

TRAVEL PLANNING AND NEW DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT

Draft Sustainability Appraisal Report

September 2008



**ROCHDALE
METROPOLITAN BOROUGH
COUNCIL**

Strategic Planning
Rochdale MBC
PO Box 32
Telegraph House
Baillie Street
Rochdale
OL16 1JH

CONTENTS

Content	Page
Chapter 1: Introduction	2
The Travel Plan Supplementary Planning Document	2
The Sustainability Appraisal Process to Date	3
Commenting on this report	3
Chapter 2: Context	5
Review of other Plans, policies and programmes: international	5
Review of other Plans, policies and programmes: EU	5
Review of other Plans, policies and programmes: UK	6
Review of other Plans, policies and programmes: Regional	7
Review of other Plans, policies and programmes: Local	8
Chapter 3: The Sustainability Appraisal of the Travel Planning and New Development Supplementary Planning Document	8
Options	8
Appraisal of the SPD objectives	9
Table 1: testing of the draft objectives	10
Appraisal of the Options	11
Table 2: Appraisal of the Options	12
Summary of sustainability appraisal	22
Chapter 4: Next steps and monitoring framework	23

Chapter 1: Introduction

- 1.1 This document is the draft Sustainability Appraisal report (SA report) of the Travel Planning and New Development Supplementary Planning Document. The SA report is the key output of the SA process, documenting the work carried out during the appraisal of the SPD.
- 1.2 The purpose of Sustainability Appraisal is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans (in this case, the proposed Supplementary Planning Document constitutes 'the plan'). SA identifies and reports on the likely significant effects of the plan and the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined.
- 1.3 Sustainability Appraisal of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) is a requirement of the Planning and Compulsory Purchase Act 2004. The SA must also meet the requirements of the European Strategic Environmental Assessment Directive 2001/42/EC (SEA Directive).

The Travel Planning and New Development Supplementary Planning Document

- 1.4 The Local Development Framework (LDF) will gradually replace the Rochdale Borough Unitary Development Plan (UDP), the existing statutory land-use plan for the Borough. The LDF is a portfolio of documents which primarily consists of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The existing UDP policies will be saved until they are replaced within the LDF.
- 1.5 The role of the Travel Planning and New Development SPD is to expand upon the travel plans policies in the UDP, in particular to encourage and enhance travel choice providing a more sustainable, and competitive alternative to single occupancy private car use. Travel plans seek to minimise the impact of development related traffic on the efficient operation of the transport network by encouraging developers to consider and invest in measures and initiatives which promote walking, cycling, public transport and car sharing for both commuting and business trips.
- 1.6 Summary of likely significant effects of the SPD:
 - tackling congestion
 - greater accessibility
 - safer roads
 - better air quality
 - helping to tackle climate change

- enhanced business practice and efficiencies

The Sustainability Appraisal Process to date

1.9 A Sustainability Appraisal Scoping Report was produced, outlining how the scope of the SA was determined by examining the evidence base and relevant plans, policies and strategies. This was also the initial consultation document of the SA process, allowing the following range of relevant bodies and interest groups to comment:

- Natural England (statutory consultee)
- English Heritage (statutory consultee)
- The Environment Agency (statutory consultee)
- Government Office for the North West
- The North West Regional Assembly
- Greater Manchester Passenger Transport Executive
- Greater Manchester Chamber of Commerce
- Rochdale Local Strategic Partnership
- Home Builders Federation
- GM Joint Transport Group

1.10 Comments were received from Natural England and Government Office North West. As a result, the scoping was revised to include additional documents such as the Climate Change Action Plan for the North West.

1.11 Once the scoping had been finalised, the Sustainability Appraisal was carried out, assessing the plan against 48 SA objectives which had been selected as a result of the scoping process. This appraisal was carried out on 30th June 2008 by a panel consisting of members of the Council's Strategic Planning, Highways and Environmental Management (Sustainability Team) sections.

1.12 The SA identified a number of areas where the draft plan was weak in terms of the SA objectives, such as tackling ill health and reducing crime. As a result of these findings, improvements have been suggested to the plan. More details of this are outlined in Table 2.

Commenting on this report

1.18 Comments on this draft SA report, as well as on the Appropriate Assessment Screening Opinion and the draft SPD itself, can be made during the six-week formal consultation period which begins on Monday 2nd March 2009. Official comments forms are available at www.rochdale.gov.uk/yourviews and also at the locations listed in appendix 6.

1.19 All comments must be submitted by **5 pm on Monday 20th April 2008**
to:

By post: Strategic Planning Team
Floor 2
Telegraph House
Baillie Street
Rochdale, OL16 1JH

By fax: 01706 864144

By email: Strategic.planning@rochdale.gov.uk

Chapter 2 Context

Other Policies, plans and programmes

2.1 The following link to the Sustainability Appraisal process:

International

The Earth Summit

2.5 In June 1992 the United Nations Conference on Environment and Development called 'The Earth Summit' was held in Rio de Janeiro, Brazil. An important achievement of this summit was a set of agreements between governments to mark future international co-operation on environmental and development issues.

Kyoto Protocol

2.6 This agreement was drawn up in Kyoto, Japan. It committed industrialised nations to a reduction in greenhouse gases including carbon dioxide, methane, nitrous oxide and fluorinated gasses.

The World Summit

2.7 Held in 2002 in Johannesburg, its role was to identify new global sustainability issues that had arisen since 1992 and develop a plan to improve sustainable development in the coming decade.

European Union

The EU Sustainable Development Strategy

2.8 This strategy was approved in June 2001 at the Gothenburg European Summit. The EU SDS highlights four priority areas and outlines objectives, targets and actions in relation to each:

- combating climate change;
- ensuring sustainable transport;
- addressing threats to public health; and
- managing natural resources more responsibly.

The EU Water Framework Directive

2.9 The 2000 Directive establishes the framework for the protection of inland surface waters, transitional waters, ground waters and coastal waters. The aim is to:

- prevent deterioration to waters
- protect and enhance aquatic ecosystems
- promote sustainable water use

- reduction of pollution to ground water
- mitigating the effects of floods and droughts

United Kingdom

Securing the Future – The UK Government’s Sustainable Development Strategy

2.10 The strategy highlights the renewed international push for sustainable development from the World Summit on Sustainable Development in Johannesburg in 2002. It creates shared priorities for UK action. These are:

- Sustainable consumption and production – achieving more with less;
- Climate change and energy – seeking to secure a profound change in the way we generate and use energy
- Natural resource protection and environmental enhancement – protecting and enhancing the environment to ensure a decent environment for everyone
- Sustainable communities – creating communities which embrace the principle of sustainable development at the local level.

Sustainable Communities Plan

2.11 Launched in February 2003, the plan aims to ensure improved liveability for all communities, including cleaner streets, improved parks and better public spaces.

Planning Policy Statement 1: Delivering Sustainable Development (PPS1)

2.12 Sets out the key principles in terms of facilitating and promoting sustainable and inclusive patterns of urban and rural development. by ensuring high quality development through good and inclusive design, and the efficient use of resources. Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular they should carefully consider the interrelationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development. Planning authorities should seek to achieve outcomes which enable social, environmental and economic objectives to be achieved together.

Planning Policy Statement: Planning and Climate Change (Supplement to PPS1)

2.13 Objectives of this document include delivering patterns of urban growth and sustainable rural developments that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking. New development, its spatial

distribution, location and design should be planned to limit carbon dioxide emissions.

Planning authorities should expect new development to create and secure opportunities for sustainable transport including through the preparation and submission of travel plans, providing for safe and attractive walking and cycling opportunities and an appropriate approach to the provision and management of car parking.

Planning Policy Guidance Note 13: Transport

- 2.14 Aims to promote more sustainable transport choices, increase accessibility and reduce the need to travel, especially by car. Local authorities are expected to consider setting local targets for the adoption of travel plans by local businesses and other organisations.

Regional

The Northern Way

- 2.15 The Northern Way is a multi-million pound package for urban renaissance that aims to create jobs, sustainable communities, growth in the economy across the North, and to reduce disparities between the North and South. The Northern Way is the northern element of the Sustainable Communities Plan, implementing the Sustainable Communities Plan vision across the northern region.

Rising to the Challenge: A Climate Change Action Plan for England's Northwest

- 2.16 Sets out a vision for the region and outlines outcomes to be achieved by 2020. These relate to both reducing regional greenhouse gas emissions and adapting to unavoidable effects of climate change, and the actions set out are characterized as enabling, encouraging, engaging, exemplifying and catalyzing. Of particular relevance is the enabling action of promoting best practice in personal and workplace travel planning so that individuals and organizations reduce their reliance on private cars and make more sustainable travel decisions.

The North West Plan: Submitted Draft Regional Spatial Strategy (RSS) for the North west of England (inc. Secretary of State's proposed changes)

- 2.17 This outlines the importance of the increasing need for sustainable economic growth to be decoupled from resource use, which indicates the need for different and more sustainable patterns of economic activity and movement. Objectives include the active management and prudent use of natural resources, with fewer emissions of greenhouse gases and the most efficient use of infrastructure. Plans and strategies

should develop and implement policies to reduce emissions of greenhouse gases from all sources, including transport.

Local

The Community Strategy for Rochdale Borough 2003 – 2007: Pride of Place

- 2.18 Priority themes are Health and Well-being in Rochdale, Achieving Rochdale, Prosperous Rochdale, Safe Rochdale, Cleaner Greener Rochdale and Strong and Confident Rochdale.

Chapter 3: The Sustainability Appraisal of the Travel Planning and New Development Supplementary Planning Document

Options

- 3.1 Government guidance on sustainability appraisal requires that options are developed and considered to ensure that the identified objectives for the document can be met. In this instance, it is considered that the only viable option to producing the plan would be not to produce the plan, relying instead on the existing UDP policy. This would mean that:

- Developers would not have detailed guidance at their disposal in order to assess what is required and how they could meet the requirements;
- There could be greater delays in the planning process;
- Development Control might not be able to implement the policy as consistently and successfully;
- Enforcement of the policy might be more difficult.

However, these advantages do not necessarily mean that the production of the plan will have a positive impact upon all the strands of sustainability, and it may have a negative impact on some in comparison with reliance on existing policy. What needs to be assessed is the overall impact upon sustainability, and, if this is found to be positive, mitigation measures need to be determined to strengthen those areas of the plan which are weak in sustainability terms.

- 3.2 The SPD appraisal process has been undertaken in two stages. The first stage of the appraisal process was to test the compatibility of the SPD objectives against the agreed set of SA objectives which were developed through the scoping process. The results of this testing are set out within Table 1 (for the SA objectives in full please refer to Appendix 1). The second phase of the appraisal process was to assess the impact in sustainability terms of the production of the document, relative to the other option of relying on existing policy, and this was done by setting up a panel which assessed the proposed document against the aforementioned SA objectives. A summary of the results of this testing are set out in Table 2.

Appraisal of the SPD objectives

3.3 The SPD objectives are as follows:

- 1) To provide guidance minimising the impact of traffic from new development on the transport network by promoting sustainable travel and minimise additional single occupancy car travel.
- 2) To encourage efficient business practices through the streamlining the cost of business travel fleet operations and logistics ,
- 3) To provide guidance on initiatives to restrain the impact of emissions from traffic on air quality and climate change,
- 4) Encourage enhancement of accessibility and connectivity between businesses and their workforce and potential employees, offering them a wider choice of feasible travel modes,
- 5) Enhance opportunities for mobility impaired people to take up employment opportunities,
- 6) Promote reduced in car dependency and peak time congestion on the transport network,
- 7) Encourage restraint of residential based car travel contributing to accident reduction and provide a safer environment for vulnerable road users in local communities.

3.4 The assessments of the objectives are set out in Table 1. For a full explanation of the SA objectives please refer to Table 2.

3.5 The appraisal indicates that the SPD objectives are generally either compatible with the sustainability objectives or have little relationship with them; there are no negative relationships. There is a particularly strong relationship between the SPD objectives and objectives relating to a Cleaner and Greener Rochdale. Developing community and cultural opportunities was the weakest area.

Table 1: Travel Planning and New Development draft objectives testing

Key:

	Excellent: makes a close to optimal contribution to the objective
	Good: makes a significant direct contribution to the objective
	Fair: makes some direct or significant indirect contribution to the objective
	Weak: makes a minor, indirect contribution to the objective and is a missed opportunity
	Poor: does not contribute to the objective and is a missed opportunity
	Undermining: has potential to significantly undermine the objective
	N/A

SA Objectives

SPD Draft objectives

	1	2	3	4	5	6	7
1a							
1b							
1c							
1d							
1e							
1f							
2a							
2b							
2c							
2d							
3a							
3b							
3c							
3d							
3e							
3f							
3g							
3i							
3j							
3k							
4a							
4b							
4c							
4d							
5a							
5b							

5c							
5d							
5e							
5f							
5g							
5h							
5i							
5j							
5k							
5l							
5m							
6a							
6b							
6c							
6d							
6e							
6f							
7a							
7b							
7c							
7d							

Appraisal of the options

3.6 As stated earlier, the realistic options are to produce the SPD or to rely on existing policy. Which option was most acceptable in terms of sustainability considerations could be ascertained by assessing the draft SPD against the 48 SA objectives which had been selected as part of the scoping process. This appraisal was carried out by a panel consisting of members of the Council’s Strategic Planning, Highways and Environmental Management (Sustainability Team) sections. The 48 SA objectives, which have been aligned with the ‘priority themes’ in Rochdale’s Community Strategy, were selected as a result of the scoping process.








It is considered that this approach has provided a robust assessment methodology which provides a degree of certainty regarding the likely sustainability effects of the plan. This approach will be further enhanced by taking account of consultation responses received during consultation upon this SA Report and the SPD itself.

3.7 Table 2 below comprises a summary of how the proposed plan performed against the 48 SA objectives, all of which align with the priority themes.

Table 2: Appraisal of the Options

- **Option 1: Rely on existing policy**
- **Option 2: To produce the SDP, with its detailed guidance for developers, guidance on implementation and guidance on monitoring and enforcement.**

Key:

	Excellent: makes a close to optimal contribution to the objective
	Good: makes a significant direct contribution to the objective
	Fair: makes some direct or significant indirect contribution to the objective
	Weak: makes a minor, indirect contribution to the objective and is a missed opportunity
	Poor: does not contribute to the objective and is a missed opportunity
	Undermining: has potential to significantly undermine the objective
	N/A

Ref.	SA Objective	Options	Impact (short, medium and long term)			Evidence	Actions for Improvements
			S (0-5 yrs)	M (6 – 10 yrs)	L (11+ yrs)		
1a	Reducing health inequalities in the Borough; ensuring that we enjoy good health and wellbeing in all our neighbourhoods and communities	1					
		2				Potentially excellent contribution to this objective. A certain amount depends on how it is applied.	
1b	Tackling the causes of ill health, working to address the causes of the Borough's high standard mortality rates, coronary heart disease, teenage conception rates and smoking	1					
		2				Would help to tackle some of these.	More reference to the potential health implications of travel plans to be made. More compunction.
1c	Improving standards of healthcare services, reducing health inequalities, promoting health and well being throughout the Borough's neighbourhoods and communities	1					
		2				Reference to be made to the Design Guides SPD and other relevant highways design documents, especially in respect of residential developments.	
1d	Reducing the health impact of alcohol and drug abuse	1					
		2					
1e	Improving health and wellbeing by increasing individuals' and communities' control over their own lives	1					
		2				Improved accessibility	References to design documents to particularly refer to accessibility standards. Greater reference also to be made to the accessibility hierarchy (policy A2 of the UDP).
1f	Increasing sport and leisure activities and greater access to the countryside to help promote healthier lifestyles	1					
		2				This document should point the way to greater access to these activities	Greater emphasis to be made in respect of linkages to open spaces / sports and leisure facilities through travel plans, and also to linkages to strategic walking / cycling routes (which will ultimately lead to the countryside).

2a	Improving lifelong education and training, enabling people of all ages to acquire knowledge and skills	1					
		2				Education is an important part of travel plans.	
2b	Providing everyone with the chance to achieve their full potential, supporting adult learning including access to quality childcare particularly in deprived areas	1					
		2					
2c	Promoting confidence in gaining new skills and knowledge, helping people achieve their full potential and aspirations, supporting social inclusion through good educational achievement	1					
		2					
2d	Taking advantage of learning opportunities through new information and communications technology (ICT)	1					
		2					
3a	Matching jobs and investment to those most in need by enhancing local people's opportunities to gain new skills	1					
		2				E.g. Kingsway Travel Plan	
3b	Supporting the Borough's local businesses, promoting a competitive and dynamic business environment, providing local people with more and better paid jobs	1					
		2				This is a better way of doing business. It leads to a healthy workforce, and studies show economic payback.	
3c	Reducing the Borough's impact upon the local and global environment	1					
		2				Greater reference to be made what kind of developer contributions could be included, e.g. for air quality measures, etc. Potential to link this to the open space linkages through co-ordination with recreational open space contributions.	

3d	Redeveloping Rochdale town centre, attracting new retail investment to the primary shopping area	1					
		2					
3e	Promoting the value of the Borough's built and natural heritage	1					
		2					
3f	Promoting high quality, viable alternatives to using the car including public transport, walking and cycling	1					
		2					
3g	Promote a locally and nationally, well-connected transport system – especially public transport	1					
		2					
3h	Improving the prosperity of the Borough, sharing in the benefits of the growth of the regional centre in the city of Manchester	1					
		2				Improved access to jobs	
3i	Raising the profile of Rochdale within the North West region, attracting more investment and opportunities for local people	1					
		2				Kingsway is promoting sustainability as one of its key themes	
3j	Encouraging and promoting sustainable procurement and ethically traded goods and services	1					
		2					
3k	Improving young people's skills, which contributes to the local economy	1					

		2				Improved accessibility will assist in this objective	
4a	Reducing crime and the fear of crime	1					
		2				More legitimate use of a route – reduction in crime / fear of crime.	Reference to be made to the relationship between travel plan measures and crime, e.g. impact on crime / fear of crime; and then point to be made that mitigation measures must be put in place if necessary if there appears to be potential negative impacts in respect of this matter
4b	Keeping young people out of trouble, promoting positive activities, diverting young people away from crime	1					
		2					
4c	Increasing the number of citizens who feel that the Borough is a safe place to live.	1					
		2				See 4a above and road safety improvements	
4d	Reducing the number of people killed or seriously injured on the Borough's roads Promoting 'HomeZone' schemes, reducing car access and limiting speeds, creating safer and more attractive street environments	1					
		2				Training is an important part of travel plans, especially in schools.	Residential travel plans – to include traffic calming measures, etc.
5a	Improving cleanliness and tidiness of public areas, contributing to a better image for the Borough	1					
		2					
5b	Providing and maintaining high quality parks and countryside attractions, increasing public satisfaction with parks and open spaces	1					
		2					
5c	Utilising the Borough's parks and countryside attractions, encouraging walking, cycling and sport	1					

		2				Travel Plans should assess where existing routes are and making links to them	As If above.
5d	Sustaining and ensuring value in local natural diversity and supporting healthy resilient marine and terrestrial ecosystems	1					
		2					
5e	Ensuring a reduced impact upon the local and global environment; reducing pollution and waste and saving energy and water to within empirically tested environmental limits	1					
		2					
5f	Encouraging sustainable land use and development practices	1					
		2					
5g	Reducing local carbon emissions and energy use, contributing to national and global targets	1					
		2					
5h	Maintaining and enhancing the built environment, incorporating good quality sustainable design and construction techniques	1					
		2					
5i	Promoting more efficient and effective use of natural resources and materials	1					

		2					
5j	Encouraging waste to be reduced at source, and providing opportunities for reuse, recycling and recovery	1					
		2					
5k	Tackling climate change; ensuring minimisation, mitigation and adaption methods are in place to tackle present and future challenges	1					
		2					
5l	Ensuring that flood risk is minimised, management practices are complimentary to intrinsically linked issues of biodiversity, water quality and urban drainage	1					
		2					
5m	Future proofing policies and strategies; ensuring that the implications of policy and practice for future generations both globally and locally are fully considered	1					
		2				Complications of changes of ownership; Council resource implications	
6a	Create decent, warm, safe and secure houses cutting energy use, with choice of location, size and tenure	1					
		2					

6b	Encouraging people of all ages and backgrounds to become active citizens, increasing opportunity for residents to shape their own future	1					
		2				Residential travel plans often maintained by residents' groups. Also, involvement of groups in school travel plans	
6c	Ensuring community cohesion promoting the positive outcomes derived from ethnic and cultural diversity	1					
		2					
6d	Encourage growth of sustainable communities, improving access, cleanliness and maintenance of the local environment, particularly in the most deprived neighbourhoods	1					
		2					
6e	Supporting the foundations of a strong voluntary and community sector, with community and faith groups continuing to play an important role	1					
		2				True of school travel plans but not any other	
6f	Providing more cultural opportunities and ensuring that they are available to all. Developing and maintaining sustainable opportunities for residents of all ages and backgrounds to experience and gain positive reward from shared cultural activities	1					
		2					
7a	Working with cross-sectoral partners to ensure effective planning and delivery across the Borough	1					
		2					

7b	Including appraisal, monitoring and review mechanisms	1	Yellow	Yellow	Yellow		
		2	Green	Green	Green		
7c	Ensuring relevant stakeholders and active organisations are involved in the development and implementation of decisions	1	Yellow	Yellow	Yellow		
		2	Green	Green	Green		
7d	Integrating with other policies	1	Yellow	Yellow	Yellow		
		2	Green	Green	Green		

3.8 Summary of sustainability appraisal

Option 1

To rely on existing policy would ensure that travel plans are undertaken and this is likely to have a limited positive impact in some key areas, such as reducing carbon emissions, encouraging the growth of sustainable communities, promoting viable alternatives to using the car and promoting a well-connected transport system. The Borough would become a more attractive place to invest, and partnership working would be enhanced. However, impact would be limited in terms of tackling ill health, improving education and job skills and reducing crime. The policy also does not go far enough in terms of encouraging the involvement of the voluntary and community sector, monitoring and review and integration with other policies.

Option 2

Option 2, producing the proposed SPD, would mean that there would be more detailed guidance available for developers and planners on what developments require travel plans, types of plan required, ranges of measures that can be included and monitoring arrangements. There is significant expansion in terms of the area of residential travel plans, involving the local community. The result of this increased practical guidance being made available is that workable plans which address sustainability issues more effectively are likely to be produced, and this is borne out by the results of the appraisal. There are more positive impacts in areas such as improving training and skills, reducing pollution and carbon emissions, tackling climate change, monitoring and review and stakeholder involvement. The increased emphasis on residential travel plans improves impacts in areas such as improved road safety and encouraging active citizenship.

Conclusion

There are some areas, such as raising the profile of the Borough, reducing crime and the fear of crime, and future proofing policies and strategies, where the production of the SPD makes no difference. However, there are a significant number of areas where it has a positive impact, perhaps most significantly improving access to education and training and tackling climate change. When this is added to the fact that there are no areas whatsoever where option 2 was perceived as having a more negative impact than option 1, it is clear that this assessment advocates the preparation and adoption of the SPD as having a positive impact on sustainability. In addition, the appraisal brought up a number of measures to improve the sustainability of the document further, and these are outlined below.

Mitigation measures

There are a number of mitigation measures suggested by the appraisal process, which have now been incorporated into the draft SPD. These are outlined in the 'Actions for improvements' column in Table 2 and include an increased emphasis on accessibility issues, exploration of financial contributions, exploration of crime mitigation / prevention measures and further detail of residential travel plan measures.

Chapter 4: Next steps and monitoring framework

Next steps

- 4.1 Following consultation upon this document and the SPD the documents will be reviewed in the light of comments made and, where appropriate, changes will be made to the documents prior to adoption by the Council. If there are significant changes to the SPD that have not already been the subject of this SA it will be necessary to assess these changes against the SA framework to ensure that the significant social, environmental and economic effects are appraised.

Location of documentation and comments forms

The consultation period for the SPD and the Draft Sustainability Appraisal is between **2nd March 2009 and 20th April 2009**. Comments on the documents can be made by:

- Using the on-line response form www.rochdale.gov.uk/yourviews and go to current consultations.
- E-mailing Strategic.planning@Rochdale.gov.uk giving your name and address
- Writing to Strategic Planning, Floor 2, Telegraph House, Baillie Street, Rochdale, OL16 1JH

The draft Travel Planning and New Development Supplementary Planning Document, and the draft Sustainability Appraisal and other documents are available for inspection:

- On the Council's website www.rochdale.gov.uk/yourviews
- All the Rochdale Borough Libraries
- At some of the Community Centres
- All Council Information Points
- Planning Reception, Floor 1, Telegraph House, Baillie Street, Rochdale (8.45am-4.45pm)

For more information or a Freepost response form phone Strategic Planning on Tel: 01706 924371 or email Strategic.Planning@rochdale.gov.uk

Comments need to reach us by 20th April 2009