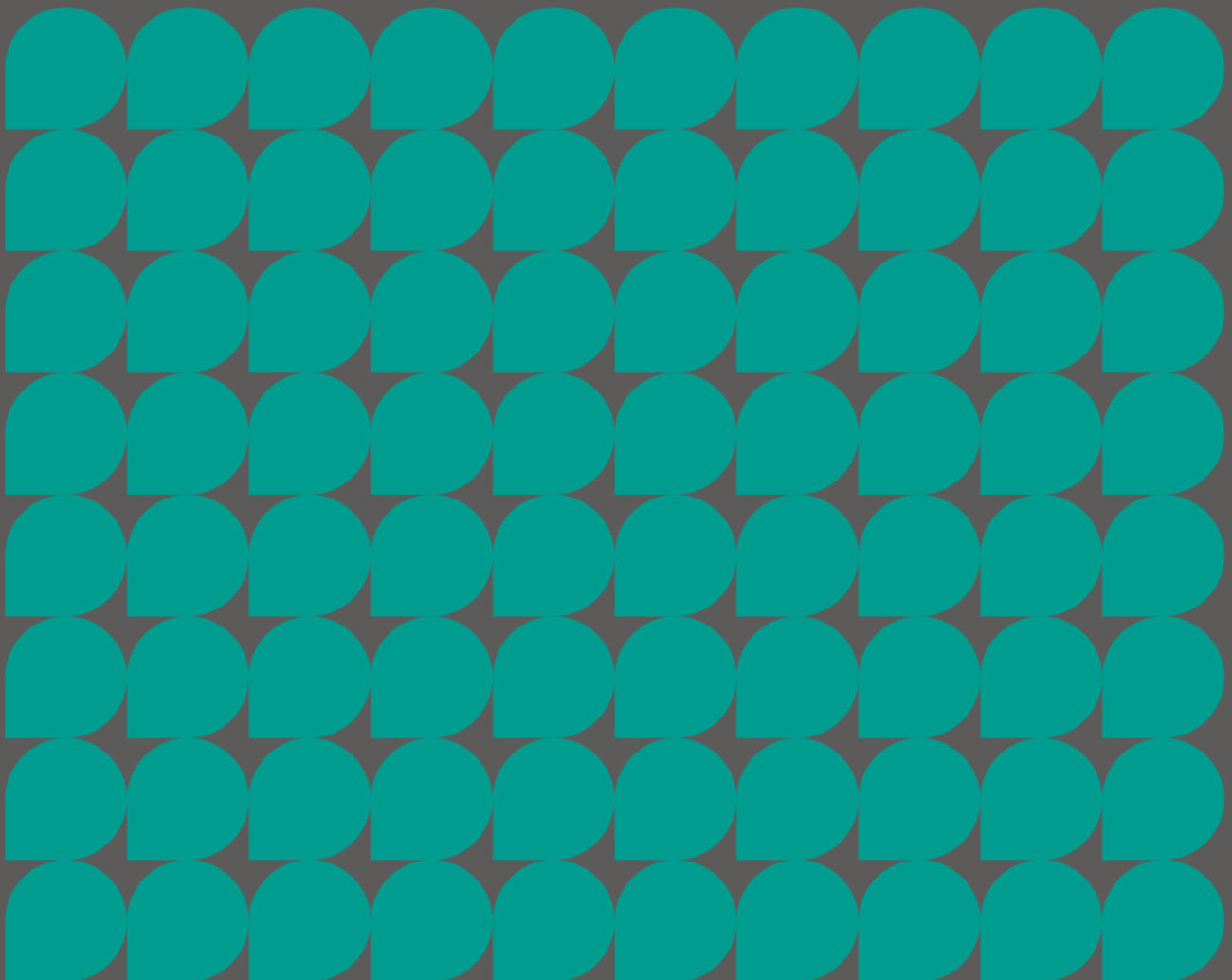


Places for Everyone

JPA23 Newhey Quarry Allocation Topic Paper

July 2021



Contents

- Section A – Background3
 - 1.0 Introduction3
 - 2.0 Allocation Newhey Quarry Overview5
 - 3.0 Site Details5
 - 4.0 Proposed Development.....6
 - 5.0 Site Selection6
 - 6.0 Planning History7
 - 7.0 GMSF 2019 Consultation Responses7
 - 8.0 GMSF 2019 Integrated Assessment8
 - 9.0 GMSF 2020 Integrated Assessment10
- Section B – Physical.....13
 - 10.0 Transport.....13
 - 11.0 Flood Risk and Drainage.....15
 - 12.0 Ground Conditions16
 - 13.0 Utilities.....18
- Section C – Environmental19
 - 14.0 Green Belt Assessment.....19
 - 15.0 Green Infrastructure21
 - 16.0 Recreation.....22
 - 17.0 Landscape.....23
 - 18.0 Ecological/Biodiversity Assessment.....23
 - 19.0 Habitat Regulation Assessment24
 - 20.0 Heritage Impact Assessment25
 - 21.0 Air Quality.....26
 - 22.0 Noise27
- Section D – Social28
 - 23.0 Education28

24.0 Health.....	28
Section E – Deliverability	29
25.0 Viability.....	29
26.0 Phasing	29
27.0 Indicative Masterplanning.....	29
Section F – Conclusion.....	30
28.0 The Sustainability Appraisal	30
29.0 The main changes to the Proposed Allocation	30
30.0 Conclusion	31
Section G – Appendices	33
Section H – Bibliography	42

Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Allocation Newhey Quarry Overview

2.1 Newhey Quarry is a former brickworks which has been disused for a number of years but does have existing permission for mineral extraction. This allocation provides an opportunity to deliver high quality development incorporating a range of house types in an attractive and spectacular setting. This will include higher value housing to diversify housing choice in the local area.

2.2 Development will incorporate the features of the quarry in a way which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscape.

2.3 Development of the site provides an opportunity to deliver dedicated parking for the Newhey Metrolink stop. This is a well-used Metrolink stop which currently has no parking available for commuters.

3.0 Site Details

3.1 The site is 15.2 ha in size and is bounded by Huddersfield road to the south and open countryside on its other sides.

3.2 This is a previously developed site that falls within the Green Belt. The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop.

4.0 Proposed Development

- 4.1 The site will deliver around 250 new homes with the potential for higher density development in the south west part of the site closest to the village centre and Metrolink stop. The northern and eastern parts of the site could include larger, higher value housing.
- 4.2 Given the location of the site and nature of the surrounding area, it will be important for any layout to incorporate a high quality green infrastructure network and attractive open spaces and maximise the opportunities presented by the quarry face. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents.
- 4.3 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.
- 4.4 The Metrolink stop at Newhey is well used and had no dedicated parking. The development of this site will be required to deliver publically available 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 provide parking for residents on Huddersfield Road. This would deal with existing issues as well as taking account of any impact accessing the development may have on existing on-street parking e.g. to ensure necessary viability along Huddersfield Road.

5.0 Site Selection

- 5.1 To identify potential development sites for allocation a Site Selection methodology has been developed. The purpose of the Site Selection methodology is to identify the most sustainable locations for residential and employment development that can achieve the Places for Everyone (PfE), referred to as 'the Plan', Vision, Objectives and Spatial Strategy and meet the housing and employment land supply shortfall across GM.

- 5.2 The methodology includes seven Site Selection criteria. Based on the Spatial Strategy, plan objectives and guidance in the NPPF on Green Belt release these seven Site Selection Criteria have been developed to identify the most sustainable sites in the Green Belt. This site satisfies criteria 1 *'Land which has been previously developed and/or land which is well served by public transport'*.
- 5.3 Criterion 1 relates to sites which are previously developed land as well as the most sustainable and accessible locations which are already well served by public transport. This is a previously developed site in a sustainable location and well placed to utilise existing community facilities, public transport and social infrastructure.
- 5.4 For further detail please see the Site Selection Topic Paper.

6.0 Planning History

- 6.1 An application for determination of conditions in respect of a registered interim development order consent for surface mineral working was granted in 1996. This gives consent for mineral workings up to 2042.

7.0 GMSF 2019 Consultation Responses

- 7.1 Some support is given to the redevelopment of the site as it is felt that the land can be used more effectively, rather than remaining unused and at risk of deterioration. However, there are concerns that the size and type of housing proposed will be unaffordable and does not fit the local housing need for this area. Residents felt that the types of houses that are needed include smaller housing, affordable housing, properties suitable for first time buyers and houses suitable for an increasingly growing elderly population.
- 7.2 There was strong objection to any potential loss of Green Belt land. Some responses suggested that the best solution and way forward would be to concentrate affordable housing within the urban centre and by remediating and developing brownfield sites.

- 7.3 A number of concerns have been raised in regards to the local transport links and roads. There is considerable objection to the additional amount of traffic that would be created from a development of this size. Many respondents felt that the current transport links and roads in the vicinity could not accommodate the increased traffic as the highways are already heavily congested and under strain, especially during peak times and if there is an issue on the M62 motorway. Any additional housing would only exacerbate this issue.
- 7.4 There was a general feeling that many of the local facilities were already overburdened and that a development of this size would mean additional pressure on over stretched resources. Local schools, doctors, dentists and hospitals are over-subscribed with very long waiting times for appointments and local leisure activities would be affected by the development. There was some suggestion the site could be used instead as a local community facility rather than solely for housing.
- 7.5 The Quarry provides a unique home for habitat and biodiversity. Some respondents felt that the wildlife which is specific to the Quarry environment is at serious risk if development takes place, as there would not be an alternative site to accommodate this type of biodiversity. Concerns were raised that there is nothing in the policy that sought to protect this unique habitat and wildlife. Some analysis and assessment needs to be done to identify the quality of the sites biodiversity and geological value before any development takes place.
- 7.6 For further detail please see the Places for Everyone Consultation Summary Report.

8.0 GMSF 2019 Integrated Assessment

- 8.1 The GMCA commissioned ARUP to complete an Integrated Assessment (IA) of the first and second draft of the GMSF and the 2021 PfE.
- 8.2 The IA is a key component of the evidence base, ensuring that sustainability, environmental, quality and health issues are addressed during its preparation. The Integrated Assessment combines the requirements and processes of the Sustainability Appraisal, Strategic Environmental Assessment, Equality Impact Assessment and the Health Impact Assessment into one document. The IA carries

out an assessment of the draft policies by testing the potential impacts and consideration of alternatives against the plans objectives and policies. This ensures that any potential impacts on the aim of achieving sustainable development considered and that adequate mitigation and monitoring mechanisms are implemented.

- 8.3 The 2020 IA contributes to the development of the Plan policies. It does this through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on this 2020 IA, as part of the consultation on the 2021 PfE.
- 8.4 The draft GMSF and the accompanying IA were published for consultation in January 2019. The comments received that are specific to the 2020 IA, as identified by the GMCA, informed the 2020 update of the IA Scoping Report and the 2020 IA.
- 8.5 The 2019 draft GMSF included a number of revised and new thematic policies and a number of different allocations from the 2016 draft GMSF. It took on board the consultation responses received on the allocations. This was reflected within the IA of the allocations. The SFRA has been completed and the exceptions test was taken into account as mitigation in the 2019 IA.
- 8.6 Spatial Options and Reasonable Alternatives were assessed for the 2019 draft GMSF by GM Districts and GMCA officers and made available in a separate report. It is noted that the 2020 Growth and Spatial Options Report has also been assessed as part of this IA process, and again, is made available as a separate report.
- 8.7 Comments received during the 2019 consultation included: proposing alternative scoring for thematic and site allocation policies, reviewing the IA objectives and the GMSF strategic objectives and the connection with the Habitats Regulations Assessment.

- 8.8 The 2020 IA process has taken into consideration the comments received in the light of the emerging evidence in the main IA report and Appendices. A summary of the 2019 consultation feedback relevant to the 2020 IA and response to those comments is included in Appendix A of the 2020 IA report. They will form part of the Post Adoption Statement.
- 8.9 The key outcomes of the 2019 IA assessment on the Newhey Quarry allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 23. This has been reassessed in the 2020 IA. Appendix D of the 2020 IA provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, it details any residual recommendations.
- 8.10 It is important to note that the IA was focusing on each policy in isolation from other policies in the Plan and that many of the recommended changes for the Newhey Quarry allocation policy are already covered in other policies in the Plan. However some changes have been made to the Newhey Quarry allocation policy as a result of the 2019 IA and the policy has been reassessed in the 2020 IA.
- 8.11 Further details can be found in the PfE Integrated Appraisal Report and PfE Integrated Appraisal Addendum Report.

9.0 GMSF 2020 Integrated Assessment

- 9.1 As mentioned above the key outcomes of the 2019 IA assessment on the Newhey Quarry allocation policy in the 2019 Draft GMSF have been considered to inform the production of the revised JP Allocation 23. This has been reassessed in the 2020 IA. Appendix D of the 2020 IA provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, it details any residual recommendations. A summary of the assessment for JP Allocation 23 can be found below.

- 9.2 Each site allocation policy has been appraised using the IA framework. The allocation policies primarily focus on the site-specific topics and therefore some of the IA objectives which are less relevant for most allocations or more appropriate to assess in the thematic policies have been picked up in the IA of the thematic policies.
- 9.3 The policy performed both positively and negatively against air quality due to the site being located within 500m of an Air Quality Management Area. However, the IA states this has been addressed by the thematic policies and amendments to the allocation policy to provide appropriate access to electric vehicle charging infrastructure and cycle storage.
- 9.4 The policy performed both unknown and negatively against encouraging the development of low carbon and renewable energy facilities and promoting a proactive reduction in direct and indirect greenhouse gas emissions. The recommendations made against this IA objective are addressed within policies JP-S2 and JP-S3 and therefore no changes were made to JP Allocation 23.
- 9.5 The policy performed both unknown and negatively against climate change and reducing the risk of flooding. The recommendations made against this IA objective are addressed within policy JP-S5 and therefore no changes were made to JP Allocation policy 23.
- 9.6 The policy performed both positively and negatively against conserving and enhancing the historic environment, heritage assets and their setting. The recommendations made against this IA objective are addressed by JP-G1 and JP-E2 and therefore no changes were made to the allocation policy. Further to this, the impact of the proposal on the historic environment, heritage assets and their setting has been assessed in the Newhey Quarry Historic Environment Assessment and the policy has been updated to reflect the recommendations made in this report.
- 9.7 The policy performed positively or neutral against all the other IA objectives.

9.8 Further details can be found in the PfE Integrated Appraisal Report and PfE Integrated Appraisal Addendum Report.

Section B – Physical

10.0 Transport

10.1 The Locality Assessment for this allocation assessed the impact of trips in 2025 and 2040 that could potentially be generated on the network, both without and with mitigation measures. The outcomes concluded that the development did not have a severe impact on either strategic or local network but mitigation works were required on the local network to ensure this.

10.2 The mitigation measures identified were:-

- Site access from A640 Huddersfield Road via Bradley Street with additional pedestrian / cycle access off Church Street;
- Upgrade existing Public Rights of Way to provide links from the allocation to Milnrow Memorial Park, Newhey Road and via an underpass under the M62 to Hollingworth Academy;
- New Pedestrian crossing of A640 Huddersfield Road near Bradley Street to enhance access to local bus stops;
- Provide publicly available car parking to serve Newhey Metrolink stop and Huddersfield Road residents to alleviate on-street parking issues;
- A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – Traffic signal updates to enhance traffic flows and junction capacity;
- A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – there are a range of possible capacity improvements that will be agreed through the planning application process.

10.3 Access to the site from A640 Huddersfield Road will be via Bradley Street (the former quarry access) to form a priority junction and an existing pedestrian access off Church Street behind St Thomas C of E Primary School, providing a shorter route to Newhey Metrolink Stop and local amenities.

10.4 The allocation will incorporate Bee Network principles in providing a high quality joined up and coherent cycling and walking network making offering convenience for people to get around without using a car. Existing pedestrian provision is from 2m wide footways on A640 Huddersfield Road however, a new pedestrian crossing

across Huddersfield Road will enhance access to local bus stops, Newhey Metrolink stop and local amenities.

- 10.5 The Church Street pedestrian access links to a network of public footpaths running through, to and from the allocation and on to a Restricted Byway. These will provide a network of traffic free routes to Milnrow Memorial Park, Newhey Road and via an underpass under M62, to the local high school (Hollingworth Academy), employment opportunities and other amenities in Milnrow. These routes will be integrated into the allocation's design and layout and will be enhanced to link into the existing local pedestrian and cycle network.
- 10.6 Newhey Metrolink stop is around 150m from the site boundary and is served by a 12 minute frequency tram service to Rochdale Railway Station and Town Centre and to Oldham, Manchester City Centre and stops to East Didsbury. It is proposed in the south west of the allocation to provide publicly available parking for the Metrolink stop near Church Street with convenient pedestrian access.
- 10.7 There are bus stops to the north east of the allocation on A640 Huddersfield Road within 60 metres of the allocation boundary. A 2-hourly circular Monday to Saturday bus service operates between Rochdale and the Peppermint Bridge terminus located 500m to the north east of the allocation serves these stops. Other services run along A640 Newhey Road / A663 Shaw Road including a half-hourly Middleton – Oldham – Rochdale service. These combine to offer an hourly service to / from Kingsway Business Park. A review of bus services will explore improvements particularly in accessing Kingsway Business Park.
- 10.8 There is currently a 15 space resident car park within the allocation accessed from Bradley Street for use by A640 Huddersfield Road households. It is proposed to increase this to a 30 space publicly available facility removing vehicle parking from footpaths on Huddersfield Road partly in the vicinity of the proposed site access.
- 10.9 The Locality Assessment and proposed mitigation measures for this allocation were reviewed between May and July 2021. The outcome was that the Locality Assessment for the Newhey Quarry allocation remained robust with the traffic

impacts remaining less than severe. The proposed mitigation measures remain deliverable, however reduced traffic impact at A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane identified in the review mean that the update to the traffic signals are no longer required to accommodate the allocation. No other changes to the phasing of the other interventions are considered necessary.

11.0 Flood Risk and Drainage

- 11.1 The GMCA has applied the flood risk Sequential Test in the preparation of the Plan as required by the National Planning Policy Framework. Further details of the process undertaken by the GMCA can be found in the document 'Greater Manchester Spatial Framework 2020 – Flood Risk Sequential Test and Exception Test Evidence Paper' (October 2020).
- 11.2 The Greater Manchester Level 1 Strategic Flood Risk Assessment (GM SFRA) was completed in March 2019. It updates and brings together the evidence base on flood risk in Greater Manchester including the impact of climate change on flood risk.
- 11.3 All allocations have been screened against Environment Agency mapping and datasets and recommendations were produced for each site based on the screening assessment and its review of the extent and severity of flood risk and the vulnerability of the proposed site use.
- 11.4 It was concluded that any flood risk affecting this allocation can be appropriately addressed through consideration of site layout and design as part of a detailed Flood Risk Assessment or Drainage Strategy at the planning application stage. Therefore no further assessment is required at this time through the SFRA.
- 11.5 A Flood Risk and Drainage Appraisal has been undertaken by Lees Roxburgh Consulting Engineers on behalf of D Morgan. This identifies that the proposed site is located in flood zone 1 with the nearest area of zone 2 / zone 3 associated with the River Beal some 250m south of, and well below, the site. Areas of surface water flood risk have been identified in the surrounding area, but generally concentrated to the south and west, with an area of risk through the main body of the site and

coincident with the low area created by the quarry workings. The site lies within the catchment of the River Beal which flows into Rochdale.

- 11.6 It is proposed to connect surface water to Piethorne Brook to the south of the site and a route has been allowed for at this stage. Flows will be limited to runoff rates to be agreed with the Lead Local Flood Authority and attenuated on site up to the 1 in 100 year event plus an appropriate allowance for climate change.

12.0 Ground Conditions

- 12.1 A desk based review of the site has been undertaken by the Council's Public Protection Service. The findings of this are summarised as follows:

- Most of site a former quarry which is gradually becoming vegetated;
- Number of private water supplies around the site;
- Source Protection Zone (SPZ) and minor aquifer, eastern corner of site a flood zone;
- Drift geology mostly not present some Glacial Till and Sand and Gravel in south west of the site, solid mostly Lower Coal Measures, some Milnrow Sandstone in north; and
- Western portion of site in a radon Class 2 area, the rest a Class 1. This would not have any impact on development

- 12.2 Given the previous use of the site, an intrusive investigation is likely to be required to establish if and what remedial techniques are necessary to ensure the site is suitable for its intended end use. This would be a condition relating to any future planning approval and is common in respect of sites which have or are adjacent to sites that have had an industrial use.

- 12.3 A Geo-Environmental Assessment has been undertaken by Brownfield Solutions Limited on behalf of the site promoters.

- 12.4 Based on the testing undertaken it would appear that there is localised contamination within one sample of made ground (TP105, 1.00m) from a stockpile in the form of arsenic. However, based on the updated CSM this is believed to pose a low risk to end users.

- 12.5 No PAH, petroleum hydrocarbons or asbestos contamination was identified within any soil samples across the site. No evidence of contamination in the areas adjacent to the former tanks and no visual signs of contamination were noted during the investigation. However, levels were raised in the areas of the tanks and whilst unlikely, the potential presence of impaction at depth cannot be entirely ruled out based on the information available. Therefore, the risk is considered to be moderate too low for the underlying aquifer. Further investigation in this area and chemical testing is required to confirm the risk.
- 12.6 Based on the waste classification database assessment, the soils have been classified as non-hazardous. Based on WAC testing the soils will potentially be suitable for disposal as inert waste.
- 12.7 The site will require re-profiling with site wide earthworks undertaken in order to create a level development platform. Detailed recommendations on how to do this have been made and these are set out in a Non-Technical Summary of Rock Slope Assessment report. This has resulted in a change to the boundary and some changes to the policy wording which are set out later in this Topic Paper. The re-profiling is necessary to reduce risks from rock falls but is also a sustainable way to create a development platform as it reduces the amount of traffic movements transporting material in and out of the site.
- 12.8 A Coal Mining Risk Assessment has also been undertaken by Brownfield Solutions Limited on behalf of D Morgan. The risk from recorded and potential historic coal mining activities is generally considered low to moderate with regards to the proposed development at the site. Further investigation is recommended to confirm the presence or absence of the coal seam and probable shallow workings on site.
- 12.9 The reports that have been produced to date provide information in terms of the further work is required. As noted above this will be the subject of further work at planning application stage to specify what remedial works are required.

13.0 Utilities

- 13.1 There are no known constraints in respect to utilities on the site. The site is immediately adjacent to a long-standing developed area where a range of services are available. This will include water, gas and electricity mains, alongside telecommunications infrastructure.
- 13.2 A Utility Statement has been prepared by Technical and Development Services (Northern) Ltd on behalf of D Morgan. This concludes that all the main utilities are all available within the local area to serve the proposed development. These connection points are within the local road network with minimal impact on the surrounding environment. This is summarised as follows:
- The electricity connection will be provided on the High Voltage Network 204 metres from the site boundary. A new substation is required.
 - The gas point of connection will be to the nearest main which is a 180mm PE Low Pressure and is 50 meters from the site boundary.
 - The water point of connection will be along a section of the existing 140mm PE Distribution main, located on Haugh Fold. Reinforcement may be required to support the development.
 - Electricity North West have advised that it appears that it will not be necessary to divert any of the existing cables.
 - No diversions of gas, water and BT Openreach are anticipated.
- 13.3 This demonstrates that the development can therefore be easily connected to key utilities. Any upgrades required to accommodate new homes can be made alongside the delivery of the development.

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 Development of the site will result in the loss of 10.9 ha of Green Belt land.
- 14.2 GMCA commissioned LUC to undertake an assessment of the Green Belt within GM. The Study assessed the extent to which the land within the GM Green Belt performs against the purposes of Green Belts, as set out in paragraph 80 of the National Planning Policy Framework (NPPF). The aim of this Green Belt Assessment is to provide the GM Authorities with an objective, evidence-based and independent assessment of how GM's Green Belt contributes to the five purposes of Green Belt, as set out in national policy. It also examines the case for including within the Green Belt potential additional areas of land that currently lie outside it.
- 14.3 The table below presents the assessment ratings for the parcels of land that Newhey Quarry falls within:

Parcel Reference	RD40
Purpose 1a Rating	Strong
Purpose 1b Rating	Moderate
Purpose 2 Rating	Moderate
Purpose 3 Rating	Strong
Purpose 4 Rating	Weak
Strategic Green Belt Area	16

- 14.4 Further details can be found in the Greater Manchester Green Belt Assessment.
- 14.5 The GM GB Harm assessment identifies that the land within the allocation makes a significant contribution to checking the sprawl of Greater Manchester (purpose 1) and preventing encroachment of the countryside (purpose 3). The allocation also makes a relatively limited contribution to maintaining the separation of Newhey and Milnrow (purpose 2).

- 14.6 Release of the allocation would constitute moderate-high harm to Green Belt purposes. Release of the allocation would increase the containment of retained Green Belt land to the southwest at the churchyard and adjoining grassland, however this land makes a lesser contribution to Green Belt purposes and as such its containment would not increase the harm of release. Its release would have 'no/negligible' impact on adjacent Green Belt.
- 14.7 In terms of cumulative harm, the release of the allocation would in itself constitute urban sprawl and would lead to greater containment of the remaining Green Belt to the north and west between the allocation and urban edge of Milnrow. However, the wider Green Belt area SGBA 16 would continue to play a role checking unrestricted sprawl (purpose 1). The release of this land would have a limited impact on the separation of towns (purpose 2) and encroachment into the countryside (purpose 3).
- 14.8 The Assessment finds that Release of the Allocation would not weaken the Green Belt boundary. The re-profiled quarry face will provide a distinctive natural boundary between the development and the surrounding retained Green Belt. Evidence finds that further strengthening the boundary of the retained Green Belt land to the southwest of the allocation, such as by further tree planting, could potentially increase the future distinction between inset land and retained Green Belt land and limit the perception of urbanising containment. The policy for this allocation includes provisions for high quality green and blue infrastructure and therefore it is considered that the issue of boundary treatments can be addressed through the masterplanning of the site.
- 14.9 It should be noted that as a result of the need to re-profile the quarry face the boundary of this site was amended to make it slightly larger than that in the 2019 Draft GMSF. However, this change in the boundary has not increased the amount of the site to be developed and instead provides an opportunity to retain part of the site as Green Belt. This retained Green Belt includes the re-profiled quarry face and wooded area in the south east corner of the site and means that the overall loss of Green Belt has reduced from 13.6 hectares in the 2019 GMSF to 10.9 hectares in the 2020 GMSF. The amended boundary was considered through an addendum to

the GM Green Belt Study but did not result in any changes to the results of that assessment.

14.10 Whilst the assessment concludes that its release would result in some harm to the Green Belt the Council considers that the benefits of the proposed allocation significantly outweigh its overall harm, including its Green Belt harm, representing exceptional circumstances in accordance with national planning policy. The exceptional circumstances are set out in the Green Belt Topic Paper. These relate to the Site Selection criteria along with other relevant issues and are as follows:

- The site meets Criterion 1 of the Site Selection criteria, as it is a quarry and former brickworks with an active permission for mineral extraction and would be considered as a brownfield site having regard to the NPPF definition.
- The allocation is located adjacent to the centre of Newhey and is in close proximity to a Metrolink stop. This line connects Rochdale to Manchester via Oldham.
- The proposed development would also provide publicly available car parking to serve the Metrolink stop in Newhey and the residents on Huddersfield Road to alleviate on street parking issues.

14.11 The GM Green Belt Study - Identification of Opportunities to Enhance the Beneficial Use of the Green Belt report also identifies a range of opportunities to enhance the beneficial use of remaining Green Belt. These will be considered in relation to the Council's own Local Plan and priorities for green infrastructure improvements in the wider area.

15.0 Green Infrastructure

15.1 The unique setting of this site lends itself to the delivery of a high quality green and blue infrastructure network as part of a comprehensive scheme. Criteria 4 and 5 of the allocation policy aim to ensure that the development of the site will create a unique, high quality development including attractive and interesting open spaces and landscaping. This can be achieved by carrying out any necessary re-profiling of the quarry face in a way which maximises opportunities to create a visually attractive

feature, incorporating water features within the site and safeguarding and enhancing biodiversity.

- 15.2 The site contains areas of retained Green Belt which offer opportunities for enhanced green infrastructure. This includes the re-profiled quarry face and the area in the south east corner of the allocation. There is also a well-established tree belt on along the southern edge of the site which is to be retained to both enhance the quality of the scheme and provide a buffer between the existing housing on Huddersfield Road.

16.0 Recreation

- 16.1 Local policies and the associated Supplementary Planning Document set out the requirements for both formal sports provision and children's play / local open space. The proposed development will be required to meet these requirements.
- 16.2 In terms of the children's play / local open space this will be expected to be provided within the site as part of the requirement set out in the policy to deliver an integrated green and blue infrastructure network within the scheme.
- 16.3 The proposed layout incorporates more than 2km of high quality green recreational routes including a 1.5km circular route around the development site for walking, cycling. The wider public rights of way network will connect into the 1.5km circular route. The site also exceptionally well-served by a green public rights of way recreational network accessing open countryside.
- 16.4 The close proximity of the Green Flag Awarded Milnrow Memorial Park makes it an easily accessible well maintained and safe recreational facility for residents of the proposed development and this will be promoted in the design layout for the site. The proposed development will connect with Milnrow Memorial Park with access from the development to Bradley Lane and Church Street, using Bridleway 135,136, 137 to access this prestigious park with its family friendly facilities including woodland walks.

- 16.5 High quality recreational open spaces and opportunities for sport and physical activity are available in combination at Milnrow Memorial Park and Clegg Playing Fields. Both provide a significant quantum of amenity space easily accessible for able bodied and less mobile people in close proximity to the site, accessible by non-car modes of transport.
- 16.6 In terms of formal sports provision, given the size of the site, this would likely be dealt with through off-site provision/contributions.

17.0 Landscape

- 17.1 The wider area is identified as Open Moorlands and Enclosed Upland Fringes (West/South Pennines) of medium-high sensitivity for residential development within the Greater Manchester Landscape Character and Sensitivity Study. However, it should be noted that this landscape area covers a very wide area of more open moorland whereas this site is much closer into the existing urban area and has been previously developed as a quarry.
- 17.2 The landscape of the site itself is dominated by its former use as a quarry and the exposed quarry face which is very high in parts, particularly at the western end of the site. This landscape feature is dramatic and the policy in the 2019 Draft GMSF sought to retain this feature as part of the development to create a visually unique scheme. However, discussions with the site promoter and evidence produced in the Non-Technical Summary of Rock Slope Assessment demonstrate that this is not practical and requires re-profiling in order to create a safe development site. Despite this, the revised policy seeks to ensure that this re-profiling still creates an attractive feature and setting for the development. There may also be an opportunity to retain lower sections of the quarry face to keep a visual feature which characterises the former use of the site.

18.0 Ecological/Biodiversity Assessment

- 18.1 The Greater Manchester Ecology Unit (GMEU) have undertaken preliminary ecological appraisals / screening for all of the Rochdale allocations proposed in the Plan. An update of initial site appraisals was completed in September 2020 and are

included in the Preliminary Ecological Appraisals - Screening - Rochdale Strategic Allocations Sept 2020 report.

- 18.2 The aim of preliminary surveys is not to provide a fully comprehensive suite of ecology surveys for sites, but rather to identify sites where ecological constraints to future development are likely to prove significant. The findings of the appraisal for this site are as follows:
- The development of the site would not affect any statutory nature conservation sites or Local Wildlife sites and would not require a Habitats Regulation assessment HRA;
 - The site has potential to support specially protected species including badgers, common lizards, great crested newts and other specially protected species; and
 - The site supports, or have the potential to support, priority habitat types or priority species including heathland and acid grassland, broadleaved woodland and ponds.
- 18.3 The appraisal finds that the existence of specially protected species may be a constraint to development of parts of the site which would need to be mitigated and that heathland and acid grassland are important habitats which should be protected or compensated. The appraisal recommends that further surveys would be required to inform planning applications. However, it concludes there are no identified ecological constraints that would impose a significant constraint to the allocation of the area.
- 18.4 Recommendations would be taken into account as part of the masterplanning in order to achieve the requirement for biodiversity net gain as set out in policy JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity' of the Plan.

19.0 Habitat Regulation Assessment

- 19.1 Since the 2019 consultation the GMCA have engaged with Natural England in the preparation of the Plan, including in the preparation of the Habitats Regulations Assessment (HRA). The HRA must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to

determine if a plan or project may affect the protected features of a European protected site.

- 19.2 The GMCA held one informal meeting in 2019 and two formal meetings with Natural England through its Development Advisory Service in 2020 to consider the HRA. GMCA has shared a draft version of the HRA (updated since 2019) with Natural England for review and comment.
- 19.3 The GMCA and TfGM are responding to Natural England's comments on the draft HRA by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary. The GMCA are also responding to Natural England's comments on functionally linked land, recreation disturbances, water pollution and in-combination effects. Details of this are included in the HRA and Assessment of Air Quality Impacts on Designated Sites report.

20.0 Heritage Impact Assessment

- 20.1 The University of Salford completed a Heritage Impact Assessment which highlighted the need for further evaluation. In alignment with the recommendations made in the initial Heritage Impact Assessment a more comprehensive Newhey Quarry Historic Environment Assessment has now been completed which has explored in detail the potential impact development could have upon any archaeological interests of the site, heritage assets in or around the site and the historic landscape within which the site is located.
- 20.2 This assessment has provided recommendations to ensure the significance of the historic built and natural environment can be preserved or enhanced. These are summarised below and can be found in full within the Newhey Quarry Historic Environment Assessment.
- 20.3 Archaeology recommendation summary:
- No further recommendations.

- 20.4 No amendments to the policy or reasoned justification were required as a result of the above recommendation.
- 20.5 Built Heritage recommendations summary:
- Include and retain key view of the Church of St Thomas in to the plan and design and to avoid overly dominant development.
 - Include a buffer zone to the east of Bradley Farmhouse to retain the assets significance along with avoiding the use of Bradley Lane for vehicular access.
- 20.6 In response to the above recommendations the policy has been amended to include more specific criteria and supplementary information has been included within the reasoned justification.
- 20.7 Historic Landscape recommendations summary:
- An assessment of the geodiversity importance of the site to be undertaken.
 - An opportunity has been highlighted to develop educational resources and create a geological trail.
- 20.8 In response to the above recommendations, supplementary information has been included within the reasoned justification.

21.0 Air Quality

- 21.1 The site is within proximity to an Air Quality Management Area (AQMA) and there are no major industrial uses in the vicinity. This site provides an opportunity in a sustainable location to assist in reducing CO₂ emissions with active travel by walking and cycling as well as using the excellent public transport services. There are not anticipated to be any significant air quality issues and the site is expected to be suitable for residential development in principle.
- 21.2 An Air Quality Assessment (AQA) will be undertaken to support any future planning application for the development of the proposed allocation. This should be based on Institute of Air Quality Management (IAQM) Guidance and be consistent with the Draft Greater Manchester Clean Air Plan. The AQA will assess the impacts of NO₂,

and PM10, PM2.5 particulate emissions from the demolition / construction and operational phases of the proposal. It will also assess impact on human health, sites of ecological importance and sensitive receptors as well as the GM Air Quality Management Area (AQMA) and prepare an action plan of measures to mitigate any adverse impacts of the proposed allocation.

22.0 Noise

22.1 Given the site location adjacent to the existing urban area, the prevailing use is residential, it is considered that there are no significant noise constraints in the local area which might affect the development of the site. If required, a detailed Noise Assessment will be undertaken as part of any planning application process and any required mitigation will be embedded within the proposed development.

Section D – Social

23.0 Education

- 23.1 The needs for school places in relation to all the proposed allocations within Rochdale has been informed by ongoing discussions with the Council's Education Department.
- 23.2 There are two Primary Schools in relatively close proximity to this allocation. In terms of Primary School provision in the area, whilst there are currently no issues in terms of capacity this will continue to be monitored.
- 23.3 The closest Secondary School to the allocation is in Milnrow. Secondary School provision within the borough is being enhanced through the delivery of two new secondary schools which have recently been awarded Government funding. These schools will open within the next three years and will assist significantly in meeting the need for secondary school places across the borough as a whole.
- 23.4 It is acknowledged that new development places increased demand on school provision and therefore the policy does include a requirement to 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.

24.0 Health

- 24.1 Policy JP-P 6 of the Plan sets out the requirements for new development in respect of health provision including, where appropriate, the need for Health Impact Assessments. The Council's Core Strategy requires contributions to health and well-being where appropriate. Rochdale Council will work with site promoters / developers to establish the actual need for additional practitioners taking into account the existing supply and surplus capacity within existing GP and dental practices and, if additional provision is necessary, the most appropriate means and location for such provision to meet the additional demand.

Section E – Deliverability

25.0 Viability

- 25.1 The Strategic Viability Report – Stage 2 Allocated Sites Viability Report (October 2020) assesses the viability of the proposed allocations within the Plan.
- 25.2 The report notes that this site allocation is described as being able to provide an opportunity to deliver a high quality development incorporating a range of house types in an attractive and spectacular setting.
- 25.3 The main test demonstrates that the scheme produces a significant residual value at circa £7.4m, which readily accommodates the strategic transport costs at around £0.3m.

26.0 Phasing

- 26.1 Given the size of the site and the fact that it is generally well supported by existing and proposed infrastructure, it is anticipated that the site would be brought forward via one outlet delivering around 50 dwellings per annum. The site would therefore be built out in around 5 years from the start of dwellings being delivered on the site.

27.0 Indicative Masterplanning

- 27.1 An indicative masterplan prepared by Peacock and Smith is included in Appendix 3. It provides an indicative layout of the development, including a mix of house types with higher density in the south west closest to the Newhey Tram Stop and lower density higher value in the north and east with more than 2km of walking, cycling high quality green infrastructure, providing a network of recreational routes within the housing development.

Section F – Conclusion

28.0 The Sustainability Appraisal

- 28.1 The Sustainability Appraisal (SA) has been incorporated into the Integrated Assessment (IA) of the Plan and has informed plan preparation. The IA identified many positive impacts in terms of the Newhey Quarry allocation policy, but also made recommendations in terms of enhancements and mitigation measures. These recommendations have been addressed through revisions to the Newhey Quarry allocation policy, as set out in section 7.0 of this Topic Paper, or are addressed when the policy is read in conjunction with the plans thematic policies, because the Plan should be read as a whole. Taking account of the IA findings, the Newhey Quarry allocation policy is considered to accord with the relevant economic, social and environmental objectives.
- 28.2 The conclusion of 2021 addendum to the IA confirmed that the minor changes to the policy made no difference to the IA scorings.

29.0 The main changes to the Proposed Allocation

- 29.1 The site allocation policy in the 2019 GMSF is set out in Appendix 5. The most notable amendment to this policy is the change to the boundary and the retention of some of the land within the allocation as Green Belt. This change means that the loss of Green Belt has reduced from 13.6 hectare in 2019 to 10.9 hectares in the 2020 GMSF.
- 29.2 This change to the boundary reflects the other main change from 2019 in that evidence has demonstrated that the quarry face cannot be retained in its current form. Whilst it does mean that this potentially distinctive feature needs to be treated in order to create a safe, developable area, it does mean more of the site is to be retained as Green Belt and it still offers the opportunity to provide a high quality landscape setting with potential for further planting and habitat creation. This will assist with the requirement to achieve a net gain in biodiversity across the site.

- 29.3 Further changes have also been made to the policy to reflect the recommendations of the IA and the evidence undertaken in relation to the proposed allocation. These changes are summarised as follows:
- Changes reflecting the need to re-profile the quarry face in order to ensure opportunities around green infrastructure and biodiversity are maximised;
 - Amendments to the wording of the policy referencing the listed church adjacent to the site to reflect the recommendation of the Historic Environment Assessment that has been produced for the site;
 - A requirement for electric vehicle charging points and cycle storage to address IA recommendations: and
 - A general reference to the need to provide financial contributions to mitigate impacts on the highway network identified through a transport assessment.
- 29.4 These changes are shown in the amended policy wording for the 2020 GMSF at Appendix 4.
- 29.5 There were no amendments to the policy from the 2020 version to the one included in the 2021 PfE plan. However, despite being the same both versions are included in the Appendix for completeness and to be consistent with other Allocation Topic Papers. The 2021 PfE plan policy wording is shown at Appendix 2.
- 29.6 It is considered that the policy changes referred to above, along with the other requirements set out in the policy, will deliver a high quality, sustainable development.

30.0 Conclusion

- 30.1 The proposed site allocation in the Plan is for around 250 homes. As a site within the Green Belt, exceptional circumstances need to be demonstrated for it to be brought forward as an allocation. The exceptional circumstances case takes the form of a strategic high level case and a local level case and is detailed in the Green Belt Topic Paper and section 14 of this Topic Paper. This allocation is considered to satisfy Criterion 1 of the site selection criteria for justifying release from the Green Belt in that it is a brownfield site in a sustainable location. These exceptional

circumstances are considered to significantly outweigh any harm to the Green Belt identified from the sites release.

- 30.2 This allocation accords with the plan's spatial strategy and exceptional circumstances exist to outweigh any harm to the Green Belt from its release. The site is being actively promoted for residential development and can therefore deliver homes early in the plan period.
- 30.3 The evidence that has been produced to date and the IA has identified a number of issues which have been reflected in the revised policy wording. The ongoing masterplanning will ensure that the development will be of a high quality and include the provision of open spaces and publicly available parking to serve the nearby Metrolink stop and alleviate on-street parking in the area. The site is considered to be free of significant constraints and its allocation is considered to accord with relevant economic, social and environmental objectives. In summary, the site will contribute to the choice and quality of housing in a sustainable location.

Section G – Appendices

Appendix 1: Site allocation boundary

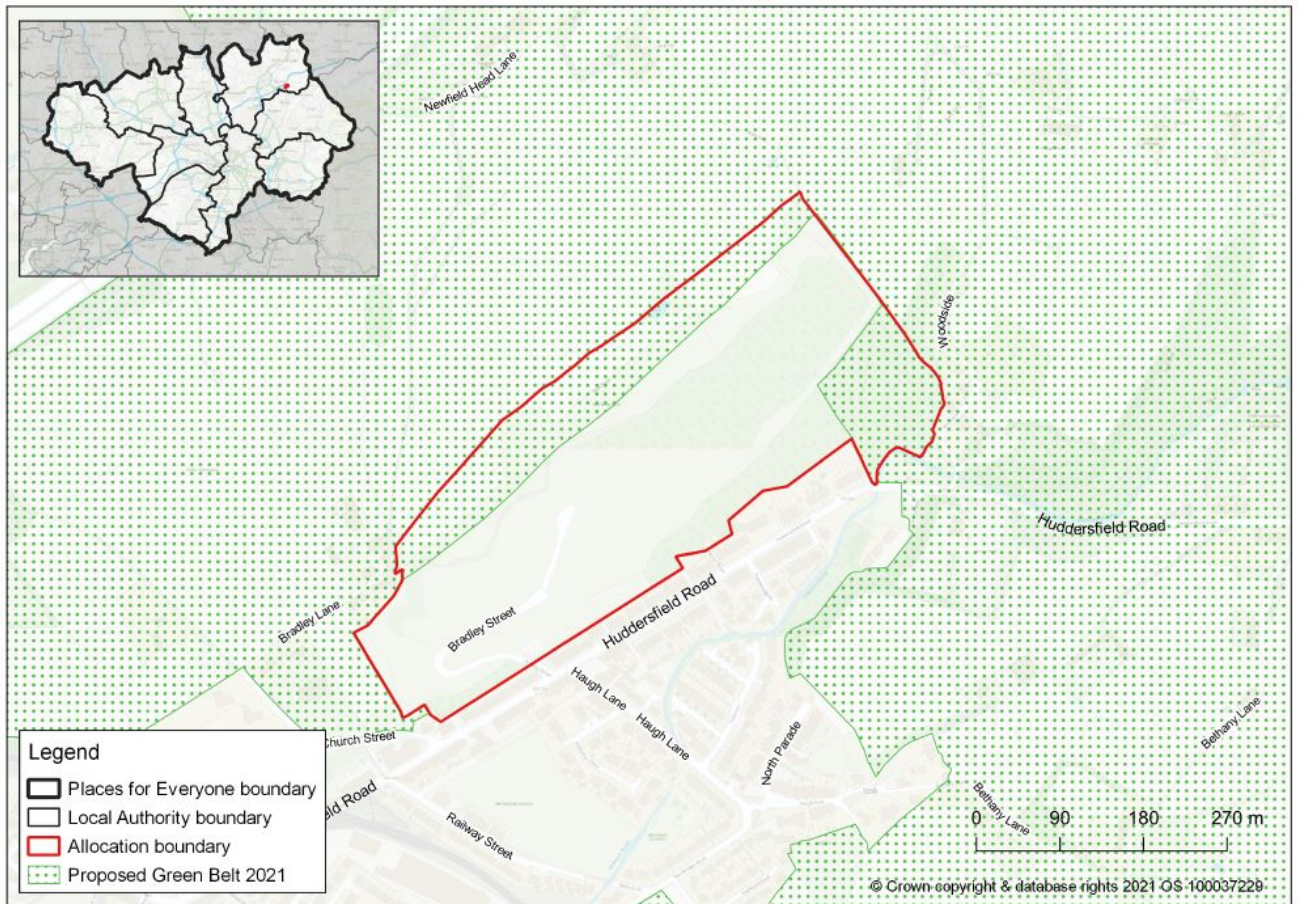
Appendix 2: Proposed policy, PfE Publication Version 2021

Appendix 3: Indicative Masterplan

Appendix 4: Previous draft policy, as proposed in GMSF Publication Version 2020

Appendix 5: Previous draft policy, as proposed in 2019 Draft GMSF

Appendix 1: Site allocation boundary



Appendix 2: Proposed policy, PfE Publication Version 2021

Policy GM Allocation 23: Newhey Quarry

Development at this site will be required to:

1. Deliver around 250 new homes, including higher value family housing;
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, incorporating water features and safeguarding and enhancing biodiversity;
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;
6. Ensure that the design of the scheme preserves and enhances 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;
7. Provide publicly available car parking to serve the Metrolink stop in Newhey and 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;
11. Provide safe and appropriate access onto Huddersfield Road; and

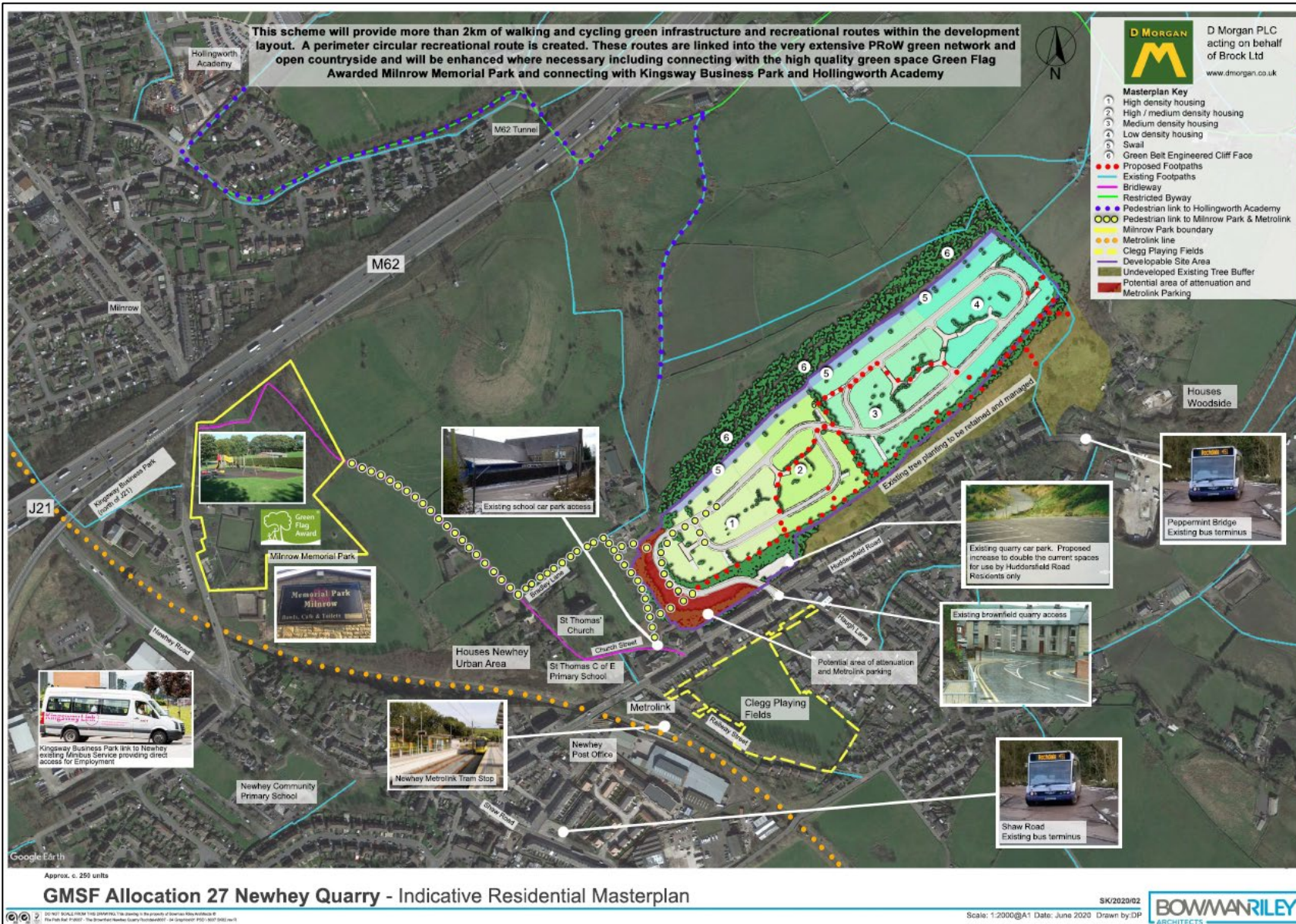
12. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

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.

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

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.

Appendix 3: Indicative Masterplan



Appendix 4: Previous draft policy, as proposed in GMSF Publication Version 2020

Policy GM Allocation 24: Newhey Quarry

Development at this site will be required to:

1. Deliver around 250 new homes, including higher value family housing;
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, incorporating water features and safeguarding and enhancing biodiversity;
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;
6. Ensure that the design of the scheme preserves and enhances 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;
7. Provide publicly available car parking to serve the Metrolink stop in Newhey and 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;
11. Provide safe and appropriate access onto Huddersfield Road; and

12. 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.

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.

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

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.

Appendix 5: Previous draft policy, as proposed in 2019 Draft GMSF

Policy GM Allocation 27: Newhey Quarry

Development at this site will be required to:

1. Deliver around 250 new homes;
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. Incorporate the features of the quarry in a way which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscaping;
5. Ensure that the design of the scheme preserves or enhances the setting of the listed St Thomas Church immediately to the west of the site;
6. Provide publicly available car parking to serve the Metrolink stop in Newhey and the residents on Huddersfield Road to alleviate on street parking issues;
7. 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 and the nearby Metrolink stop; and
8. 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.

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.

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

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 infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face. This should reflect and utilise the features within the site to create attractive and usable spaces for new and existing residents. 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.

Section H – Bibliography

Documents referred to throughout the topic paper can be found below. Please note this is not an exhaustive list of all the evidence base documents relating to the Newhey Quarry allocation policy. The evidence documents which have informed the plan are available via the GMCA's website at <https://www.greatermanchester-ca.gov.uk/placesforeveryone>

- Places for Everyone Written Statement
- Places for Everyone Consultation Summary Report
- 2016 GMSF
- 2019 GMSF
- Site Selection Topic Paper
- Green Belt Topic Paper
- Transport Locality Assessments – Introductory Note and Assessments – Rochdale Allocations
- Addendum: Transport Locality Assessments Review - Rochdale Allocations
- PfE Integrated Appraisal Report
- PfE Integrated Appraisal Addendum Report
- Integrated Assessment of GMSF Growth and Spatial Options Paper
- Integrated Assessment of PfE Growth and Spatial Options Paper
- Habitat Regulations Assessment of PfE
- Habitat Regulations Assessment of PfE - Air Quality Assessment
- PfE Strategic Viability Assessment Stage 2 Allocated Sites
- GM Strategic Flood Risk Assessment Level 1 Report
- GM SFRA Level 1 Appendix A Rochdale Interactive Maps
- GM SFRA Level 1 Appendix B Sites Assessment Part 1
- GM SFRA Level 1 Appendix B Sites Assessment Part 2
- GM SFRA Level 1 Appendix C - Development Sites Assessments Summary Reports
- GM SFRA Level 1 Appendix D - Functional Floodplain Methodology
- GM SFRA Level 1 Appendix E - GMCA Climate Change Models
- GM SFRA Level 1 Appendix F - SUDS Techniques and Suitability
- GM Flood Risk Management Framework
- GM Strategic Flood Risk Assessment Level 2 - Report
- GM Strategic Flood Risk Assessment Level 2 - Appendices

- Flood Risk Sequential Test and Exception Test Evidence Paper
- Stage 1 Greater Manchester Green Belt Assessment (2016)
- Stage 1 Greater Manchester Green Belt Assessment - Appendices (2016)
- Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions
- Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2021 PfE Allocations and Additions (Addendum 2021)
- Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed 2019 Allocations (2020)
- 21F. Stage 2 Greater Manchester Green Belt Study – Assessment of Proposed 2019 Allocations – Appendix B (2020)
- Stage 2 GM Green Belt Study – Addendum: Assessment of Proposed GMSF Allocations (2020)
- Stage 2 GM Green Belt Study – Assessment of Proposed PfE Allocations (Addendum 2021)
- Stage 2 GM Green Belt Study – Contribution Assessment of Proposed 2020 GMSF Green Belt Additions (2020)
- Stage 2 GM Green Belt Study – Contribution Assessment of Proposed 2021 PfE Green Belt Additions (Addendum 2021)
- Stage 2 GM Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020)
- GMSF Landscape Character Assessment (2018)
- Greater Manchester Landscape Character and Sensitivity Study
- 1.1 Indicative Residential Masterplan
- 1.2 Newhey Quarry Coal Mining Risk Assessment
- 1.3 Newhey Quarry Geo-Environmental Assessment Report
- 1.4 Newhey Quarry Initial Flood Risk and Drainage Appraisal
- 1.5 Newhey Quarry Utilities Report
- 1.6 Newhey Quarry Non-Technical Summary of Rock Slope Assessment
- 1.7 Newhey Quarry Historic Environment Assessment
- 1.8 Preliminary Ecological Appraisals - Screening - Rochdale GMSF Strategic Allocations Sept 2020
- Rochdale Core Strategy