaeology must be preserved in situ. ~~Proposals should be informed by the findings and recommendations of the Historic Environment Assessment~~

⁴ Wording has been amended in response to IN29 AP119.

~~(2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application;~~

- ~~6. Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north;~~
- ~~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 maintaining and enhancing pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south;
9. The layout of the scheme development should be designed in a way so as not to preclude the to future delivery of the eastern section of a proposed potential residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporating attractive, high quality pedestrian and cycle routes between Smithy Bridge Road and Albert Royds Street (A664) to the west of the site; and
10. 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.~~
11. Mitigate the recreation disturbance impacts on the South Pennine Moors SAC/SPAs with reference to JP-G5, criterion 7 (c); and
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

11.239 This site is located within the wider Roch Valley between Rochdale and Littleborough which is outside the current defined urban area but is not within the Green Belt, being currently designated as Protected Open Land. This land is adjacent to well established areas of housing and is within an attractive setting. Some development has recently gained planning permission and the opportunity exists for more, relatively small scale, proposals which respect the river valley location and setting.

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.⁵

11.240 The Roch Valley Historic Environment Assessment identified the sensitivities that need to be taken in to account in relation to the masterplan and any subsequent planning applications for this site.

11.241 The area has good access to the A58 bus corridor and there are local services and facilities along this route. The development will need to provide good walking and cycling routes to the Calder Valley Railway line station at Smithy Bridge which offers good access to the city centre and other areas.

11.242 Although none of the land proposed for development would be at risk from flooding the land to the north of the River Roch has been identified by the Environment Agency and the Council as a location where flood water

⁵ New paragraph added to reasoned justification between paragraphs 11.239 and 11.240 in response to IN29 AP119

storage capacity should be safeguarded to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. Any development should take account of this proposal and, where possible, include measures that will contribute to the ability of this location to mitigate against flood risk in the wider Roch Valley.

11.243 The river valley setting of the site, as part of the Pennine Foothills (West/South Pennines) landscape character type, means that the impact of any development must be taken into account in terms of any design and layout. There are some long-distance views into the site from across the valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate materials and high-quality landscaping.

11.244 There are proposals to deliver a residential relief road linking Smithy Bridge Road and Albert Royds Street. This route would improve traffic flow on the local route network and reduce congestion at a number of junctions in the area. This site provides an opportunity to ~~deliver~~accommodate the eastern section of this road as part of a high-quality residential layout. Any new road will include attractive, high quality pedestrian and cycle routes to promote sustainable modes of transport from, to and through the site.

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 (99.3% of the site); sandstone (94.5%) and surface coal (99.3%) 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.

IN29 Action Point 115 (JPA25 – Trows Farm)

AP115. GMCA to draft a modification to policy JPA25 to include:

- Reference to affordable homes in part 1 (based on GMCA52).
- Deletion of parts 3, 4, 5 and 10 and replacement with reference 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 and reference to vehicular access being from Cowm Top Lane and safe and attractive walking and cycling routes to the centre of Castleton and Castleton station (based on GMCA52).
- Combine parts 6 and 9 to read “Deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the [specify] landscape character type in accordance with policy JP-G1 and has regard to the topography of the site, it’s prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors” (or similar).
- Deletion of part 7 relating to Habitat Regulations Assessment (GMCA52).
- Clarification of the requirement in part 12 relating to contributions for additional school places (based on GMCA52).
- Inclusion of an additional requirement relating to minerals safeguarding areas (based on GMCA52).

Policy JP Allocation 25: Trows Farm

The below shows how the GMCA considers that submitted policy JPA25 Trows Farm should be amended in response to IN29 AP115. 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 550 new homes, including provision of larger (4, 5 and 6 bedroom) houses,⁶ ~~incorporating a good mix of house types including higher value family housing~~ and provision for affordable housing in accordance with relevant local plan requirements;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. ~~Provide access to the site primarily via Cowm Top Lane to the north~~ Make provision for new and improved sustainable transport and highways

⁶ Wording has been amended in response to IN29 AP119.

infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with policy JP-C7. This should include vehicular access to the site from Cowm Top Lane, as well as facilitating safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;

- ~~4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;~~
- ~~5. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;~~
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green and blue infrastructure that reflects and responds to the special qualities and sensitivities of the key characteristics of the Urban Fringe Farmland landscape character type in accordance with policy JP-G1 having regard to the topography of the site, its prominent location adjacent to the M62 and A627(M) motorways, and existing biodiversity and greenspace corridors;
- ~~7. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;~~
8. 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 Trows Farm 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;
- ~~9. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;~~
- ~~10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;~~
11. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and

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;~~ 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).

Justification

11.245 The site is available and deliverable for residential development and provides an excellent opportunity to widen housing choice in a sustainable location. The wider area around Castleton has a number of existing housing opportunities and this site complements these and offers the potential to regenerate Castleton in the longer term. Castleton offers a number of local services and has excellent transport links.

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.⁷

11.246 Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton

⁷ New paragraph added to reasoned justification between paragraphs 11.245 and 11.246 in response to IN29 AP119.

station and Manchester Road should therefore be ~~provided~~facilitated as part of the development. The site also has good access to the motorway network.

11.247 The topography of the site does not affect its deliverability and provides an opportunity to deliver a visually interesting scheme using the topography within the site. Where possible, the masterplan should incorporate the retention of historic field boundaries as highlighted in the Trows Farm Historic Environment Assessment 2020. This will help retain the rural character of the site and will contribute to the green infrastructure offer within the site.

11.248 There is new employment development to the north of the site at Crown Business Park but the site is large enough to achieve adequate separation between the two uses.

~~**11.249** It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.~~

11.250 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.

The allocation is identified as containing Mineral Safeguarding Areas for brickclay (100% of the site); sand and gravel (99.5%); and surface coal (100%) 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.