

The following Policies of the Oldham Council Local Plan are of relevance for the purposes of the application:

Oldham

Local

Development

Framework

**Development Plan Document -
Joint Core Strategy and
Development Management Policies**

Adopted 9 November 2011



Oldham
Council

Policy 1 Climate Change and Sustainable Development

Development should adapt to and mitigate against climate change and address the low carbon agenda, contribute towards sustainable development, help create a sense of place, improve the quality of life for residents and visitors, and enhance the borough's image. Housing-led development should contribute towards a balanced and sustainable housing market, as part of Greater Manchester's north east housing market area, making Oldham an address of choice. Economic-led development should build on our role as part of Greater Manchester and our links to Leeds, promote economic growth and prosperity, and address worklessness and deprivation. The council will promote and support improvements in education and skills which contribute to Oldham as a university town. Improvements that benefit the health and well-being of people in Oldham will be supported. Development must be in sustainable and accessible locations within the built up area, and must not prejudice the development of other land or the regeneration plans of an area identified by the council as being in need of investment.

When allocating sites and determining planning applications, the council will:

- a. ensure the effective and efficient use of land and buildings by promoting the reuse and conversion of existing buildings (including Oldham's industrial mills) and development on previously developed land (including through land reclamation, remediation of contaminated land and recycling derelict, vacant and underused land) prior to the use of greenfield sites.
- b. meet Oldham's housing needs and demands by focusing residential land in sustainable and accessible locations in regeneration areas (including Oldham Town Centre and the Housing Market Renewal area), also in areas within and accessible to the borough's other centres (of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill), and in rural settlements (such as the Saddleworth villages).
- c. promote the vitality and viability of the borough's centres by focusing appropriate major retail and leisure developments on Oldham Town Centre, and appropriate levels of development in the borough's other centres (of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill) and local shopping parades.
- d. promote economic prosperity and meet the needs of existing and new businesses by providing employment land in areas that are accessible by public transport. Appropriate business, industry and office developments will be focused on suitable and available employment land in Oldham Town Centre, the borough's other centres (of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill), at Foxdenton, the Hollinwood Business District, the Chadderton Technology Park and the other established employment areas ('Business and Employment Areas' and 'Saddleworth Employment Areas').
- e. reduce the need to travel by ensuring developments are located in areas that are accessible by a range of sustainable transport choices, consistent with the Transport Protocol and specifically key issues 1 and 5 (Table A).
- f. promote 'green' energy.

- g. promote development away from areas at risk of flooding, reduce surface water run-off and the likelihood of downstream flooding, and protect and improve water resources.
- h. promote sustainable and high quality design and construction of development that respects Oldham's local character, distinctiveness and sense of place, and enhances the borough's image.
- i. promote the prudent use and sustainable management of Oldham's natural and man-made resources, including land, soil, minerals, waste, air and water.
- j. maintain the borough's Green Belt, and protect locally designated 'Other Protected Open Land' and 'Land Reserved for Future Development'.
- k. ensure development respects Oldham's natural, built and historic environments, Green Infrastructure, biodiversity (including the environmental value of brownfield sites), geodiversity and landscapes, and their settings.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses all the main issues, and is supported by the other policies which provide greater details on how these matters will be addressed in planning terms. It links to the Vision and the preferred way forward by addressing climate change, sustainable development, an improved housing market, economic prosperity, education and skills, transport, local environments. |
| Objectives | SO1, SO2, SO3, SO4, SO5. |
| Sustainability Appraisal Objectives | All. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Cohesive Society. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. Services of choice. A university town. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | All indicators. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. Voluntary Sector. |
| Transport Protocol Key Issue | 1, 4, 5. |

Supporting Text

- 5.8** A fundamental principle of sustainable development is the need to conserve natural resources and improve their quality, particularly those that are finite and non-renewable. The importance of climate change has risen considerably up the public and political agenda over the last few years. The policy links to the preferred way forward and the objectives generally by setting out the key ways Oldham will address these matters. The policy in many ways sets the overall context for the joint DPD. It is supported by the other policies that deal with the detailed matters covered by these broad headings, particularly for dealing with development management proposals.
- 5.9** Development proposals should:
- a. be consistent with national and local policy and guidance; and
 - b. support the Oldham Sustainable Community Strategy and other strategies, plans, policies and programmes approved by the council or the Oldham Partnership; and
 - c. be consistent with the Oldham LDF objectives, the preferred way forward and other policies; and
 - d. have regard to `Oldham Beyond` and its successor documents such as local area-based masterplans; and
 - e. have regard to the Greater Manchester Strategy, including the spatial planning framework; and
 - f. have regard to an approved Parish Plan by Saddleworth Parish Council or Shaw & Crompton Parish Council, where appropriate; and
 - g. have regard to the statutory purposes of the Peak District National Park, where appropriate.
- 5.10** The `Assessment of Potential Carbon Savings Achievable in the North West Region by 2020` was commissioned by the former 4NW (October, 2008). It recommends various ways in which carbon savings can be achieved such as Code for Sustainable Homes, Zero Carbon Homes and minimising the need to travel.
- 5.11** Greater Manchester was awarded Low Carbon Economic Area (LCEA) for the Built Environment in December 2009. The purpose of the LCEA is to accelerate growth in a particular part of the low carbon economy expanding on particular strengths, thus helping to strengthen and grow the UK's share of this market.
- 5.12** Greater Manchester's LCEA vision is that by 2015 Greater Manchester has established itself as a world leader in transforming to a low carbon economy. The physical retrofit and supply of energy to both the residential and non-residential building stock plays a key role in achieving this vision.
- 5.13** The Stern Review: The Economics of Climate Change⁽⁵⁾ concluded that the benefits of acting strong and early significantly outweigh the economic costs of not responding. Manchester Enterprises published a `Mini Stern` report⁽⁶⁾ to identify what can be done to deal with the

5 HM Treasury, 2006.

6 July 2008.

impacts of climate change legislation. It recommends that Greater Manchester should look further into the potential to develop a more robust and cost efficient energy infrastructure that is based on low and zero carbon technologies.

- 5.14** The Multi Area Agreement⁽⁷⁾ addresses climate change as a key issue and states it will assess the business support needs of responding to the challenges around energy and carbon emission reduction and business growth opportunities set out in the Mini-Stern report.
- 5.15** Access and movement need to be achieved with as little harm as possible to the environment and to human health. It is known that there are instances of poor air quality in the borough identified through monitoring, and an Air Quality Management Area has been designated where areas are likely to exceed Government targets for air pollution. Traffic congestion needs to be managed and there is a need to reduce the impact of motorised traffic on the global climate and levels of noise, as well as on air quality. A Greater Manchester Congestion Target Delivery Plan⁽⁸⁾ is part of a strategy to deliver national targets on urban congestion.
- 5.16** Defra and the Low Emissions Partnership have prepared good practice guidance on Low Emission Strategies⁽⁹⁾. This provides a package of methods to mitigate the transport impacts of development. There is a Greater Manchester Air Quality Action Plan⁽¹⁰⁾ in place. It identifies that Oldham will work in partnership with the other Greater Manchester authorities.
- 5.17** Securing sustainable communities involves ensuring that new housing is developed in locations that offer access to a range of community facilities, jobs, key services and infrastructure. There are many employment-generating land uses, such as offices and creative industries, which can be located alongside residential areas without having a negative impact on residential amenity. Located in appropriate areas, mixed-uses can stimulate sustainable economic investment and regeneration, and can create local jobs that can reduce the need to travel and hence lower emissions.
- 5.18** Improving, protecting and conserving the quality of soils is important. Certain soils, such as peat, can act as a carbon sink. Remediating contaminated land will continue to be addressed. Policy 9 deals with managing potential hazards.
- 5.19** Improving our housing market, through choice, quality and diversity, is key to the future of the borough. Policies 3, 10, 11 and 12 of this joint DPD provide further details about how we will ensure Oldham is an address of choice.
- 5.20** Focusing major retail and leisure developments on Oldham Town Centre, and appropriate levels of development on the borough's other centres (of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill), will help to promote their vitality and viability. Supporting local shops and services will help sustain our communities. Policies 15 and 16 provide further details on how we will support our centres and neighbourhoods.

7 AGMA and Manchester Enterprises, June 2008.

8 AGMA, September 2007.

9 January 2010.

10 AGMA, 2006.

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- 5.21** Changing our local economy and improving education and skills so that we increase economic prosperity are key means to addressing worklessness and tackling deprivation. Our work on so many different fronts and with a wide range of partners is aimed at bringing about these changes and improvements. Policies 4, 13 and 14 provide further details about how the planning framework will contribute towards this.
- 5.22** Ensuring development is located in areas that can help reduce the need to travel and are accessible by public transport, walking and cycling are key ways to address our impacts on the local and global environments. Particularly with regard to the site allocations which emerge through Policies 11 and 13 and the relationship with Policies 15 and 16. Policies 5 and 17 provide further details on how we will promote accessibility and sustainable transport choices.
- 5.23** Policy 18 provides details of how we will we reduce energy consumption and increase energy conservation by securing use of appropriate low carbon and renewable energy technologies.
- 5.24** Quality water is a precious resource. Water resources and features make a valuable contribution to biodiversity, form part of the landscape and offer recreational value. Many watercourses have been culverted. Flooding, and how best to protect and defend developments from its effects, is of great importance. Oldham Council commissioned a Strategic Flood Risk Assessment (SFRA)⁽¹¹⁾, working with Greater Manchester partners and the Environment Agency, which forms a key part of the LDF evidence base. Policy 19 provides details of how we will manage water and flooding matters in the borough.
- 5.25** Our design principals reflect the positive characteristics of the borough's local areas and communities. Further details of how we will secure high quality design of new developments is provided in Policy 20.
- 5.26** Oldham is working with its Greater Manchester partners to ensure the prudent use and sustainable management of our waste and minerals resources. Policies 7 and 8 provide further details on these matters.
- 5.27** Policy 22 provides details of how we will manage Green Belt and open countryside matters in the borough.
- 5.28** Our local natural, built and historic environments add to the borough's sense of place, and Policies 6, 21, 23 and 24 provide further details of how we will manage these matters.
- 5.29** All development sites will only be taken forward in the Site Allocations DPD following satisfaction of assessments in respect of flooding, highways, habitats, infrastructure, the potential sterilisation of minerals by the development and the potential or not for prior extraction of those mineral resources. This is not an exhaustive list.

11 Oldham Strategic Floodrisk Assessment, JBA Consulting and Oldham Council, 2010.

Policy 2 Communities

Promoting and addressing the needs of local neighbourhoods is key to creating sustainable communities across Oldham. The council will support appropriate development that contributes towards creating sustainable communities and promotes community cohesion across the borough, supports the transformation of education and skills, and contributes to improved health and well-being of people in Oldham.

Communities

Development should contribute towards sustainable communities, and should not undermine community cohesion.

The council will support proposals for new and improved community facilities that meet an identified need, where appropriate, by working with partners and through the use of developer contributions.

Health and well-being

The council will support improvements in the health and well-being of Oldham's residents by working with the NHS, PCT and other health partners and through the use of developer contributions to facilitate the development of new and improved health-related facilities. This will include the current LIFT health and well-being centres programme.

Education and skills

The council will support improvements to the education and skills of the borough's population by working with a range of education partners, including the University Campus Oldham, the Oldham College and the Oldham Sixth Form College, and through the use of developer contributions, to facilitate the development of new and improved education facilities. These will include proposals relating to the Building Schools for the Future programme, the primary capital programme and the Regional Science Centre Oldham.

The council will provide further advice and guidance on this policy.

Linkages

| | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by relating to the land-use elements of communities, health and well-being, and education and skills. |
| Objectives | SO1, SO2, SO3, SO4, SO5. |
| Sustainability Appraisal Objectives | EC5, EC9, SOC1, SOC2, SOC10, SOC11. |

| Linkages | |
|---|---|
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. Cohesive Society. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. Services of choice. A university town. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; and Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 23, 40, 41, 42, 43. |
| Infrastructure | Primary Capital programme is approximately £8 million. Children's Centres programme. |
| Implementation | Oldham Council. Public Sector agencies. Education sector. NHS. PCT. Private Sector. Voluntary Sector. |

Supporting Text

5.30 The policy links to the preferred way forward and objectives by creating safer and stronger communities, contributing towards improved health and well-being, and increasing education attainment.

Communities

5.31 Development should contribute towards community cohesion. Regard should be given to the following objectives when determining planning applications:⁽¹²⁾

- a. people share a sense of belonging and a common identity;
- b. people are strong in their own identities and respect others;
- c. a more equal borough;
- d. people relate to each other;
- e. people play their part; and
- f. resilience to threats and conflict.

5.32 Community facilities are currently defined as:

- a. education facilities.
- b. facilities associated with social service provision.
- c. facilities associated with HM Prison Service.
- d. health and well being centres, health / medical centres, hospitals and nursing homes.
- e. child care facilities including private nurseries.

12 Evaluating the Impact on Projects of Community Cohesion, Oldham Council, 2007.

- f. indoor built facilities used for sport and recreation.
- g. cultural facilities, libraries, arts centres, museums and theatres.
- h. community centres, halls and social clubs used for promotion of sport and cultural activities.
- i. religious buildings.
- j. special needs housing involving communal living and/or supported accommodation.

5.33 The council will encourage the continued use of existing community facilities (provided that facilities are in accordance with other objectives and policies, and consideration is given to any reviews of facilities use / provision undertaken), and encourage the development of flexible premises that can accommodate a range of uses and / or service providers.

5.34 The change of use from education or community facilities, either in whole or in part, will be permitted where it can be demonstrated by the applicant to the council's satisfaction that the facility is redundant and surplus to requirements, or where appropriate alternative provision is proposed. Redevelopment of a facility for a non-community or education use will be permitted where the proposals would achieve broader planning and regeneration objectives.

Health and well-being

5.35 The council has worked closely with NHS Oldham to ensure that the future vision for health provision in the borough is reflected in the joint DPD. The Strategic Services Development Plan 2007-2012⁽¹³⁾ sets out the future plans for health and social care under the LIFT programme. The aims of the LIFT vision include:

- a. Integrate health and social care
- b. Realign service delivery to better meet the needs of patients
- c. Develop premises for community use
- d. Develop facilities and services that promote positive health and well being through increased exercise, improved diet etc
- e. Develop and expand primary care premises so they are fit for the future.

Table 3 Facilities currently proposed through the LIFT programme

| Project | District Partnership |
|--|---------------------------|
| Chadderton Town Integrated Care Centre - current facility will be replaced by a new facility. | Chadderton |
| Chadderton South Integrated Care Centre - centre will directly serve the local area offering GP practises and other health related services. | Chadderton |
| Royton Health and Well Being Centre - Integrate health and leisure services over two phases. The centre will include GP practices, a pharmacy, community nursing teams, dental surgeries and more specialist services. | Royton, Shaw and Crompton |

13 Oldham Council, Oldham PCT, Community 1st Oldham Ltd, North West Ambulance Services NHS Trust, 2007.

| Project | District Partnership |
|--|---------------------------|
| Shaw/Crompton Primary Care Centre - Services may include GP, pharmacy and dental services as well as some diagnostics services. | Royton, Shaw and Crompton |
| Fitton Hill Neighbourhood Centre - A neighbourhood campus with a range of facilities including a health centre, library, youth club, housing office and local shops. | West Oldham |
| Werneth Primary Care Centre - A multiple GP unit with associated health and social care facilities, library service and a health cafe. | West Oldham |

Education and skills

- 5.36** The Primary Capital programme aims to work towards closing the gap between education attainment levels across the borough and aligning the supply of school places with demand.
- 5.37** Building Schools for the Future (BSF) is a new approach to capital investment in school buildings and facilities. Proposals involve secondary schools being replaced, rebuilt or renovated. A review of the BSF programme by the Government, announced 6th July 2010, resulted in changes to some of the borough's planned school development. Seven schools will be replaced by three new academies and a new Roman Catholic School. North Chadderton School and Sixth Form will be remodelled on the same site.

Table 4 Proposed BSF schools

| Proposed BSF Schools | District Partnerships |
|---|---------------------------|
| North Chadderton School and Sixth Form (remodelled) | Chadderton |
| New Roman Catholic School | Chadderton |
| Oasis Academy Oldham | Failsworth and Hollinwood |
| Oldham Academy North | Royton, Shaw and Crompton |
| Waterhead Academy | East Oldham |

Policy 5 Promoting Accessibility and Sustainable Transport Choices

We will guide development to the most accessible locations, and promote and encourage use of public transport, Metrolink, walking and cycling. All development, particularly that which is likely to generate a large number of journeys, must be accessible by a choice of transport modes and must not impede the strategic and local road networks or compromise pedestrian or highway safety.

When allocating sites and determining planning applications, the council will promote accessibility and sustainable transport choices having regard to national guidance and policies, including proposals set out in the Greater Manchester Transport Strategy and the Greater Manchester Local Transport Plan, as well as supporting proposals in other local strategies and plans.

The council will:

- a. ensure that development is accessible by public transport. All major developments should achieve `High Accessibility` or `Very High Accessibility` unless it can be demonstrated that this is neither practicable nor desirable or it provides exceptional benefits to the surrounding environment and community. Minor development should achieve `Low Accessibility` as a minimum.

Public transport accessibility is currently defined below. It will be monitored and reviewed over the lifetime of the LDF.

- i. Very High Accessibility: within approximately 400 metres of a frequent bus route (route with a service or combination of services running minimum of every ten minutes daytime Monday to Saturday and running evenings and Sundays) and approximately 800 metres of a rail station or future Metrolink stop.
- ii. High Accessibility: within approximately 400 metres of a frequent bus route or approximately 800 metres of a rail station or future Metrolink stop.
- iii. Medium Accessibility: within approximately 400 metres of a bus route with a service, or a combination of services, running at a frequency of two per hour daytime Monday to Saturday.
- iv. Low Accessibility: within approximately 400 metres of a bus route with a service, or a combination of services, running less frequently than the medium accessibility.

Major developments are defined as ten or more dwellings or sites of 0.4 hectare or above for residential development, or floorspace of 1,000 square metres or more or sites of one hectare or above for other uses. Minor development is defined as that which falls below these thresholds.

- b. promote Metrolink and its links with other means of travel, such as bus, walking and cycling, and encourage developments that are accessible to it.
- c. ensure the safety of pedestrians, cyclists and other vulnerable road users by ensuring appropriate highway safety measures and schemes are implemented as part of development proposals. Where feasible all pedestrian and cycle movements will be prioritised consistent with the road user hierarchy.
- d. promote walking and cycling by ensuring developments are located so as to link to an attractive and safe network of routes where possible.
- e. require developments to be accompanied by a Transport Assessment and a Travel Plan where appropriate.
- f. reduce the need and distance travelled consistent with national policy.
- g. integrate development within a multimodal network, promoting connections and interchange facilities.
- h. capitalise on the opportunities associated with park and ride sites.
- i. deliver service enhancement of the public transport infrastructure which will be reviewed to assess the available capacity.
- j. promote and encourage infrastructure for modern modes of transport where appropriate.

The council will apply parking standards to developments as a means to manage demand and encourage greater use of public transport, walking and cycling. In line with national guidance and policy the council will apply the maximum car parking standards set out in Annex D of Planning Policy Guidance Note 13 'Transport' (PPG 13) until locally-specific standards can be prepared after the joint DPD has been adopted. (See Appendix 11). Where an application is for a land use not covered in the national guidance, the council will determine the level of parking provision on an individual basis taking account of local circumstances. The council will have regard to, amongst other things, the nature and scale of the development, the character and

setting of its location, the current and future levels of public transport accessibility and opportunities for walking and cycling in the area, the safety of road users and pedestrians, the need to reduce congestion and carbon emissions, and improve air quality.

The council will also take account of the Protocol arrangements with the Highways Agency and continuously monitor the cumulative transport impacts alongside the assessment of individual site characteristics.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by promoting accessibility and movement. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | EC3, EC8, ENV3, ENV4, ENV5, ENV7, ENV8, SOC4, SOC6, SOC10. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |
| Oldham Council Corporate Objectives | An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 23, 24, 25, 26. |
| Infrastructure | Metrolink £600 million invested on four Metrolink lines to Oldham and Rochdale, Droylsden, Chorlton and Media City. £84 million committed to extend the system through Oldham Town Centre. |
| Implementation | Oldham Council. Transport for Greater Manchester. Network Rail. Public Sector agencies. Private Sector. Highways Agency. |
| Transport Protocol Key Issue | 1, 2, 3, 4, 5. |

Supporting text

5.57 The policy links to the preferred way forward and objectives generally by reducing the need to travel and promoting accessibility and movement.

- 5.58** It is important to ensure that new development locations are accessible by a choice of travel modes, including public transport, walking and cycling. This will help reduce the need for people to travel and hence contribute towards reducing congestion and meeting climate change reduction targets. It also links with the need to improve people's health by creating more opportunities for people to walk or cycle rather than use the car. The council has mapped and classified public transport for all parts of the borough as either `very high`, `high`, `medium` or `low` accessibility. It will be regularly monitored and updated, as necessary, over the life of the LDF. Developer contributions may be sought, where appropriate and necessary, to improve the accessibility of development sites by sustainable transport choices. The Highways Agency has also undertaken a comprehensive accessibility mapping exercise which provides a supporting analysis of the relative accessibility of the borough to a composite of service types.
- 5.59** AGMA and the Highways Agency have commissioned a study, *Assessing the Transport Impacts of the Local Development Frameworks*.⁽²²⁾ Districts have supplied the consultants with potential levels of development proposed within LDFs, and the transport implications of these developments have been modelled to assess the impacts on the road network. The analysis of the modelling has enabled key transport related issues to be defined and a Protocol arrangement to be agreed with stakeholders. The Protocol and key issues are discussed in Table A and represent where further work will need to be undertaken to facilitate the joint DPD and Site Allocations DPD.
- 5.60** Developments will be required, where appropriate, to have a travel plan, with the primary aim of shifting traffic away from car use and reducing congestion. Active travel is an important way of increasing physical activity and integrating exercise into children's lifestyles. All schools are required by Government to develop a school travel plan. In addition, the council has a Sustainable Modes of Travel Strategy (SMoTS).⁽²³⁾ Transport Assessments may also need to be submitted alongside planning applications for new developments. This will include developments that are likely to generate a significant increase in the number of trips or have an impact on the operation of trunk roads or any other developments. Applicants will be encouraged to look at the national guidance⁽²⁴⁾ in relation to guidance on producing travel plans and transport assessments. The current thresholds for which a transport assessment and/or a travel plan will be required are:
- a. A1 Food retail - 800 square metres
 - b. A1 Non-food retail - 1,500 square metres
 - c. A2 Financial and professional services - 2,500 square metres
 - d. A3 Restaurants and cafes - 2,500 square metres
 - e. A4 Drinking establishments - 600 square metres
 - f. A5 Hot Food Takeaway - 500 square metres
 - g. B1 Business - 2,500 square metres
 - h. B2 General Industrial - 4,000 square metres
 - i. B8 Storage or Distribution - 5,000 square metres
 - j. C1 Hotels - over 100 bedrooms.
 - k. C2 Residential Institutions - over 50 beds,

22 MVA, AGMA and the Highways Agency, 2009/10.

23 Oldham Council, 2010.

24 Guidance on Transport Assessment, DfT and DCLG, March 2007.

- l. C2 Residential Education - over 150 students
- m. C2 Institutional Hostels - over 400 residents.
- n. C3 Dwelling Houses - over 80 units
- o. D1 Non-residential Institutions - 1,000 square metres
- p. D2 Assembly and Leisure - 1,500 square metres
- q. smaller developments, which would generate significant amounts of traffic and/or is located within or near to Air Quality Management Areas and/or in locations where there are initiatives or targets to reduce road traffic.
- r. schools (including extensions).
- s. where a Transport Assessment / Travel Plan would help address a local traffic problem identified by the council and/or the Highways Agency.
- t. any proposals in a location where transport infrastructure is inadequate.

5.61 After the joint DPD has been adopted the council will undertake an early review of car parking standards to create locally-specific standards. In setting local standards the council will have regard to the criteria included within PPS4 Policy EC8.

Policy 6 Green Infrastructure

The borough has a great, rich and vast built and natural environment. Features include a range of nature conservation areas, the recently restored Rochdale and Huddersfield Narrow Canals, an extensive rights of way network and our wide range of open spaces such as the award-winning Alexandra Park. We will value our local natural, built and historic environments, green infrastructure, biodiversity, geodiversity and landscapes, and their wider settings. The council will identify, protect, conserve and enhance this multi-functional Green Infrastructure network in the borough and maximise the benefits associated with Green Infrastructure, such as health and climate change adaptation.

When allocating sites and determining planning applications, the council will have regard to international, national, Greater Manchester and local guidance and policies, including:

- the conservation of biodiversity duty.
- the findings of the Habitats Regulations Assessment.
- national guidance and policies, including Planning Policy Guidance Note 17 'Planning for Open Space, Sport and Recreation' (PPG17).
- North West Green Infrastructure Guide.
- North West Regional Forestry Framework.
- North West River Basin Management Plan.
- Pennine Edge Forest initiative.
- Greater Manchester Green Infrastructure Framework.
- Greater Manchester Ecological Framework.
- Greater Manchester Biodiversity Action Plan.
- Greater Manchester Local Geodiversity Action Plan.
- Greater Manchester and Oldham Urban Historic Landscape Characterisation Study.
- Peak District National Park Landscape Character Assessment, where appropriate.
- Oldham Landscape Character Assessment.

- Oldham Biodiversity Action Plan.
- Oldham Local Needs Assessment and Audit.

Development proposals, where appropriate, must:

- promote and enhance the borough's Green Infrastructure network. This currently consists of nature conservation sites, strategic recreation routes, green corridors and links, canals and open spaces which are defined below; and
- make a positive contribution to Green Infrastructure assets and its functions in priority areas identified in the Greater Manchester Green Infrastructure Framework and elsewhere where there are deficiencies in quantity, quality, accessibility and functionality; and
- support opportunities to contribute towards the habitat creation and repair of Biodiversity Opportunity Areas identified in the Greater Manchester Ecological Framework. In the borough the two priority biodiversity areas identified for habitat creation and repair are South Pennine Moors (this is a Special Area of Conservation and Special Protection Area for Birds) and Moston Brook Corridor (this is a green corridor); and
- protect and enhance habitats and species identified in the Greater Manchester Biodiversity Action Plan and Oldham Biodiversity Action Plan; and
- conserve, protect and enhance the geological and geomorphological heritage identified in the Greater Manchester Local Geodiversity Action Plan; and
- have regard to historic landscape as identified in the Greater Manchester and Oldham Urban Historic Landscape Characterisation Study; and
- enhance and reinforce distinctive elements of the borough's landscapes and have regard to the Oldham Landscape Character Assessment; and
- ensure that the purpose, appearance and valued characteristics of the Peak Park, and views into and out of it, are not adversely affected; and
- support the implementation of plans and projects which significantly contribute to the borough's Green Infrastructure. These include the Moston Brook project, Leesbrook Nature Park, Pennine Edge Forest Trail, Peak Park Northern Gateway project, Sustrans Connect2 projects, Beal Valley and canal and river valley enhancement schemes.

These will be delivered through a range of funding streams, including developer contributions, where appropriate. The council will provide further advice and guidance on this policy.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy links to the main issues, the Vision and the preferred way forward by addressing the need to protect, conserve and enhance the borough's local natural, built and historic environments, green infrastructure, biodiversity, geodiversity and landscapes. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | EC2, EC4, EC5, ENV7, ENV8, ENV14, SOC10. |

| Linkages | |
|---|---|
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 20, 21, 27, 28, 37, 38, 39. |
| Implementation | Oldham Council. Private Sector. Public Sector agencies. |

Supporting Text

5.62 Policy 6 links to and helps to deliver Policies 21, 22 and 23. This policy links to the preferred way forward and the objectives generally by valuing and improving the borough's environment.

5.63 The key Green Infrastructure assets shown on the proposals map includes nature conservation sites, strategic recreational routes, canal corridors and all strategic open spaces and Green Flag parks in the borough. Strategic open spaces include parks and gardens (sites over 15 hectares) and strategic natural and semi-natural open spaces (sites over 20 hectares). Special Protection Areas for Birds (SPAs), Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) are grouped together under one category on the proposals map, 'Designated Nature Conservation' or DNC. Sites of Biological Importance and the Glodwick Lows Local Nature Reserve are also shown separately on the proposals map.

5.64 The borough's Green Infrastructure network and its functions consists of:

Nature conservation sites

5.65 These are currently:

- a. Special Protection Areas for Birds (SPAs) and Special Areas of Conservation (SAC);
- b. Sites of Special Scientific Interest (SSSIs);
- c. Sites of Biological Importance (SBI's); and
- d. Local Nature Reserves and other non-designated sites containing substantive nature conservation value of local significance.

Strategic recreational routes

5.66 These are currently the Oldham Way (boroughwide); Pennine Bridleway, Pennine Way, Greenfield-Uppermill and Delph Donkey (in Saddleworth and Lees); Hunt Lane (in Chadderton) excluding Foxdenton; Oldham-Lees (in East and West Oldham, and Saddleworth and Lees); Royton Junction (in Royton, Shaw and Crompton); Oldham Bardsley (in East and West

Oldham); Crompton Circuit (in East and West Oldham, and Royton, Shaw and Crompton); the Beal Valley Way (in East and West Oldham, and Royton, Shaw and Crompton); and Huddersfield Narrow Canal and Rochdale Canal.

Green corridors and links

5.67 These are currently Wrigley Head, Stock Lane, Railway-Morton Street/ Hardman Lane, Somerset Road, cemetery by Hibbert Crescent (in Failsworth and Hollinwood); cemetery/cricket ground by Duchess Street, High Crompton Park, North Downs/Rochdale Road, Mill Lane/Thorp Road, Long Clough (in Royton, Shaw and Crompton); Egerton Street to Shaw Road and Clayton Playing Fields (in East and West Oldham and Royton, Shaw and Crompton); Broadbent Road/Whetstone Hill Lane, Alexandra Park, Ashton Road/Simkin Way and Sholver Lane (in East and West Oldham); Stonebreaks Road/Cooper Street, Chew Valley Road to Halls Way, Manchester Road to Ryefields Drive, River Tame from Delph New Road to Mow Halls Lane, Hill End Road to Gatehead Croft, Spurn Lane, Wall Hill Road and Wall Hill Road/Hudsteads Lane, Lydgate Tunnel/Oaklands Park, Oaklands Road (in Saddleworth and Lees); Brookside Business Park, Chadderton cemetery and Foxdenton (in Chadderton); Lees New Road to Greenacres Road (in East and West Oldham, and Saddleworth and Lees); and Cotswold Drive, Royton.

Canal corridors

5.68 This includes the Rochdale Canal (in Chadderton and Failsworth and Hollinwood) and the Huddersfield Narrow Canal (in Saddleworth and Lees).

River corridors

5.69 The main rivers across the borough include the Beal (in East and West Oldham, and Royton, Shaw and Crompton), Irk (in Chadderton, and Royton, Shaw and Crompton), Medlock (in Failsworth and Hollinwood, and East and West Oldham) and Tame (in Saddleworth and Lees).

Open spaces

5.70 This includes parks and gardens; natural and semi natural green space; green corridors; outdoor sports; amenity greenspace; recreational provision for children and young people; allotments and community gardens; cemeteries and churchyards; and civic spaces. This policy applies to all open spaces, whether or not shown on the proposals map.

5.71 There are two European designated sites that fall partly within the borough. These are the Rochdale Canal (which is a Special Area of Conservation, or SAC) and South Pennine Moors (which is a SAC and a Special Protection Area). The council has a duty to assess all development that could significantly affect these European sites, through a process called 'Habitats Regulations Assessment'. Consultation with Natural England is required, from an early stage, on any proposals that could potentially affect the special interest of these sites. Applicants should have regard to the findings of the Habitats Regulations Assessment (HRA),⁽²⁵⁾ where appropriate.

25 Oldham LDF: Joint DPD - Proposed Submission - Habitats Regulations Assessment, Greater Manchester Ecology Unit, 2010.

- 5.72** The Greater Manchester Green Infrastructure Framework defines Green Infrastructure as *“part of Greater Manchester’s life support system. It is a planned and managed network of natural environmental components and green spaces that intersperse and connect our city centres, our towns and our rural fringe. In simple terms, it is our natural outdoor environment”*.⁽²⁶⁾
- 5.73** It is important to plan for Green Infrastructure as an asset (e.g. open space) but also in terms of its functions (e.g. health benefits). Green Infrastructure can offer a range of functions that offer environmental, social and economic benefits and is described as being multi-functional where different functions take place on the same land. These include:
- a. facilitating a low-carbon society in a changing climate
 - b. an ecological framework
 - c. an active travel network
 - d. a sense of place and positive image and setting for growth
 - e. river, canal corridor and flood risk management
 - f. supporting urban regeneration
 - g. community, health and enjoyment
 - h. employment and skills development
- 5.74** The Greater Manchester Green Infrastructure Framework sets out how Green Infrastructure can be enhanced across Greater Manchester. It identifies priority areas for conservation, enhancement and creation. The key diagrams highlight that Green Infrastructure investment is needed in town centres and major transport corridors, including Oldham Metrolink (Victoria to Hollinwood), to raise quality of public realm; as part of the regeneration of priority areas such as Oldham, including the Housing Market Renewal area and in economic centres (such as our neighbouring districts key sites including Kingsway, Ashton Moss and Central Park); in areas with below average health; and areas that should be conserved and managed or restored to address climate change. The key green infrastructure map illustrates the priorities to support growth. See Figure 6 in the spatial portrait.
- 5.75** The council will have regard to current local standards of provision and the surpluses and deficiencies of open space provision identified in the Open Space Study.⁽²⁷⁾ Further details of these standards are set out in Policy 23. The council will also have regard to Oldham’s Strategic Flood Risk Assessment⁽²⁸⁾ which can help identify opportunities for delivering flood risk management measures through Green Infrastructure. Policy 21 provides more information on the Green Infrastructure Framework.
- 5.76** The Greater Manchester Ecological Framework⁽²⁹⁾ provides a spatial understanding of where habitat creation and repair is needed through ‘Biodiversity Opportunity Areas’. It is a component of Green Infrastructure and is used to repair and enhance habitats identified in Biodiversity Action Plans. The following two priority sites within the borough have been identified for large-scale habitat creation and repair.

26 Towards a Green Infrastructure Framework for Greater Manchester, AGMA, 2008.

27 PMP consultants and Oldham Council, 2006-2010.

28 JBA Consulting and Oldham Council, 2010.

29 An Ecological Framework for Greater Manchester, AGMA, 2008.

- **South Pennine Moors** – extensive opportunities for upland habitat restoration within and adjacent to the Special Area for Conservation.
- **Moston Brook Corridor** – a strategically important area of green space between Oldham and Manchester districts. A range of habitat types occurs across four distinct sites connected by the Moston Brook watercourse, including lowland broadleaved woodland, wet grassland and unimproved neutral grassland.

5.77 Development will be expected to enhance, restore or create new biodiversity where the opportunity arises, either on-site or adjacent to the site, and so contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

5.78 The Greater Manchester Biodiversity Action Plan ⁽³⁰⁾ and Oldham Biodiversity Action Plan ⁽³¹⁾ include actions which aim to conserve the habitats and species which are locally important.

5.79 The council will have regard to the impact of development proposals on sites recognised for their geological importance. The Greater Manchester Local Geodiversity Action Plan ⁽³²⁾ aims to conserve, protect and enhance the unique geological and geomorphological heritage of Greater Manchester for the future.

5.80 The Greater Manchester Historic and Oldham Urban Landscape Characterisation Study ⁽³³⁾ provides an understanding of the historical and cultural origins and development of the current landscape and identifies material remains at landscape scale which demonstrate the human activities that have formed the current landscape.

5.81 The council has prepared a Landscape Character Assessment ⁽³⁴⁾ covering rural areas across the borough. It identifies the following landscape character areas:

- South Pennine Moors
- Moorland Fringe
- Chadderton Rolling Hills
- Tame Settled Valley
- Beal Defined Valleys
- Medlock Mixed Valley
- Wharmton Undulating Uplands

5.82 Each landscape character area is split into landscape types with a principal landscape objective. Policy 21 provides more details on how applicants should have regard to landscape. The south eastern corner of the borough lies within the Peak Park, and planning for that part of the borough is the responsibility of the Peak District National Park Authority. Development proposals must have regard to the Peak District Landscape Character Assessment, where appropriate ⁽³⁵⁾.

30 AGMA, 2009.

31 Oldham Council, 2007.

32 Greater Manchester Geological Unit, 2009.

33 Greater Manchester Archaeological Unit, 2010.

34 Oldham Council, 2009.

35 Peak District National Park Authority, 2008.

5.83 The council is currently progressing a number of environmental regeneration projects that will enhance the borough's Green Infrastructure. The council will support the implementation of the projects listed within the policy and any other appropriate environmental projects that arise over the plan period. Many of these projects will be delivered through a variety of funding mechanisms, which will include developer contributions where appropriate.

Policy 7 Sustainable Use of Resources - Waste Management

Oldham recognises the importance of sustainable waste management. The borough has to make an appropriate contribution towards enabling Greater Manchester to meet its waste management needs, including those requirements identified in the Greater Manchester Municipal Waste Management Strategy. Oldham Council is working with the other local authorities to prepare the Greater Manchester Joint Waste Development Plan Document (JWDPD).⁽³⁶⁾

The council will:

- a. require all waste management facilities within Oldham to demonstrate consistency with the principles of the waste hierarchy; and
- b. work with other boroughs, through the JWDPD, to identify and safeguard sites for waste management in appropriate locations; and
- c. encourage the sustainable transport of waste, including by use of modes such as rail; and
- d. promote the use of site waste management plans in major construction projects within Oldham; and
- e. have regard to the environmental, social and economic impacts of new waste management facilities proposed within Oldham, including the scope for securing long-term benefits in improving the environment; and
- f. ensure that proposals for waste management facilities within Oldham do not prejudice the regeneration plans of an area identified by the council as being in need of investment.

The 2006 UDP policies on waste management⁽³⁷⁾ will be saved until they are replaced by the JWDPD.

Linkages

| | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy links to the main issues, the vision and the preferred way forward by addressing the prudent use and sustainable management of resources. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | ENV10, ENV11. |

36 AGMA and Greater Manchester Geological Unit. 2006-present.

37 Oldham Metropolitan Borough Council Unitary Development Plan, Oldham Council, 2006.

| Linkages | |
|---|---|
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. Services of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre. |
| Monitoring Indicators and Targets | 34, 35. |
| Implementation | Oldham Council. Joint Waste DPD. Public Sector agencies. Private Sector. |

Supporting Text

- 5.84** The policy links to the preferred way forward and the objectives generally by setting out how we will ensure the prudent use and sustainable management of our waste.
- 5.85** The Greater Manchester local authorities are signed up to a joint waste plan, the JWDPD, which is being prepared on our behalf by the Geological Unit. This will set out in detail how Greater Manchester will manage its waste. Policy 7 sets the strategic overview of waste management matters, with the detailed requirements set out in the JWDPD. Adoption of the JWDPD is planned for 2012. Details about the JWDPD can be viewed via: www.gmwastedpd.co.uk.
- 5.86** There is a need to recognise the importance of sustainable waste management and ensure that all facilities are developed in line with the principles of the waste hierarchy. Also there is a need, through the JWDPD, to identify and safeguard sites within appropriate locations for a range of waste management facilities, including disposal, to meet this need within acceptable environmental, economic and social parameters.
- 5.87** The Greater Manchester Waste Disposal Authority, which represents nine of the Greater Manchester local authorities including Oldham Council, has prepared the Municipal Waste Management Strategy (MWMS)⁽³⁸⁾ that sets out guidance and targets for reducing and managing municipal solid waste in the borough. The MWMS has targets to stem the increases in the amount of municipal solid waste and to reduce non-household waste alongside commitments to increasing recycling and composting. There is a need to ensure that all properties have adequate provision of facilities for the storage of both refuse and recycling.

6 Part 2: Development Management Policies

Policy 9 Local Environment

Quality of life is affected by the state of the local environment. Tackling pollution, addressing amenity and ensuring the safety of developments will have impacts on health and well-being and the environment. Promoting safe neighbourhoods and clean, green spaces for all to enjoy will benefit everyone who lives, works and visits Oldham. When allocating sites and determining planning applications, the council will protect and improve local environmental quality and amenity and promote community safety across the borough.

Local Environmental Quality and Amenity

- a. The council will protect and improve local environmental quality and amenity by ensuring development:
 - i. is not located in areas where it would be adversely affected by neighbouring land uses; and
 - ii. does not have an unacceptable impact on the environment or human health caused by air quality, odour, noise, vibration or light pollution; and
 - iii. does not cause significant harm to the amenity of the occupants and future occupants of the development or to existing and future neighbouring occupants or users through impacts on privacy, safety and security, noise, pollution, the visual appearance of an area, access to daylight or other nuisances; and
 - iv. does not have a significant, adverse impact on the visual amenity of the surrounding area, including local landscape and townscape; and
 - v. does not result in unacceptable level of pollutants or exposure of people in the locality or wider area. Developments identified in the Air Quality Action Plan will require an air quality assessment; and
 - vi. is not located in areas where an identified source of potential hazard exists and development is likely to introduce a source of potential hazard or increase the existing level of potential hazard; and
 - vii. minimises traffic levels and does not harm the safety of road users. Proposals to work from home must also ensure provision is made for access, servicing and parking.

Community Safety

- b. The council will promote community safety by ensuring that development:
 - i. minimises opportunities for crime; and
 - ii. reduces the fear of crime; and
 - iii. provides for the safety and security of all sections of the community.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy links to the main issues, the vision and the preferred way forward by relating to protecting people's amenity, environmental quality and community safety. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | EC2, ENV2, ENV5, ENV6, ENV8, ENV10, ENV12, ENV13, SOC1, SOC2, SOC5, SOC7, SOC10. |
| Sustainable Community Strategy / Local Area Agreement | Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. Services of choice. A university town. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 29, 30. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. |
| Transport Protocol Key Issue | 4. |

Supporting Text

- 6.1** This policy links to the preferred way forward and the objectives by promoting local environmental quality, community safety and crime prevention, and improving the health of the borough's population.
- 6.2** Levels of amenity affect people's sense of well-being. In the context of this policy, amenity is regarded as the desirable features of a place that ought to be protected in the public interest. This might include the visual appearance of an area, or in terms of residential and workplace amenity, a suitable level of privacy, access to daylight, low levels of noise and so on. High levels of amenity can also have economic benefits by making an area an attractive place to live and work. Where appropriate, proposals to work from home should demonstrate that the business use would not have a detrimental effect on surrounding residential properties.
- 6.3** The state of the local environment has a direct impact on our quality of life, health and well-being. It is important, therefore, to make sure that development does not adversely affect the local environment. Pollution is an obvious threat to the quality of the local environment. In terms of pollution, the planning system performs two key functions; it can determine the location of development that may give rise to pollution and also ensure that other types of development are not affected by major existing sources of pollution. Where appropriate, applications must demonstrate that measures to minimise pollution and improve the environment are taken at every stage of development. It is important to note that the planning system

operates alongside pollution control systems. Consequently, planning should focus on whether a proposal represents an acceptable use of the land, the impacts of the use, and assume that relevant pollution control regime will be properly applied and enforced.

6.4 An air quality assessment will be expected where a potential `significant` impact on local air quality is anticipated, or where air quality remains generally unchanged but there is an increased risk of exposure. The following types of development would normally require an air quality assessment:

- a. proposals that will result in increased congestion, a change in either traffic volumes (for example, 5% annual average daily traffic or peak) or a change in vehicle speed (± 10 kilometres per hour), or both, on a road with greater than 10,000 vehicles per day.
- b. proposals that will significantly increase the flow on roads lying within an Air Quality Management Area (AQMA).
- c. proposals that would significantly alter the traffic composition in an area (e.g. bus stations, HGV parks, increased delivery traffic.)
- d. proposals that include new car parking spaces (more than 80 spaces) or coach/lorry parks.
- e. developments located in, or which may affect, sensitive areas (e.g. ecological sites), areas of poor air quality (including AQMAs) or which may generate pollution at levels that could harm health where either direct emissions to air occur, or where any of the preceding criteria are met.
- f. residential, school, public buildings or similar developments lying within an area of poorer air quality such as an AQMA.

6.5 The following thresholds (developments of size equal or greater than criteria listed below) will also be used to determine where an air quality assessment is required:

Table 7 Air quality thresholds

| Development | Site Area | Gross Floorspace |
|--|--|---------------------|
| Food retail | 0.2 hectares | 1,000 square metres |
| Non-food retail | 0.8 hectares | 1,000 square metres |
| B1(Business) | 2.0 hectares | 2,500 square metres |
| B2 (General Industry) and B8 (Storage or Distribution) | 1.0 hectares | 6,000 square metres |
| Other | 60 or more vehicle movements in any hour | |

6.6 The significance of the development in terms of its air quality impact will depend upon:

- a. the extent of the predicted increase in pollution from the development;
- b. whether the development is already in an Air Quality Management Area;
- c. whether the development may cause exceedances of air quality objectives or standards where these did not already occur;

- d. whether the development affects the implementation of measures under the Air Quality Action Plan or Local Transport Plan;
- e. exposure of people in the locality or wider area; and
- f. whether the development could potentially affect a European designated nature conservation site

- 6.7** It is not possible to place exact thresholds on what increases in pollution will make a proposed development unacceptable. Each proposal will be considered on the merits of its individual circumstances.
- 6.8** Where appropriate, the redevelopment of contaminated sites will support the council's efforts to make the most effective and efficient use of land and will help promote sustainable development. When dealing with contaminated land we will deliver a remediation programme for grossly polluted sites that require immediate attention and promote the redevelopment of potentially contaminated sites in a manner that does not pose an unacceptable risk to the water environment, the local ecosystem or to the well-being of residents, the workforce and the general public.
- 6.9** In relation to landfill gas, the council will, where appropriate, control residential and other development on, or in close proximity to, existing or former landfill sites. Certain sites and pipelines are designated as notifiable installations because of the processes taking place, or because of the quantity or type of substance present. Whilst the use and storage of certain substances above specified quantities is subject to strict control by the Health & Safety Executive (HSE), this policy directs that for the sake of health, safety and amenity that sensitive land uses, such as new housing, should not be located next to a known source of hazard. Equally, development that constitutes a potential hazard will not be permitted near to existing residents. The HSE advises on consultation distances for different types of installation, and the council will consult with the HSE when determining applications for proposed developments within these consultation distances in accordance with Circular 04/2000 'Planning Controls for Hazardous Substances'.⁽⁴¹⁾
- 6.10** Safety and security also affect quality of life, and play a key role in establishing sustainable communities. Crime, and fear of crime, can undermine quality of life and community cohesion. In Oldham, surveys have revealed that crime is one of the primary concerns of the borough's residents. There is wide variation in the levels of crime between areas within the borough. In relative terms, crime levels in Oldham generally compare well to Greater Manchester.
- 6.11** Fear of crime, like crime itself, can have a direct impact on a person's well-being and also lead to exclusion. Fear of crime is a broad term that encompasses a wide range of reactions to the prospect of becoming a victim of crime. Such reactions can influence behaviour, including determining if someone will walk down a passageway, use a park, or even decide to move out of an area.
- 6.12** Planning can contribute to reducing crime by influencing the location of activities. It can also influence the design and use of buildings, and of spaces around buildings. Planning policies cannot prevent a crime from being committed, but they can reduce the opportunity for a crime being committed and help reduce the fear of crime.

41 DETR, June 2000.

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- 6.13** Highway design is another important factor that contributes to community safety. It is necessary, therefore, to ensure that access and egress from developments can be safely achieved. In addition, the design of development needs to consider streets as places for people and not just cars. The layout of streets, and the inclusion of shared services such as Home Zones, for example, can help reduce road speeds and improve safety in residential areas.
- 6.14** An Air Quality and Development SPD and a Contaminated Land SPD⁽⁴²⁾ were prepared to assist with implementing the relevant UDP policies. Although not formally part of the LDF, they are still considered to offer relevant advice and will therefore remain a material consideration until the council provides further advice and guidance on this LDF policy.
- 6.15** UDP policy D1.12 `Telecommunications`⁽⁴³⁾ will be saved. The 2006 UDP policies may be viewed on the council's website at www.oldham.gov.uk.

42 Oldham Council, June 2007.

43 Oldham Metropolitan Borough Council Unitary Development Plan, Oldham Council, 2006.

Policy 13 Employment Areas

Our approach towards employment land has been to keep the best and recycle the rest. In the UDP there were 32 Primary Employment Zones (PEZ's) across the borough. These have been reviewed as part of the LDF. Established employment areas in the LDF are to be known as either `Business and Employment Areas` (BEA) or `Saddleworth Employment Areas` (SEA). Ten established employment areas are in Saddleworth and Lees, which remain unchanged from the UDP. Of the other areas in the UDP, 12 will be retained (subject to amendments) and 10 will be de-designated for other uses such as housing, community or education. Foxdenton will become a new employment area.

Oldham has identified an `arc of opportunity` of key development locations for business that underpins our future economic prosperity. This area, which is shown on the Key Diagram, stretches from Oldham Town Centre through to the Technology Park, Foxdenton and Broadway in Chadderton and on to Hollinwood Business District. It forms a natural extension to Manchester City Centre, and links with the ORESA M60 employment zone.

A collective modelling exercise, defined in unison with the Protocol key issues outlined in Table A, will be facilitated to appraise the impacts of the Foxdenton site and the wider `arc of opportunity`. The council will provide further detail in partnership with key stakeholders, through the Site Allocations DPD. It is envisaged that the modelling work will review the impact on the Strategic Road Network and wider public transport requirements to enable sustainable growth.

Foxdenton is approximately 45 hectares. It falls within Chadderton Central ward. In the UDP it was designated as Land Reserved for Future Development 3 and 4 and Other Protected Open Land 3.

Hollinwood Business District is approximately 70 hectares. It falls within the wards of Failsworth East, Hollinwood and Chadderton South. In the UDP it was designated as PEZ 4 and PEZ 5.

49 Circular 01/2006 `Planning for Gypsy and Traveller Caravan Sites`, DCLG, 2006.

50 AGMA, 2008.

Chadderton Technology Park is approximately 50 hectares. It falls within the wards of Coldhurst, Chadderton Central and Werneth. In the UDP it was designated as PEZ 10.

The other BEA's and the SEA's are listed below. The council will assess the BEA's and SEA's in the Site Allocations DPD. The council will provide further advice and guidance on this policy.

Failsworth and Hollinwood District Partnership

| | | | |
|-----------------------|-----------------|---------------|----------------------------|
| BEA 1 Wrigley Street | Failsworth East | 3.69 hectares | Previously PEZ 3 (amended) |
| BEA 2 Hawksley Street | Hollinwood | 5.26 hectares | Previously PEZ 6 (amended) |

Chadderton District Partnership

| | | | |
|---------------------------|---|-----------------|------------------|
| BEA 3 Greengate/Broadgate | Chadderton Central and Chadderton South | 185.89 hectares | Previously PEZ 8 |
|---------------------------|---|-----------------|------------------|

West Oldham and East Oldham District Partnerships

| | | | |
|---------------------|----------------------------|----------------|-----------------------------|
| BEA 4 Busk | Coldhurst | 5.33 hectares | Previously PEZ 11 (amended) |
| BEA 5 Primrose Bank | Alexandra | 10.37 hectares | Previously PEZ 13 |
| BEA 6 Hathershaw | Alexandra and Medlock Vale | 12.38 hectares | Previously PEZ 15 |
| BEA 10 Greenacres | St Mary's and St James' | 61.41 hectares | Previously PEZ 16 (amended) |

Royton, Shaw and Crompton District Partnership

| | | | |
|-------------------|----------------------------|----------------|-----------------------------|
| BEA 7 Higginshaw* | Royton South and St Mary's | 76.72 hectares | Previously PEZ 16 (amended) |
| BEA 8 Shaw Road | Royton South | 16.11 hectares | Previously PEZ 21 |
| BEA 9 Shaw | Shaw | 21.33 hectares | Previously PEZ 22 (amended) |

* 7 hectares of this BEA is located within West and East Oldham District Partnerships but as 90% of it falls within Royton, Shaw and Crompton District Partnership it has been grouped under that area.

Saddleworth and Lees District Partnership

| | | | |
|--|-------------------|---------------|-------------------|
| SEA 1 Oak View Mills, Manchester Road, Greenfield | Saddleworth South | 0.44 hectares | Previously PEZ 23 |
| SEA 2 Hey Bottom Mill, Greenfield | Saddleworth South | 1.49 hectares | Previously PEZ 24 |
| SEA 3 Chew Valley Road, Greenfield | Saddleworth South | 1.79 hectares | Previously PEZ 25 |
| SEA 4 Boarshurst Lane, Greenfield | Saddleworth South | 1.13 hectares | Previously PEZ 26 |
| SEA 5 Waterside Mill, Greenfield | Saddleworth South | 1.87 hectares | Previously PEZ 27 |
| SEA 6 Delph New Road, Delph | Saddleworth North | 3.61 hectares | Previously PEZ 29 |
| SEA 7 Valley Mills, Huddersfield Road, Delph | Saddleworth North | 2.87 hectares | Previously PEZ 30 |
| SEA 8 Shaw Pallets, Huddersfield Road, Diggle | Saddleworth North | 6.79 hectares | Previously PEZ 31 |
| SEA 9 Warth and Ellis Mills, Huddersfield Road, Diggle | Saddleworth North | 1.69 hectares | Previously PEZ 32 |
| SEA 10 Greenbridge Lane, Greenfield | Saddleworth South | 1.59 hectares | Previously PEZ 33 |

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by changing our local economy and by improving economic prosperity. |
| Objectives | SO1, SO3, SO5. |
| Sustainability Appraisal Objectives | EC1, EC3, EC4, EC5, EC6, EC9, ENV1, ENV3, SOC2, SOC11. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |
| Oldham Council Corporate Objectives | An address of choice. A university town. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre. |

| Linkages | |
|-----------------------------------|--|
| Monitoring Indicators and Targets | 2, 3, 4, 5, 6, 7, 8, 9, 10, 46. |
| Infrastructure | Metrolink £600 million invested on four Metrolink lines to Oldham and Rochdale, Droylsden, Chorlton and Media City. £84 million committed to extend the system through Oldham Town Centre. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. |
| Transport Protocol Key Issue | 2, 3, 5. |

Supporting Text

- 6.38** The policy links to the preferred way forward and objectives generally by improving our local economy and economic prosperity.
- 6.39** The council has designated BEAs and SEAs across the borough for a broad and diverse range of appropriate employment-generating uses. These locations will help meet the needs of our changing local economy and will provide opportunities for investment from new businesses and existing firms.
- 6.40** Foxdenton has been identified as a new employment area. The Employment Land Review⁽⁵¹⁾ has identified the site as being key to meeting the employment land requirements of the borough.
- 6.41** In bringing forward the employment areas (along with other development proposals) there are likely to be direct implications on aspects such as the transport network. Therefore, the specific impact of employment sites on the transport network, both individually and cumulatively, will be assessed during the development of the Sites Allocations DPD.
- 6.42** Ten PEZs from the 2006 UDP will be de-designated as employment areas. Removing this status will not affect businesses that are currently located there and which still make a valuable contribution to the borough's economy. Future development proposals will be considered on their merits. The PEZs that will be de-designated represent approximately 10% of current employment areas in the borough and are:
- a. PEZ 1 – West Failsworth (16.57 hectares);
 - b. PEZ 2 – Ashton Road, Failsworth (5.29 hectares);
 - c. PEZ 7 – Hollins (5.73 hectares);
 - d. PEZ 9 – Fields New Road, Chadderton (9.18 hectares);
 - e. PEZ 12 – Fernhurst Mill, Chadderton (3.01 hectares);
 - f. PEZ 14 – Copster Hill, Oldham (4.66 hectares);
 - g. PEZ 17 – Wellyhole Street, Lees (3.92 hectares);
 - h. PEZ 18 – New Street, Lees (2.31 hectares);
 - i. PEZ 19 – Greenacres Road, Waterhead (5.66 hectares); and
 - j. PEZ 20 – New Coin Street, Royton (9.08 hectares).

51 Oldham Council, March 2010.

6.43 Policy 14 provides details of the types of uses that will be encouraged in the BEAs and SEAs, as well as the circumstances in which changes from employment-generating uses will be permitted.

6.44 Any boundary changes from the 2006 UDP are shown in Appendix 4.

Policy 14 Supporting Oldham's Economy

It is important Oldham has a range of sites to support the local economy. Employment areas are spread across the borough. They provide land for existing firms to expand and for new firms to locate here, so providing for job opportunities. Development proposals which would result in the loss of a site currently or most recently used for employment purposes to other uses should include measures to outweigh the loss of the site and support Oldham's economy and the regeneration plans of the borough.

The uses permitted within the Business and Employment Areas (BEA) and the Saddleworth Employment Areas (SEA) are listed below. Development proposals within these areas should be consistent with national and local guidance and policies. The selection of development sites will have regard to a sequential approach as set out in Policy 4.

Forecasting indicates that the borough may require an additional 30,000 square metres of office floorspace during the plan period, as shown in the Employment Land Review. The council will identify sites in the Site Allocations DPD. The majority of this may be located within, or on the edge of, our existing centres. Within the BEAs and SEAs, suitable offices should be of an appropriate scale and nature, and should not cause unacceptable harm to the character, role and function of the borough's centres.

Foxdenton

The aim is to create a premium business location with opportunities for high-quality office, business and industrial developments in a pleasant environment that provides skilled jobs and contributes to Oldham's and Greater Manchester's economies. Development proposals for B1 (business) and B2 (general industry) will be permitted and should form the focus for uses within the area. B8 (storage or distribution) will be permitted. Residential development on up to 25% of the site will be permitted. The council will provide further advice and guidance on this in the form of a masterplan.

Hollinwood Business District

The vision for Hollinwood Business District is "*a new business-led district for Oldham - that meets Oldham's needs for good quality business space in an efficient and attractive environment to support a growing and productive local economy*". Development proposals for B1 (business) and B2 (general industry) will be permitted and should form the focus for the business district. In addition, the following uses will be permitted where appropriate: B8 (storage or distribution),

A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), C1 (hotels), leisure facilities up to 1,000 square metres gross floorspace and retail facilities up to 500 square metres gross floorspace.

Chadderton Technology Park

The aim is to attract investment to create high quality modern floor space and new jobs away from the existing manufacturing base. The masterplan sets out a framework to attract new investment and high-tech employment into the area and thereby creating high quality businesses for the future. Development proposals for B1 (business), B2 (general industry), B8 (storage or distribution) and waste management facilities will be permitted and must form the predominant uses within the technology park. The following uses will be permitted where appropriate but must remain ancillary to the overall development of the technology park: A3 (restaurants and cafes), A4 (drinking establishments), A5 (hot food takeaways), C1 (hotels), leisure facilities up to 1,000 square metres gross floorspace, retail facilities up to 500 square metres gross floorspace, and transport and transport-related uses.

Other Business and Employment Areas and Saddleworth Employment Areas

The uses that will be permitted within the other BEAs and the SEAs are listed below:

- i. B1 – Business.
- ii. B2 – General Industry.
- iii. B8 – Storage or Distribution.
- iv. A3 – Restaurants and Cafes.
- v. A4 – Drinking Establishments.
- vi. A5 – Hot Food Takeaway (excluding SEAs 1 to 10).
- vii. C1 – Hotels.
- viii. Leisure facilities up to 1,000 square metres gross floorspace.
- ix. Retail facilities up to 500 square metres gross floorspace.
- x. Building and construction related uses.
- xi. Transport and transport-related uses.
- xii. Waste management facilities.
- xiii. Garden centres.

Exceptions

Uses other than those listed above will be permitted on sites currently or most recently used for employment purposes, provided the applicant can clearly demonstrate that it is no longer appropriate or viable to continue the existing use. This can be demonstrated by the developer:

- a. through a marketing exercise that there is no market for the uses listed above. The marketing exercise should be agreed with the council before commencing and be of a professional standard; or

- b. through a viability exercise that the continued use/development of the site for the uses listed above is unviable; or
- c. that the development of the site for alternative uses would benefit the regeneration areas identified by the council as being in need of investment or would benefit the community of an area.

This applies to sites located within the BEAs and SEAs and elsewhere.

Supporting Oldham's Economy

Development proposals which result in the loss of an employment site to other uses should include measures to outweigh the loss of the site and support Oldham's economy. Measures will include:

- d. supporting employment opportunities, including:
 - i. providing or funding the construction of incubator units, managed workspace, and workshops of small and medium sized businesses; or
 - ii. providing discounted rental agreements within mixed-use developments; or
 - iii. employment initiatives; or
 - iv. contributions to new bus services and/or additional capacity on existing public transport routes, where appropriate, to support residents in travelling to employment locations; or
 - v. funding/sponsoring/training initiatives to raise skill levels within the workforce and the unemployed.
- e. creating mixed-use development, that includes employment uses and/or live/work units;
- f. assisting in the relocation and expansion of existing businesses displaced from the site;
- g. assisting the consolidation of businesses operating from multiple sites on to a single location;
- h. providing grants to assist businesses to improve their sites/premises; and
- i. a commuted sum towards supporting the above measures to be agreed with the council.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy links to the main issues, the vision and the preferred way forward by changing our local economy and by improving economic prosperity. |
| Objectives | SO1, SO3, SO5. |
| Sustainability Appraisal Objectives | EC1, EC2, EC3, EC4, EC5, EC6, EC7, EC9, ENV1, ENV3, SOC2. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |

| Linkages | |
|-------------------------------------|---|
| Oldham Council Corporate Objectives | An address of choice. A university town. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 2, 3, 5, 6, 7, 8, 9, 46. |
| Implementation | Oldham Council. Private Sector. Transport for Greater Manchester. Highways Agency. |
| Transport Protocol Key Issue | 1, 5. |

Supporting Text

- 6.45** The policy links to the preferred way forward and objectives generally by improving our local economy and economic prosperity.
- 6.46** The employment land module of the Greater Manchester Forecasting Model (GMFM)⁽⁵²⁾ indicates that the borough may require an additional 30,000 square metres of office floorspace by 2026.
- 6.47** BEA 7 Higginshaw, BEA 9 Shaw, SEA 6 Delph New Road, SEA 7 Valley Mills, SEA 8 Shaw Pallets and SEA 9 Warth and Ellis Mill are all partly located in areas at risk of flooding. Proposals in these areas will need to be accompanied by a site-specific flood risk assessment.
- 6.48** The uses permitted within Foxdenton, Hollinwood and Chadderton Technology Park reflect the council's aspirations for these locations. Hot food takeaways have been excluded from the Saddleworth Employment Areas as a result of local consultations and due to the limited nature and amount of employment land in the area.

Foxdenton

- 6.49** Foxdenton is a key location for premium office, business and industry development. It is located within Chadderton in close proximity to the well established Broadway Business Park. There are aspirations for the future of this site to 2026, although it is recognised that a phased approach to its development will be needed so as to ensure the necessary infrastructure, such as gas, water, electricity and highways, is put in place to facilitate bringing it forward and maximising its potential benefit to Oldham.
- 6.50** Development at Foxdenton will be for high quality opportunities for B1 (business), B2 (general industry) and B8 (storage or distribution) uses, and a small amount of residential development will be permitted in order to facilitate the infrastructure requirements of the area.

52 GMFM Reference Scenario 2009, AGMA and Oxford Economics, 2009.

- 6.51** Up to 25% of the site area may be developed for residential development subject to meeting sustainability and regeneration requirements. Proposals for residential development must be in conformity with national and local guidance and policies on mix and the number of affordable units provided on site. The homes must be built to a high quality design using sustainable construction techniques. They must be located to ensure that residential development is protected against noise and other adverse impacts generated on the rest of the site.
- 6.52** Development at Foxdenton must be of a high quality design with landmark buildings of an appropriate scale that are sensitive to their surroundings. Developers should use construction methods and materials that make a positive contribution to design quality, character and appearance, but also contribute to the sustainable use of resources. The design of the development should also provide a public realm of streets and spaces that is well designed in its detail to be visually attractive.
- 6.53** The council has undertaken a Strategic Flood Risk Assessment (SFRA)⁽⁵³⁾ as part of the LDF. The conclusion was that the site is acceptable for development though there are some issues that would need further consideration. The SFRA states that a site-specific FRA, to be agreed with the council and the Environment Agency, would benefit from a survey and a more detailed assessment of potential blockages to the Wince Brook culvert. However, the SFRA confirms that the culvert capacity along Wince Brook is adequate provided appropriate inspection and maintenance continues. Foxdenton is also within a Critical Drainage Area. Appropriate mitigation measures must be put in place to protect the development and the area from flooding. The watercourses and streams that flow through the site (Wince Brook and its tributaries) must be protected and integrated into the development, particularly the eastern part of the site (which was formerly 'Other Protected Open Land' in the 2006 UDP). The SFRA indicates that the site is likely to pass the Exception Test.
- 6.54** The council, working in conjunction with the Highways Agency and the other Greater Manchester local authorities, has undertaken an assessment of the implications of the LDF on the strategic road network. Development proposals must be subject to a Transport Assessment. This must be agreed with the council and the Highways Agency. Appropriate measures must be put in place to address any impacts the development may have on the strategic and local road networks. A right of access has been reserved into the site off Broadway, but early engagement with the Highways Agency will be essential in obtaining the access.
- 6.55** Development proposals must be subject to a Travel Plan. This must be agreed with the council and the Highways Agency. It will be essential in ensuring the development promotes use of public transport, walking and cycling. Measures will be required, as part of the development of the site, to improve the public transport accessibility of Foxdenton. The council will work with the Highways Agency and Transport for Greater Manchester, prior to and at, Site Allocations DPD stage to look at accessibility and public transport issues.
- 6.56** The joint DPD has been subject to a Habitats Regulations Assessment.⁽⁵⁴⁾ Development proposals must be subject to a habitats assessment. This must be agreed with the council, Natural England and the Greater Manchester Ecology Unit (GMEU). The habitats assessment

53 JBA Consulting and Oldham Council, 2010.

54 Oldham LDF: Joint DPD - Proposed Submission - Habitats Regulations Assessment, Greater Manchester Ecology Unit, 2010.

is required due to the proximity of the site to the Rochdale Canal Special Area of Conservation (SAC). Appropriate mitigation measures must be put in place to address any potential harmful effects on the SAC which may be identified. A screening opinion has been undertaken on Foxdenton by the GMEU which concluded that the potential impacts on the Rochdale Canal from development of the site could come from water and air pollution.

- 6.57** The Greater Manchester Archaeological Unit has undertaken a historic landscape characterisation study of the urban areas of the Oldham.⁽⁵⁵⁾ Development proposals must be subject to a heritage assessment. This must be agreed with the council, English Heritage and the Greater Manchester Archaeological Unit. The heritage assessment is due to the fact that within the site is a Grade II listed building, Foxdenton Farmhouse, and outside of the site is the Grade II* listed building, Foxdenton Hall. The site and the settings of these heritage assets will need to be protected as part of any development proposals.
- 6.58** Investigations must be undertaken by developers to ascertain the extent of any land contamination on the site. Foxdenton is in part of the borough identified by the Coal Authority as being underlain by surface coal resources and therefore development proposals must be consistent with national and local minerals guidance and policies.

Other

- 6.59** Instances can arise when uses other than those listed within the policy may be appropriate within the BEAs and the SEAs. Development proposals for other uses will only be permitted either where it can be demonstrated (through a marketing or viability exercise) that there is no realistic prospect of a continuing employment use, or that the alternative proposal would bring community or regeneration benefits to an area identified by the council as being in need of investment.
- 6.60** In relation to a marketing exercise, when agreeing timescales the council will have regard to market conditions, and the size and nature of the premises/site. A record of all expressions of interests/offers received should be submitted and where possible the applicant should try and obtain from interested parties reasons as to why they were not willing or able to proceed. A lesser financial return on investment relative to other development options will not be sufficient to justify the site not continuing to be available for employment use. In instances where the council considers the marketing exercise has been inadequate, the applicant will be advised that the planning application will be recommended for refusal.
- 6.61** If the applicant seeks to demonstrate that the site is no longer viable for employment uses by assessing the cost of works needed to bring the site back into use for employment purposes then a development appraisal or residual valuation prepared by a qualified surveyor will be required. This should assess a range of options from partial or full demolition and redevelopment. The options appraised should be agreed in advance with the council.
- 6.62** To successfully prove that the redevelopment or refurbishment of the site for the range of employment uses listed in the policy is unviable, the applicant will need to provide evidence that the potential return for the employment use is so low that the site is likely to remain sterilised. The residual valuation will allow for evidenced costs including costs for demolition/disposal of materials, construction costs, remedial works, professional fees,

55 Greater Manchester Archaeological Unit, 2010.

funding/finance costs, void letting periods, marketing cost and reasonable profit. Where a valuation includes elements of abnormal costs these will need to be evidenced by way of a costed site investigation/building survey.

- 6.63** In considering whether the investment needed is economically viable the prevailing freehold and leasehold market rates for the type of employment land/premises concerned, both as currently provided and for the different options agreed for refurbishment/rebuild, need to be taken into account. The prevailing market rates will need to be agreed with the council and should be based on evidence from recent transactions of a comparable nature and location in the borough or, if not available, within a similar location.
- 6.64** Applicants may wish to demonstrate that the development of the site for alternative uses would benefit the regeneration areas identified by the council as being in need of investment or would benefit the community of an area. In order to do this it will need to be agreed by the council in advance that the site is within an area in need of investment and that the proposal will benefit the community. Regeneration and community schemes and benefits will include, among others, Oldham Rochdale Housing Market Renewal, Private Finance Initiative, local masterplans and action plans.

Policy 16 Local Services and Facilities

Locally available services contribute towards vibrant communities by providing convenient facilities near people's homes, so reducing the need to travel and can provide a valuable service for less mobile members of the community. The council will ensure the need for local shops, leisure facilities and offices are met by protecting existing premises and permitting new local services and facilities where appropriate within existing built up areas.

- a. The council will protect local shopping parades from development and changes of use so that at least 75% of the frontage remains in retail use. Local shopping parades are defined as a group of at least three units. Exceptions will be permitted where there are wider regeneration or community benefits or it can be demonstrated by the developer that it is not financially viable for the local shopping parade to continue unchanged.
- b. Where appropriate and within existing built up areas, the following uses will be permitted outside Oldham Town Centre and outside the centres of Chadderton, Failsworth, Hill Stores,

Lees, Royton, Shaw and Uppermill provided they satisfy the requirements of national and local policies:

- i. local shops with a gross floorspace of 500 square metres or less.
- ii. leisure facilities with a gross floorspace of 1,000 square metres or less.
- iii. office, business and industrial developments with a gross floorspace of 1,000 square metres or less.

For the avoidance of doubt, this policy applies to proposals whereby the overall gross floorspace does not exceed the relevant thresholds above. Proposals involving multiple units, which individually have a gross floorspace less than the relevant threshold above but when taken together cumulatively exceed the relevant gross floorspace thresholds above, will be assessed against the requirements of Policy 15.

Policy 15 provides additional policy on food, drink and night-time economy-related uses.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward of changing our local economy, creating sustainable communities and addressing needs of local neighbourhoods. |
| Objectives | SO1, SO3, SO5. |
| Sustainability Appraisal Objectives | EC5, EC6, EC8, ENV3, SOC1, SOC4. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. Services of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 10, 23. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. |
| Transport Protocol Key Issue | 5. |

Supporting Text

- 6.79** This policy links to the preferred way forward and the objectives by promoting economic prosperity and creating sustainable communities.
- 6.80** Local shops represent convenient facilities that help meet the day to day shopping needs of residents. Such shops help reduce the need to travel, provide a focus for community interaction and help to distinguish one area from another. They provide an essential service for less mobile residents and residents in more rural areas.
- 6.81** Local shops include small food stores, post offices, pharmacies, advice centres and other small scale services of a local nature. For the purpose of this policy, retail developments with a gross floorspace of 500 square metres or less will be taken to represent a small scale shop.
- 6.82** Similarly, whilst office and leisure developments that generate significant numbers of trips should be directed towards Oldham Town Centre, the borough's other centres or areas that are accessible by public transport, small scale developments can help provide jobs and facilities for local people that reduce the need to travel. For the purpose of this policy, leisure or office developments with a gross floorspace of 1,000 square metres or less will be taken to represent small scale developments.
- 6.83** Protection is needed for local shops and facilities. The council will not support applications for change of use from local shops and facilities that exceed the threshold limit in the policy unless, where appropriate, it can be clearly demonstrated to the council's satisfaction that there are other community or regeneration benefits or its continued use is no longer financially viable.

Policy 17 Gateways and Corridors

Developments at key gateways and along transport corridors should be high quality uses and contribute towards making the routes greener and more attractive. Developments should relate to the importance of the gateway route in height, scale and quality. The council will seek to improve existing transport routes and networks and safeguard land for future infrastructure improvements.

Metrolink

The council will support the delivery of Metrolink which involves the conversion of the Manchester-Oldham-Rochdale railway line. This involves the creation of new stops at South Chadderton, Freehold, and Shaw and Crompton (the new stop will be near the existing rail station) and the conversion of the existing rail stations at Failsworth, Hollinwood, Oldham Mumps (conversion of existing rail station is a temporary measure), and Derker. A strategic park and ride site will be provided at the Hollinwood stop and at the Derker stop.

Land will also be safeguarded for the on-street extension of Metrolink (scheme 3b) through Oldham Town Centre, which is a committed scheme in the Greater Manchester Transport Fund and programmed for delivery by 2014. This will provide new stops at Westwood (Middleton Road), Oldham King Street, Oldham Central and Oldham Mumps with a new stop replacing the temporary stop, with bus interchange facilities.

Public Transport

The council will deliver development whilst promoting and securing public transport investment by: understanding the dynamic interaction between all public transport services and walk/cycle movements; and liaison with Transport for Greater Manchester and interested parties to deliver services/capacity consistent with the requirement of the Site Allocations DPD; and securing funding from developers where investment in public transport is required to release sites identified within the Site Allocations DPD.

Strategic Road Network

Given the findings of the Greater Manchester transport modelling, further investigation of issues on the Strategic Road Network associated with the proposed developments will be undertaken during the preparation of the Site Allocations DPD, consistent with the Protocol arrangements.

The additional demand will impact most evidently between Junctions 20 and Junction 22 of the M60. The M60 is a key part of the transport network, not only for Oldham but for Greater Manchester and as part of the network of national importance. It is therefore crucial that the performance of the Strategic Road Network is safeguarded in order that it can continue to provide this role and support the wider economic aspiration of Greater Manchester.

Further work will be considered as part of the Site Allocations DPD to understand and address any impacts on journey times, consistent with the Protocol and specifically key issues 2 and 3 (Table A).

Walking

- a. The council will support the emerging Pedestrian Strategy and will support the Public Rights of Way Improvement Plan (2008-2017)⁽⁵⁹⁾ which includes proposals to improve existing public rights of way and to create a:
 - i. `Green Walk` linking Oldham Edge to Alexandra Park; and
 - ii. `Green Loop` connecting Oldham Town Centre to key green space sites and rights of way routes to the south and east of Oldham.

Cycle and Bridleway Network

The council will support the cycle network and bridleways in the borough by:

- b. protecting and improving existing bridleways and supporting new bridleways;

59 Oldham Council, 2007.

- c. promoting the Cycling Strategy⁽⁶⁰⁾ (including the Oldham Cycle Network Map); and
- d. encouraging improvement of the existing cycle network and expansion of new routes for non-motorised travel. Cycle networks should be designed to achieve high standards of coherence, directness, safety, attractiveness and comfort as outlined in Oldham's Cycling Strategy.

School Travel

The council will support the Sustainable Modes of Travel (to school) Strategy, which includes proposals to improve existing infrastructure to facilitate more sustainable travel to school.

Transport Infrastructure

The council will continue to safeguard, or identify, land for the following future transport infrastructure proposals:

- e. re-opening of the remaining Standedge Tunnels and development of track between Diggle and Marsden;
- f. proposed Diggle rail station;
- g. extension of the Lees New Road; and
- h. proposed Shaw and Crompton Park and Ride.

The council will protect from development former railway lines which have an existing or potential function as a pedestrian footpath, cycle or bridleway or on to which a new public transport facility or an extension to an existing network might be introduced in the future. Former railway lines will continue to be protected unless an overriding need for the development can be demonstrated or they are already protected or allocated for another use in the LDF.

Developments that generate significant freight movements should have regard to the access to trunk or primary routes and the rail network and be on sites away from Oldham Town Centre, the borough's other centres and residential areas where they are likely to cause highway safety, amenity or environmental problems.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by improving transport. |
| Objectives | SO1, SO4. |
| Sustainability Appraisal Objectives | ENV3, ENV4, SOC4, SOC10. |

60 Oldham Cycling Strategy, Oldham Council, 2002 and Greater Manchester Cycling Strategy, GMPTA and partners, 2006.

| Linkages | |
|---|---|
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |
| Oldham Council Corporate Objectives | An address of choice. A confident place. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 24, 26. |
| Infrastructure | <p>Metrolink £600 million invested on four Metrolink lines to Oldham and Rochdale, Droylsden, Chorlton and Media City. £84 million committed to extend the system through Oldham Town Centre.</p> <p>Oldham Cycle Network, which is worth approximately £30 million.</p> <p>Public Rights of Way Improvement Plan. Transport Capital Programme.</p> |
| Implementation | Oldham Council. Transport for Greater Manchester. Network Rail. Public Sector agencies. Private Sector. Highways Agency. |
| Transport Protocol Key Issue | 1, 2, 3, 5. |

Supporting Text

- 6.84** The proposed extension of Metrolink through the borough – from Hollinwood via Oldham and on to Shaw - will make a vital contribution to Oldham’s regeneration. Locations in and around the Metrolink and its stops will be attractive for new economic and residential developments. The conversion of the Manchester-Oldham-Rochdale rail line has been approved and the scheme is underway. The second phase (3b), which will involve street running from Werneth through Oldham Town Centre to Mumps, is approved and design work is underway. The estimated opening date for phase 3b is Spring 2014.
- 6.85** The extension of the Metrolink from Manchester to Oldham and on to Rochdale will bring with it a number of benefits to the borough. It will increase the accessibility and attractiveness of our Oldham Rochdale Housing Market Renewal Pathfinder areas with stops at Freehold and Derker. Hollinwood will become more attractive as a sustainable location for economic growth. Oldham Town Centre will be consolidated as the borough's main retail and commercial hub. The borough's other centres, in particular Shaw and Failsworth, will also benefit. The extension will add to the sustainable public transport offer in the borough, as well as enhancing the

connectivity to major employment centres within Greater Manchester, including Manchester City Centre and Kingsway in Rochdale. Metrolink will also contribute to reducing congestion on the borough's principle road network.

- 6.86** Standards of cycle networks will be designed and implemented to meet the high standards outlined in Oldham's Cycling Strategy achieving:
- a. coherence – primary consideration will be given to the continuity of the network to avoid unnecessary gaps;
 - b. directness – the council will try to provide cycle routes which offer the shortest distance;
 - c. safety – the council will follow guidance aimed at reducing the accident rate in the borough for cyclists;
 - d. attractiveness – the council appreciate the importance of making the cycling network attractive in order to promote cycling so aesthetic features to the cycling infrastructure will be provided where possible; and
 - e. comfort – the network will be designed to maximise comfort for cyclists by provision of generous space for cyclists on the highway wherever possible and with the careful positioning of manholes, surfacing and minimising the number of stops and dismounts cyclists have to make.
- 6.87** Land will be safeguarded for the reopening of the Standege Tunnel to enhance rail speed and capacity on the Trans Pennine route. Land is also safeguarded for a railway station at Diggle, however the completion of this relies on the restoration of the four tracks through the Standedge Tunnel.
- 6.88** The re-opening of the remaining Standedge Tunnels and development of track between Diggle and Marsden have been identified as part of the preferred solution for resolving the `Manchester Hub` problem. The problem is identified in a Network Rail Study as the "*most significant rail bottleneck in the North and so the most significant rail impediment to maximising economic growth. This is because it constrains the growth of rail commuter services, rail links between the North's major cities and between the North and the South, rail links to Manchester Airport and rail freight*".⁽⁶¹⁾ The Study identifies two strategic options for addressing the challenges of the problem, both of which include the re-opening of the remaining Standedge Tunnels and development of track between Diggle and Marsden. The Study also identifies a number of `opportunities for service improvements` that would arise from adopting its preferred option `Option 2`. These include the potential for a new station and turnback facility at Diggle, which would facilitate additional services.
- 6.89** The inclusion of the two schemes within the study highlights their importance to the borough as well as to Greater Manchester and the North.
- 6.90** The Lees New Road extension is necessary to unlock an area of developable land at Knowles Lane. The provision of the highway link would be part of the development costs and would not bear upon public finances.

61 Manchester Hub Rail Study, Network Rail, 2010. Now referred to as the `Northern Hub`.

6.91 Shaw and Crompton Park and Ride site is proposed as a scheme under the Greater Manchester Transport Fund and has been approved by the Greater Manchester Integrated Transport Authority and the Association of Greater Manchester Authorities. It is expected to add to the patronage of the Manchester – Oldham – Rochdale Metrolink line, which will open in Spring 2012.

Policy 18 Energy

There is the need to ensure that growth over the lifetime of the LDF is achieved in a sustainable manner so that we break the link between carbon emissions and growth, whilst also reducing fuel poverty. This will be achieved by promoting `green` energy by reducing energy consumption and increasing energy conservation through sustainable construction, renewable technologies and low carbon energy. We will promote and facilitate where appropriate viable `green` energy proposals.

When allocating sites and determining planning applications, the council will have regard to the aims, objectives and actions of:

National guidance and policies.

Code for Sustainable Homes targets in line with Part L Building Regulations to achieve Code Level 3 by 2010, Code Level 4 by 2013 and Code Level 6 (zero carbon) by 2016.

Proposed extension of Code for Sustainable Homes to achieve Code Level 6 for non-residential uses by 2019.

BREEAM standards for non residential developments.

Greater Manchester Decentralised and Zero Carbon Energy Planning study.

Oldham Climate Change Delivery Plan.

Oldham Affordable Warmth Strategy.

Assessment of Energy Saving Opportunities for St Mary's Heat Network, Oldham.

Carbon Dioxide Emissions Reduction Targets

Development must follow the principles of the zero carbon hierarchy. This is outlined in the Government's `Sustainable New Homes - The Road to Zero Carbon: Consultation on the Code for Sustainable Homes and the Energy Efficiency standard for Zero Carbon Homes`.⁽⁶²⁾ This will be achieved through:

energy efficiency: the first priority is to ensure a high level of energy efficiency in the design and fabric of the building and

carbon compliance: the second priority is the minimum level of carbon reduction through energy efficient fabric and on-site technologies (including directly connected heat networks) and

allowable solutions: a range of measures available for achieving zero carbon beyond the minimum carbon compliance requirements.

62 DCLG, 2009.

The council will facilitate the achievement of national targets. In achieving these national targets, the council will adhere to the national programme for achieving zero carbon development. Where opportunities arise and where circumstances warrant it, the council may also require developers to meet higher targets, as identified in Table 8.

All developments over 1,000 square metres or ten dwellings and above (until such time that all development is required by the Code for Sustainable Homes ⁽⁶³⁾ to achieve zero carbon) are required to reduce energy emissions in line with the targets set out in Table 8. These targets are taken from the Greater Manchester Decentralised and Zero Carbon Energy Planning study. ⁽⁶⁴⁾ The target framework includes maximum and minimum targets. All targets are based on reductions over and above Part L of Building Regulations 2010 or 2013. The maximum target is based upon a sliding scale of costs and is location-specific depending on the cost and availability of solutions. An increase from the minimum target will only be expected if solutions cheaper than the base cost for the minimum target are available.

Compliance with the targets must be demonstrated through an energy statement which must be assessed to the council's satisfaction. Developers will be expected to meet the targets unless it can be clearly demonstrated by the developer that it is not financially viable and would prejudice the proposed development. The council's Affordable Housing Economic Viability Assessment ⁽⁶⁵⁾ sets out the cost implications of Code for Sustainable Homes. Further details of the target framework is provided in Appendix 3.

Developments below the threshold should aim to incorporate appropriate micro-generation technologies.

Table 8 Energy Infrastructure Target Framework

| | Target Area 1 Network expansion area: Locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling | Target Area 2 Electricity intense area: Locations where the predominant building type has all electric services, resulting in higher associated carbon dioxide (CO2) emissions | Target Area 3 Micro generation area: Locations where lower densities and a fragmented mix of uses tend to favour building scale solutions |
|--|---|---|--|
| Minimum carbon dioxide reduction requirements | Connect to a Combined Heat and Power (CHP) / district heating network | + 17% increase on Part L for domestic; and + 10% increase on Part L for non-domestic buildings | + 15% increase on Part L for domestic and non domestic buildings |

63 The Code was originally launched by DCLG in 2006. The Code includes any future requirements for non-domestic buildings.
 64 AGMA, 2010.
 65 Oldham Council, 2010.

| | Target Area 1 Network expansion area: Locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling | Target Area 2 Electricity intense area: Locations where the predominant building type has all electric services, resulting in higher associated carbon dioxide (CO2) emissions | Target Area 3 Micro generation area: Locations where lower densities and a fragmented mix of uses tend to favour building scale solutions |
|--|---|---|--|
| Maximum carbon dioxide reduction requirements | Up to 73% | Up to 56% for domestic buildings Up to 28% for non-domestic buildings | Up to 49% for domestic buildings; and Up to 42 % for non domestic buildings |

Where possible, new development will be required to connect to or make contributions to existing or future decentralised heat or power schemes. Development should be sited and designed in a way that allows connection to decentralised, low and zero carbon energy sources, including connections at a future date or phase of the development. Consideration shall be given to the potential role that public buildings can have in providing an anchor load within a decentralised energy network or create opportunities for shared infrastructure. Where possible new development will be used to help improve energy efficiency and increase decentralised, low-carbon energy supplies to existing buildings.

Within the borough the following strategic areas may have a role to play in achieving an increase in the level of decentralised, low carbon and renewable supply available, subject to appropriate planning and other considerations including environmental and health impacts:

Oldham Town Centre.

The centres of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill.

Business and employment areas (i.e. Hollinwood, Foxdenton).

Regeneration areas, including Housing Market Renewal areas.

Green Energy Schemes

Where suitable and appropriate, proposals for low carbon, decentralised and renewable energy, including any ancillary infrastructure, will be permitted in accordance with national and local policies. A development proposal must be acceptable taking into account the number, size, scale, siting and cumulative impacts of green energy schemes in terms of:

- i. natural resources, including air and water quality, soil including peat which can act as an important carbon sink and mineral sterilisation; and
- ii. aviation and highways safety; and
- iii. existing transmitting or receiving systems; and
- iv. shadow flicker, electromagnetic interference or reflected light; and
- v. public access to the countryside, including footpath and bridleway users; and

- vi. high quality design; and
- vii. residential and workplace amenity or human health; and
- viii. the visual amenity of the local area, including the sensitivity of local landscape character, through the number, scale, size and siting of renewable energy infrastructure, such as wind turbines, impact on the skyline, cumulative impact or the need for new power lines for connection to the supply grid; and
- ix. biodiversity, nature conservation and the historic environment; and
- x. the openness and visual amenity of the Green Belt; and
- xi. the statutory purposes of the Peak District National Park.

Where proposals are likely to result in an unacceptable impact, the harm must be minimised through appropriate and effective mitigation measures, to be agreed by the council, otherwise permission will not be granted. Redundant turbines, plant, transmission lines and access roads must be removed and the site restored.

The council will provide further advice and guidance on this policy in partnership with Greater Manchester authorities.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues relating to `green` energy. It links to the vision and the preferred way forward by addressing climate change through promoting sustainable development and ensuring that new developments reduce their carbon emissions through low carbon and renewable technologies. |
| Objectives | SO1, SO3, SO4. |
| Sustainability Appraisal Objectives | ENV2, ENV8, ENV9. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 20, 21, 30, 31, 44. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. |

Supporting Text

- 6.92** The policy links to the preferred way forward and the objectives generally by promoting sustainable development in the borough through supporting carbon-neutral developments following the principles of the zero carbon hierarchy. In applying the requirements of Policy 18 applicants must have regard to the other policies of the LDF, in particular Policy 6 (Green Infrastructure), Policy 21 (Protecting Natural Environmental Assets), Policy 22 (Protecting Open Land) and Policy 24 (Historic Environment).
- 6.93** Changes in Building Regulations in 2010, 2013 and 2016 will bring in tighter standards for carbon dioxide emissions as shown in Table 9. After 2016 the aim is for all new residential buildings to be zero carbon with equivalent standards for non-residential buildings being introduced in 2019. Policy 18 seeks to accelerate the move towards zero carbon developments ahead of the building regulations and introduces a target framework for reducing carbon dioxide emissions through decentralised, renewable and low carbon technologies and on/off site delivery mechanisms where it is viable. A range of compliance or allowable solution options will be worked up in further detail working with partners across Greater Manchester.
- 6.94** Reductions in carbon dioxide emissions will be calculated based on gross emissions, that is estimated regulated and unregulated emissions, weighted to reflect the proportion of electricity use. Regulated emissions are those such as space heating, ventilation, hot water and fixed lighting. Unregulated emissions are those associated with all other energy use in the building including IT equipment, task lighting, fridges. The `gross` emissions of a building account for both regulated and unregulated emissions.

Table 9 Carbon Dioxide reduction target over 2006 compliant building

| Year | Residential (subsidised) | Residential (private) | Non-domestic (subsidised) | Non-domestic (private) |
|------|--------------------------|-----------------------|---------------------------|------------------------|
| 2007 | 25% | 0% | 0% | 0% |
| 2010 | 44% | 25% | 25% | 25% |
| 2013 | Zero Carbon | 44% | 44% | 44% |
| 2016 | | Zero Carbon | 100% | 100% |
| 2018 | | | Zero Carbon | 100% |
| 2019 | | | | Zero Carbon |

- 6.95** The framework is designed to safeguard the ability of the council to set higher targets based on local opportunities for decentralised and zero carbon energy generation. This is associated with the three target areas set out below.

Target Area 1: Network expansion area: Locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling.

Target Area 2: Electricity intense area: Locations where the predominant building type has all electric services, resulting in higher associated carbon dioxide emissions.

Target Area 3: Micro generation area: Locations where lower densities and a fragmented mix of uses tend to favour building scale solutions.

- 6.96** The target depends on the type of location, development and surrounding opportunities. The questions used to establish which target applies are shown below:

Target Selection Questions

Question 1. Is the development in Oldham Town Centre or in one of the borough's other centres?

If yes see Question 2, if no see Question 3.

Question 2. Is there an existing or proposed district heating or cooling network the development could connect to?

If yes apply Target 1 `network connection policy area`, with `allowable` CO2 credits from connecting other buildings to the network. If no see Question 3.

Question 3. Does the development consist of at least three of the following uses – commercial office, hotel, residential apartments, public building and supermarket?

If yes a CHP/district heating feasibility study is required, encompassing buildings that could be connected in the surrounding area, and applying Target 1 if a scheme is taken forward.

If no see Question 4.

Question 4. Are the building(s) heating and cooling systems all electric?

If yes apply Target 2 `electricity intense policy area`, with `allowable` CO2 credits from low cost renewable electricity generation. If no see Question 5.

Question 5. Has a strategic opportunity been identified to supply the site/area with low or zero carbon energy?

If yes apply a target informed by the evidence base for the strategic opportunity. If no see Question 6

Question 6. Apply Target 3 `micro-generation policy area`, with `allowable` CO2 credits from unspecified renewable energy sources.

- 6.97** The target framework includes maximum and minimum targets for individual areas / development types. All targets are based on reductions over and above Part L of Building Regulations 2010 or 2013. The minimum target is based on the carbon reductions achievable from the least cost on-site technology to achieve 15% contribution from renewable energy or a district heating network connection requirement.
- 6.98** The maximum target is based upon a sliding scale of costs. The level at which the maximum target is set would be location-specific depending on the cost and availability of solutions. An increase from the minimum target would therefore only be justified if solutions cheaper than the base cost for the minimum target are available, the rationale being that the expenditure required to comply with the minimum target can then be used to achieve greater reductions.

- 6.99** Underpinning the targets for reducing carbon emissions is a strategy to shift the supply of energy to low carbon and, where possible renewable, decentralised heat and power networks, so increasing energy security. It is essential therefore that the council moves towards a network of strategic decentralised energy infrastructure. The council will seek to ensure that investment in zero/low carbon energy infrastructure to serve new development is used as a catalyst for strategically reducing carbon emissions.
- 6.100** Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve proposed multiple developments. Such requirements will be important for ensuring availability of the necessary space in the right location for an energy centre designed to serve one or more developments. Requirements will be discussed in pre-application discussions and should be outlined in an energy statement. Target 1 requires developments to be able to connect once the network and infrastructure is in place and to be designed to be compatible with future networks, in terms of site layout and design.
- 6.101** Developers should demonstrate compliance by submitting an energy statement setting out how the target was determined, including any feasibility studies to assess feasibility of a heat network, and how the developers will meet the target.
- 6.102** The council will operate a co-ordinated approach towards the financing and investment in infrastructure projects that are of strategic significance. Strategic investment decisions by the public and private sector should be based on the need to strengthen the business case of energy investments and attract long term investment in the infrastructure required.
- 6.103** The Greater Manchester Decentralised and Zero Carbon Energy Planning study recommends that energy proposal plans are brought forward by each district where there are strategic areas of opportunity identifying the preferred energy infrastructure solutions. The council has highlighted where the broad areas of opportunity may be, subject to appropriate planning and other relevant considerations. The study highlighted where existing resource opportunities across Greater Manchester are. Further work will be undertaken looking at this in more detail across Greater Manchester, including the refinement of opportunities and application of constraints. In addition, the council is progressing work on a Oldham Town Centre Energy Network study called the Assessment of Energy Saving Opportunities for St Mary's Heat Network.

Achieving early reductions in unregulated emissions

- 6.104** Compliance with the maximum target would be achieved by making off-site contributions towards infrastructure, effectively putting in place the Government's 'allowable' solutions approach in advance of 2016 and 2019. This is to bring forward the infrastructure needed to support the development and may come forward as third party match fund projects delivered by an Energy Service Company (ESCO). If compliance with the maximum target is achieved by making an off-site contribution this would not count towards achieving Code levels 1-5, and would instead be credited against 'unregulated' carbon dioxide emissions.
- 6.105** The assignment of carbon dioxide reductions against unregulated emissions is justified because this portion of energy use, which largely relates to electricity use, has been rising steadily since 1990. It will not be the subject of regulation until it is brought under the zero carbon definition

in 2016 and 2019 and so, in the context of Greater Manchester's stated objective to differentiate itself as a Low Carbon Economic Area, the maximum targets serve as a means of providing interim reductions.

Green energy schemes

- 6.106** Green energy schemes can include energy from waste, biogas, biomass, microgeneration, combined heat and power, geothermal, hydro and wind power. (A full list of definitions is provided in the Glossary.) The council will ensure that all appropriate planning and other relevant considerations (as listed in the policy) are fully assessed and satisfactorily addressed before permission will be granted for these types of schemes.
- 6.107** The council will require proposals to be accompanied by a full statement detailing the environmental effects of the development, and its benefits in terms of the amount of energy it is likely to generate. Permission will only be granted if unavoidable damage that would be caused during installation, operation or decommissioning is minimised and mitigated or compensated for. Applicants must show how this will be achieved. In all cases, redundant plant, buildings and infrastructure shall be removed and the site restored as part of any permission. Applicants proposing hydropower schemes should consult with the Environment Agency for guidance and advice.

Policy 19 Water and Flooding

Flooding is a natural process that is influenced by rainfall, geology, topography, rivers and streams and man-made interventions such as flood defences. Flooding can cause disruption to communities and it is therefore important to avoid developing in flood risk areas. Recent flood events across the country have reinforced the importance of considering flooding from all sources such as surface water flooding and the importance of permeable solutions in new development.

The council will ensure development does not result in unacceptable flood risk or drainage problems by directing development away from areas at risk of flooding, and protecting and improving existing flood defences, water resources and quality.

When allocating sites and determining planning applications, the council will have regard to the aims, objectives and actions of:

European Union Water Framework Directive.

National guidance and policies, such as Planning Policy Statement 25 'Development and Flood Risk' (PPS25) and the Practice Guide on Development and Flood Risk including the requirement to assess, avoid, substitute, control and mitigate flood risk.

Code for Sustainable Homes.

River Basin Management Plans.

Catchment Flood Management Plans.

Water Company Asset Management Plans.

Water Cycle Study.

Greater Manchester Strategic Flood Risk Assessment.

Development proposals must use PPS25⁽⁶⁶⁾ and the Oldham Strategic Flood Risk Assessment (SFRA)⁽⁶⁷⁾ to carry out and pass the Sequential Test and, where necessary, the Exception Test and a site-specific flood risk assessment. Consideration must be given to all sources of flooding and the vulnerability of development. In the case of non allocated sites applicants must demonstrate that other reasonably available sites have been considered. An area of search must be agreed with the council. Evidence must be submitted to demonstrate how the tests have been passed.

Information on flood risk is shown on the proposals map, the Environment Agency's website and the council's website.

Site-specific Flood Risk Assessments

In addition to the requirements of PPS25, and as set out in the Oldham SFRA, a site-specific flood risk assessment must be provided for development proposals:

over 0.5 hectare within a Critical Drainage Area; or
at risk of flooding from other sources of flooding; or
situated behind flood defences; or
within 20m of the bank top of a Main River, where appropriate; or
involving any culverting operation or development which controls the flow of any river or stream.

Development proposals must:

- a. where identified at risk from surface water flooding, adhere to the guidance in PPS25 and any subsequent additions and the recommendations made in the Oldham SFRA until Surface Water Management Plans (SWMP) are completed; and
- b. minimise the impact of development on surface water run-off. The allowable discharge rates must be agreed with the council for all developments, which must where possible be achieved through the implementation of sustainable drainage systems (SUDS); and
- c. ensure that culverting or channelisation of watercourses are avoided, unless limited access is required over the watercourse. Developments must remove existing culverts and artificial channels and restore the watercourse to a more natural state or open up and enhance existing culverted or channelised watercourses, where appropriate; and
- d. retain a green corridor next to watercourses and rehabilitate and enhance watercourse corridors where possible. Where opportunities arise the council will seek to remove existing buildings that encroach to the bank top of watercourses and detract from the river corridor, prevent access and degrade habitat value; and

66 DCLG, 2010.

67 JBA Consulting and Oldham Council, 2010.

- e. reduce the consumption of water and have high standards of water efficiency in new developments or incorporate water efficient technologies in existing buildings. Developments must conserve water resources and not adversely affect water quality or quantity and associated biodiversity; and
- f. ensure potential capacity issues in the water supply and sewerage treatment works are taken into account through liaising with United Utilities until a River Mersey Water Cycle Study is completed.

The council will seek to relocate critical infrastructure from Flood Zones 3 and 2, where possible, as the operational life comes to an end.

The council will, where appropriate, seek developer contributions to improve flood defences.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues relating to water and flood risk. It links to the vision and the preferred way forward by addressing climate change, promoting sustainable development and protecting, conserving and enhancing the prudent use and sustainable management of our water resources. |
| Objectives | SO1. |
| Sustainability Appraisal Objectives | ENV1, ENV13, ENV14. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. Sustainable Use of Resources. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 28. |
| Implementation | Oldham Council. Environment Agency. Private Sector. |

Supporting Text

6.108 The policy links to the preferred way forward and the objectives generally by mitigating and adapting to climate change, avoiding development within areas of flood risk and where necessary controlling and mitigating the impact and residual risks and improving water resources.

- 6.109** Applicants are required to use PPS25 and the Oldham SFRA and any subsequent updates to assess the flooding potential of a proposal. The SFRA provides guidance on the Sequential Test and the Exception Test. Applicants must not by-pass the Sequential Test.
- 6.110** PPS25 requires a site-specific flood risk assessment for developments over one hectare in flood zone one and all developments in flood zones two and three. The SFRA also sets out when a more detailed flood risk assessment is likely to be required. Applicants should refer to PPS25 and the SFRA for guidance on site-specific flood risk assessments and mitigation measures and agree its scope with the council and the Environment Agency before it is undertaken. In some cases it may be necessary for the developer to make a contribution to the improvement of flood defence provision.
- 6.111** The SFRA includes information and maps on surface water flooding, which must be taken into account. Critical Drainage Areas have been developed where there is a high risk of localised flooding and where areas of significant redevelopment are planned that could have a significant impact on surface water runoff to local watercourses and the sewer network. Currently, the Critical Drainage Areas that have been identified are Chadderton (Wince Brook), Hollinwood (Moston Brook), East Oldham (Upper Tame and Wood Brook) and Shaw (Beal). Maps are available showing the Critical Drainage Areas, however they may become refined over time as more detailed information becomes available.
- 6.112** It is important that new development minimises surface water run off. The automatic right to connect surface water drains and sewers to the public sewerage system has been removed and developers are required to put Sustainable Drainage Systems (SuDS) in place in new developments wherever practical. Above ground SUDs options should be used, such as ponds, swales and green roofs, where feasible, rather than underground storage systems, which offer less biodiversity and landscape value. The council is working with the Greater Manchester authorities on a SWMP and there may be future Greater Manchester and/or local drainage standards. Currently, the drainage standards that the council will consider are:
- a. greenfield runoff on greenfield sites up to 1 in 100 year storm event, considering climate change;
 - b. a reduction in surface water runoff rates of at least 30% for brownfield sites up to 1 in a 100 year storm event, considering climate change;
 - c. a reduction in surface water runoff rates of at least 50% for brownfield sites within a Critical Drainage Area, with an aim of reducing runoff to greenfield rates up to a 1 in 100 year storm event, considering climate change; and
 - d. development must be designed so there is no flooding to the development in a 1 in 30 year event and so that there is no property flooding in a 1 in a 100 year plus climate change event.
- 6.113** Proposals that involve the culverting or channelisation of open watercourses will not normally be permitted. This is due to the associated problems, including flooding after high rainfall where grilles in culverts get blocked by debris or where culverts do not have grilles and get blocked. Other problems include the high maintenance and threat to biodiversity and the amenity of open green space. The council will use opportunities that arise from new developments to remove culverts and restore watercourses to their natural state.

- 6.114** The council will also use opportunities from developments alongside river or canal corridors to rehabilitate and enhance these corridors to provide green infrastructure benefits, for example increasing biodiversity and mitigating flood risk. Developments alongside watercourses are also expected to retain a green corridor next to the water.
- 6.115** Developments must seek to reduce the consumption of water and have high standards of water efficiency in new homes and have regard to the Code for Sustainable Homes.⁽⁶⁸⁾ Non-residential developments should also aim to reduce water consumption and install water efficient technologies. Developments must ensure that drainage systems are designed to minimise the risk of foul drainage being incorrectly connected to surface water systems and incorporate measures to minimise the risk of pollution in the event of the foul system failing.
- 6.116** It is anticipated that a Water Cycle Study will be undertaken for the River Mersey, which will include the Greater Manchester authorities. Until this time applicants should consult with United Utilities about potential capacity issues in the water supply and sewage treatment networks.
- 6.117** The Environment Agency has prepared Catchment Flood Management Plans for the Upper Mersey and Irwell Catchment.⁽⁶⁹⁾ A specific action for the Tame sub area of the Upper Mersey catchment is to put in place policies which seek to remove critical infrastructure from Flood Zones 2 and 3 at the end of its operational life to improve the borough's ability to respond to and deal with flood incidents in the future.

Policy 20 Design

The contribution that high quality design can make to regeneration and sustainable development is widely recognised. High quality design brings economic, social and environmental benefits, adding to quality of life, attracting new business and investments and reinforcing civic pride. High quality design is as much about the way buildings and environments function as with their appearance. Our design principles apply equally to urban and rural situations, and to the built and natural environment. They need to be expressed in ways that reflect the character of the area in which the development is taking place, reinforcing local identity. The council will promote high quality design and sustainable construction of developments that reflect the character and distinctiveness of local areas, communities and sites across Oldham. Development proposals must have regard to national and local guidance and policies on design.

Development proposals must meet the following design principles, where appropriate:

- a. Local Character (including a character appraisal as appropriate)
- b. Safety and Inclusion
- c. Diversity
- d. Ease of Movement
- e. Legibility

68 The Code was originally launched by DCLG in 2006.

69 April 2009.

- f. Adaptability
- g. Sustainability
- h. Designing for Future Maintenance
- i. Good Streets and Spaces
- j. Well Designed Buildings

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by promoting and securing high-quality design across the borough. |
| Objectives | SO1, SO5. |
| Sustainability Appraisal Objectives | EC2, ENV2. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |
| Monitoring Indicators | 20, 21, 37, 45. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Implementation | Oldham Council. HMR. Public Sector agencies. Private Sector. |
| Transport Protocol Key Issue | 1. |

Supporting Text

- 6.118** The policy links to the preferred way forward and objectives by improving the quality of places, mitigating and adapting to climate change, promoting sustainable development and creating safer and stronger communities.
- 6.119** Good design is a key element in achieving sustainable development. It can contribute to providing a safer and more attractive public realm, contribute to high levels of accessibility for all ages, genders and abilities. It can contribute to urban greening and increased biodiversity. Good design is increasingly important in achieving high levels of environmental performance such as greater energy efficiency. It's importance is recognised by Government and developers alike.
- 6.120** Planning can influence the design and use of public spaces, public realm and public art. Design focused policies can be used to ensure that streetscapes favour pedestrians over vehicles. They can also help to reduce visual clutter through careful location of signs and

street furniture and can build maintenance needs in to the design process. Public space is often considered as relating to all those parts of the built and natural environment where the public has free access, whether in public or private ownership. It includes streets, squares, rights of way, parks and so on, but is generally regarded as excluding internal spaces (such as shopping centres) and the open countryside.

6.121 Development proposals should address the following details in relation to design principles a-j above:

- a. respond positively to its environment and site, and contribute to a distinctive sense of place.
- b. positively contribute to making routes, streets and public spaces as safe, free from crime and accessible as possible; and minimise opportunities for car, cycle and property crime, assault and harassment without detracting from the quality of the townscape and landscape.
- c. incorporate a mix of uses that add richness and variety to the local area; consider and, where possible, provide for the needs of all sections of society and add richness to the social and cultural diversity of the local area; and support variety and choice in the public realm for all sections of the community.
- d. provide or reinforce a clear network of routes (roads, streets, paths and associated spaces) that provide easy access to an area, and the buildings and facilities within it; be located to support movement by means other than the car between facilities and the people who use them; and give priority to the needs of pedestrians, and encourage walking, cycling and public transport use to reduce reliance on the car.
- e. contribute to a legible environment with a clear hierarchy of routes, streets and spaces; relate positively to the visual connections between it and its surroundings; and be designed so that intended functions of buildings and spaces are easily understood, and that the entrances to them are appropriately located and visible.
- f. be adaptable and capable of accommodating the changing and future needs and activities of individuals, local communities and of society.
- g. be designed to reduce the demands made on energy; incorporate measures for the conservation of water resources; make appropriate, well-designed provision for the sustainable management and discharge of waste; make a positive contribution to the greening of the urban environment; be carefully designed and detailed so that it makes a positive contribution to its surroundings, is robust, durable and ages well; and use construction methods and materials that are fit for purpose and make a positive contribution to design quality, character and appearance, whilst contributing to the sustainable use of resources.
- h. consider maintenance early in the design process; and be designed for easy maintenance (buildings, streets and spaces).
- i. make a positive contribution to the street scene and public spaces, reinforcing their relative importance in the townscape and creating attractive places for appropriate activity and social interaction; support an attractive, pedestrian-friendly environment for all which is not compromised by the need to accommodate traffic, servicing and parking; support a comfortable microclimate and provide appropriate protection for pedestrians from inclement

weather through design; and provide or support a public realm of streets and spaces that is well designed in its detail to be visually attractive.

- j. have an appropriate scale, sensitive to its context; have three-dimensional form and massing that responds positively to the topography of the site, derived from the functions of the building and creating interest; be designed to consider proportion ensuring it is broken down into human-scale elements to which people can easily relate, that it relates to its context of neighbouring buildings and the wider area and providing variety and interest in its elevation treatment; and introduce visual richness through the use of good quality materials and texture and providing light and shade.

6.122 A statement will be required to show how development addresses the principles, including design character, where appropriate.

6.123 The design principles of this policy are based on those contained in the council's adopted Design Guide,⁽⁷⁰⁾ which was prepared as supplementary planning document to the 2006 UDP. The Guide, although not formally part of the LDF, is still considered to offer relevant advice and will therefore remain a material consideration until the council provides further advice and guidance on this LDF policy.

Policy 21 Protecting Natural Environmental Assets

New development and growth pressures must be balanced by protecting, conserving and enhancing our local natural environments, Green Infrastructure, biodiversity, geodiversity and landscapes to ensure a high quality of life is sustained. The council will value, protect, conserve and enhance the local natural environment and its functions and provide new and enhanced Green Infrastructure.

When allocating sites and determining planning applications, the council will have regard to international, national (including Planning Policy Statement 9 'Biodiversity and Geological Conservation', PPS9) and local guidance and policies (including Policy 6 on Green Infrastructure and the findings of the Habitats Regulations Assessment, HRA).

Development proposals must:

- a. protect and maximise opportunities for Green Infrastructure at or near to the site.
- b. protect, conserve and enhance biodiversity and geodiversity, designated nature conservation sites, legally protected species and their habitats and Local Nature Reserves. The hierarchy for site protection is:
 - i. Special Protection Areas for Birds (SPAs) and Special Areas of Conservation (SAC);
 - ii. Sites of Special Scientific Interest (SSSIs);
 - iii. Sites of Biological Importance (SBI's); and
 - iv. Local Nature Reserves and other non-designated sites containing substantive nature conservation value of local significance.

70 Oldham Council, 2007.

The council will ensure development does not have an adverse effect on the integrity of a European designated site on the basis of objective information. The council will work with Natural England and the Greater Manchester Ecology Unit to assess proposals that may have an adverse effect on the integrity of the European site and where appropriate, ensure effective mitigation measures are put in place before permission is granted.

In exceptional circumstances where development is unavoidable and cannot be accommodated elsewhere:

- v. the applicant must demonstrate the need for, and the over-riding public interest and benefits of, the development.
 - vi. the development must set out how the proposals will protect and enhance the nature conservation, including how any harm will be minimised effectively through design and mitigation measures.
- c. maintain, extend or link existing green corridors and links, including strategic recreational routes, where appropriate.
- d. have regard to the principal landscape objective for the relevant landscape character area and type found within the Oldham Landscape Character Assessment.⁽⁷¹⁾ Development must enhance the visual amenity of the area, including Green Belt land, through conserving and reinforcing the positive aspects and distinctiveness of the surrounding landscape character.
- e. protect and, where appropriate, enhance the aquatic environment, such as canal corridors, rivers and peat lands including their value as biodiversity resources. The council will support appropriate canal and river side regeneration, whilst ensuring development does not act as an obstacle to canal maintenance and its operations, navigation for leisure or freight purposes and public access to towpaths.

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues relating to our local natural environments. It links to the vision and the preferred way forward by addressing the need to protect, conserve and enhance the natural environment, green infrastructure, biodiversity and landscapes to ensure a high quality of life is sustained. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | EC2, ENV7, ENV8, ENV11, SOC10. |

71 Oldham Council, 2009.

| Linkages | |
|---|---|
| Sustainable Community Strategy / Local Area Agreement | Health and Well-being. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 20, 21, 27, 28, 37, 38, 39. |
| Implementation | Oldham Council. Private Sector. Public Sector agencies. |

Supporting Text

- 6.124** Policy 21 links to and helps deliver Policy 6 `Green Infrastructure`. The policy links to the preferred way forward and the objectives generally by maintaining the positive features and characteristics that add to the borough's local identity and protecting and enhancing the borough's natural assets.
- 6.125** The council will have regard to PPS9, including its key principles, when allocating sites and determining planning applications. The council will seek to ensure that proposals avoid loss or harm to biodiversity resource before considering the need for mitigation and satisfactory compensatory measures.
- 6.126** Developments will be expected to protect and enhance Green Infrastructure at or near to the site, where opportunities are identified for Green Infrastructure investment or where there are deficiencies identified under Policy 23. The council will have regard to the Greater Manchester Green Infrastructure Framework,⁽⁷²⁾ including its key diagrams which highlight where investment is needed and the Greater Manchester Ecological Framework⁽⁷³⁾ highlighting where biodiversity creation and repair is needed. The council will apply this requirement through the design of the proposal or through a planning condition or planning obligation seeking a contribution where appropriate and viable.
- 6.127** The council will protect nature conservation sites, which are defined in Policy 6, as well as habitats and species listed within the Greater Manchester Biodiversity Action Plan⁽⁷⁴⁾ and Oldham Biodiversity Action Plan.⁽⁷⁵⁾ Any subsequent changes to species or habitats protected by law or those within a Biodiversity Action Plan will be protected. Applicants should contact Greater Manchester Ecology Unit for the latest Sites of Biological Interest boundaries. The council will also protect any future Local Nature Reserves designated within the borough.

72 Towards a Green Infrastructure Framework for Greater Manchester, AGMA, 2008.

73 An Ecological Framework for Greater Manchester, AGMA, 2008.

74 AGMA, 2009.

75 Oldham Council, 2007.

- 6.128** The council will take a precautionary approach to development that has the potential to harm important species and habitats and the geological diversity of the borough. By harm, the council considers this to mean any impact which diminishes the scientific value for which the site was first designated or harm to the species or their habitats likely to be found on or adjacent to the site.
- 6.129** Proposals along key green infrastructure assets, wildlife corridors, designated sites or sites containing features of substantial nature conservation value should be accompanied by an appropriate ecological and/or geological assessment. The council will consult with Natural England on proposals affecting designated sites.
- 6.130** Where the development cannot be accommodated elsewhere it is the applicant's responsibility to demonstrate the exceptional circumstances to justify the development. The applicant must set out how the proposals will protect and enhance the nature conservation, including how any harm will be minimised through design and mitigation measures. The council will consider the use of planning conditions and/or planning obligations to ensure the protection of species and habitats.
- 6.131** Development proposals that are in close proximity to the Rochdale Canal should have regard to the findings of the HRA.⁽⁷⁶⁾ Recent (last ten years) developments along the Rochdale Canal corridor have shown that it is possible to allow for relatively large-scale developments close to the Canal (and affecting the Canal directly) without causing significant harm to the special interests of the SAC, providing that appropriate precautions are taken. The Greater Manchester Ecology Unit (GMEU) would therefore consider it unreasonable (over-cautious) for the HRA to conclude that all development in areas of Oldham close to the Canal should be avoided. In reaching this conclusion the GMEU have considered the likely type of development that will be brought forward in these areas, (that is, development will not be related to potentially polluting heavy industries). The HRA has therefore concluded that, although development is proposed in areas relatively close to the Canal, providing that mitigating plans, policies and strategies are adopted and implemented appropriately through the development management process, in principle development areas planned for in the joint DPD can be allowed to go forward without harm being caused to the special interest of the Rochdale Canal SAC. This opinion is based on this Screening Opinion supplemented by the experience and knowledge of the GMEU in assessing the impacts of developments considered to have the potential to affect the special interest of the Canal.
- 6.132** The HRA further recommended that any developments coming forward within the areas identified in the joint DPD as Foxdenton, Hollinwood, Chadderton Technology Park and Failsworth Centre be referred for Appropriate Assessment as part of the development management process so that appropriate mitigation for any damaging impacts can be properly planned and implemented. In addition, it further recommended that any further developments of the HRA of the Greater Manchester joint waste plan (JWDPD) and the joint minerals plan (JMDPD) be considered as part of this Assessment when available.

76 Oldham LDF: Joint DPD - Proposed Submission - Habitats Regulations Assessment, Greater Manchester Ecology Unit, 2010.

- 6.133** Applicants are required, in addition to obtaining planning permission, to obtain a licence, from Natural England, for proposals affecting European Protected Species which involve the capture, disturbance and transportation of species as part of any mitigation measures.
- 6.134** Development proposals on sites affecting green corridors and links, including recreational routes, will be permitted where they do not dissect the open land corridor into sections or harm the potential for wildlife or people’s access and enjoyment of the corridor. The council will seek to improve the green infrastructure network by requiring that development proposals adjacent to green corridors and links provide an extension or link between green corridors.
- 6.135** The council has prepared a Landscape Character Assessment (LCA).⁽⁷⁷⁾ Development must be sensitively located and designed, with minimal visual impact on the landscape. Each landscape character area in the LCA is split into landscape types with a principal landscape objective as shown in Table 10. The LCA also provides details on the sensitivity pressures facing the landscape. Development proposals will be required to demonstrate how the relevant landscape objective has been taken into account and how the development conserves and enhances, where possible, through the use of design, materials and layout, the distinctive features of the landscape. The south eastern corner of the borough lies within the Peak District National Park. Developments will, where appropriate, be assessed against their potential impact on the Peak District National Park, taking into consideration views into and out of the Park. It is important to ensure that development in the borough has regard to the Peak District Landscape Character Assessment, where appropriate.⁽⁷⁸⁾

Table 10 Landscape Character Areas Objectives

| Landscape Area | Principal Landscape Objective |
|---|--|
| Area 1: South Pennine Moors | |
| Type 1a Unenclosed Moorland Plateau | To conserve the open moorland character and its special sense of remoteness, isolation and wildness. |
| Type 1b Valley Headlands | To conserve the upland moorland character, with its remote, wild character and ensure current, or future, recreation use of the reservoirs does not have a negative impact on the landscape. |
| Area 2: Moorland Fringe | |
| Type 2a Remote Moorland Fringe | To retain and strengthen the transitional upland character of the Moorland fringe, which acts as an important backdrop to the settlements of Oldham borough. |
| Type 2b Settled Moorland Fringe | To maintain the distinction between the Settled Moorland Fringes and the more sheltered valleys that cut into the moors. |
| Area 3: Chadderton Rolling Hills | |

77 Oldham Council, 2009

78 Peak District National Park Authority, 2008.

| Landscape Area | Principal Landscape Objective |
|------------------------------------|---|
| Type 3a Rolling Pasture Land | To retain and strengthen the distinctive rolling landscape surrounding the northern edge of the borough. The area acts as an important separation zone between the urban boundaries of Oldham and Rochdale. |
| Type 3b Rural Settlement | To conserve the distinct character associated with Chadderton Fold, Healds Green and Chadderton Heights through sensitive planning control and environmental improvements that conserve and enhance the visual amenity. |
| Type 3c Recreational Land | To promote the amenity value of Tandle Hill Country Park, to conserve and manage its SBI status and to provide environmental improvements that benefit the quality and facilities of the park for visitors. To promote effective screening and new planting for Crompton and Royton Golf Club whilst retaining its rolling landscape character. |
| Area 4 Tame Settled Valley | |
| Type 4a Rural Valley Sides | Conserve the characteristic landscape of woodlands and in-bye pastures on the steep hillsides in order to preserve the enclosed character of the valley. |
| Type 4b Urban Settlement | To preserve the characteristic linear settlement pattern with the narrow valley bottom |
| Type 4c Industrial Valley Bottom | To preserve the characteristic linear settlement pattern with its industrial heritage, along the narrow valley bottom. |
| Type 4d Open Valley Bottom | To provide areas for informal recreation whilst maintaining open space between the Tame Valley settlements |
| Type 4e Farmed Valley | Conserve the characteristic landscape of in-bye pastures on the hillsides leading to the upland pastures and moorland fringe. |
| Area 5 Beal Defined Valleys | |
| Type 5a Farmed Valley Sides | To retain the open landscape character of the valley sides and reduce the visual presence of industrial and warehouse buildings within this reasonably attractive scene. |
| Type 5b Flat Valley Bottom | To retain the flat topography and wet ground conditions of this landscape character type so that its distinctive marshy conditions, ecological interest and visual difference are not lost. |
| Type 5c Landscape in Transition | To plan for and deliver an attractive remediated landscape that compliments the surrounding landscape and that acts as a |

| Landscape Area | Principal Landscape Objective |
|---|---|
| | recreational resource for nearby communities that overlook the landfill site. |
| Area 6 Medlock Mixed Valley | |
| Type 6a Recreational Land | To promote the amenity value of the existing recreational resource whilst seeking to provide environmental improvements to the visual quality for visitors and the local community. |
| Type 6b Broad Valley Bottom | Conserve the characteristic open landscape of flat topography, pasture land with small, irregular field patterns, and narrow winding lanes. |
| Type 6c Clough Valley | To conserve the wooded, steep sided character of the cloughs and promote the informal recreational opportunities they offer. To protect and enhance the heritage features of the landscape. |
| Type 6d Suburban Settlement | To ensure the settlement at Woodhouses is restricted in development terms to prevent further urban sprawl within the open space of the Medlock Valley. Control the development of any new buildings so they benefit the appearance of Woodhouses. |
| Type 6e M60 Corridor | To ensure that the visual and noise impact of the M560 corridor is reduced through the use of effective screen planting. |
| Area 7 Wharmton Undulating Uplands | |
| Type 7a Urban Fringe Farmland | Conserve the characteristic open landscape of out-bye pastures, dispersed settlement and narrow winding lanes. |
| Type 7b Recreational Land | To promote effective screening and new planting for existing recreational land in order to retain the characteristic open out-bye pasture landscape of the Wharmton Undulating Uplands. |
| Type 7c Landscape in Transition | The screening of the quarries during their working life and the eventual restoration within the surrounding open upland landscape. |

6.136 The Huddersfield Narrow Canal and the Rochdale Canal are used primarily for tourism and leisure purposes. Their potential for canal side regeneration is supported. However, their use for local water-bourne transport of goods must also be safeguarded. The policy relates to the waterways and towpaths. Where there are sites along a canal that have been identified by British Waterways for mooring, refuelling or other boating activities they will be considered when assessing development proposals affecting any identified sites. The nature conservation of the canals will also be protected and, where possible, enhanced in relation to any boating related transport proposals.

Policy 22 Protecting Open Land

The majority of the borough's open land is designated Green Belt. The main purpose of the Green Belt is to keep land permanently open. Pressure for development in the Green Belt is generally small-scale developments such as the re-use of agricultural buildings. The borough also has locally protected open countryside called 'Other Protected Open Land' (OPOL) which aims to preserve the distinctiveness of an area. Oldham also has a small amount of safeguarded land called 'Land Reserved for Future Development' (LRFD) which protects land for future development needs.

The Green Belt boundary will be maintained. Development in the Green Belt will be permitted provided it does not conflict with national policies on Green Belt, currently Planning Policy Guidance Note 2 'Green Belts' (PPG2). The 2006 UDP Policy OE1.8 'Major Developed Site in the Green Belt' will be saved and will be assessed in the Site Allocations DPD.

Development on OPOL will be permitted where it is appropriate, small-scale or ancillary development located close to existing buildings within the OPOL, which does not affect the openness, local distinctiveness or visual amenity of the OPOL, taking into account its cumulative impact. Where appropriate, development will be screened or landscaped to minimise its visual impact.

Development on LRFD will only be granted where it would be acceptable in the Green Belt and which would not prejudice the later development of LRFD beyond the life of the LDF.

The council will assess OPOL and LRFD in the Site Allocations DPD. The council will provide further advice and guidance on this policy.

Linkages

| | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues relating to open countryside. It links to the vision and the preferred way forward by addressing Green Belt and locally protected countryside land ('Other Protected Open Land') and safeguarded land ('Land Reserved for Future Development') and allowing only appropriate development in these areas. |
| Objectives | SO4. |
| Sustainability Appraisal Objectives | ENV6, ENV7. |
| Sustainable Community Strategy / Local Area Agreement | Health and Well-being. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |

| Linkages | |
|-----------------------------------|---|
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and Targets | 20, 21, 27, 28, 36, 39. |
| Implementation | Oldham Council. |

Supporting Text

6.137 The policy links to the preferred way forward and the objectives generally by maintaining and protecting the borough's open countryside.

6.138 The Green Belt boundaries will remain unchanged throughout the LDF period to 2026.

6.139 National policy on Green Belt (PPG2) states there is a presumption against inappropriate development in the Green Belt. It sets out the type of development in the Green Belt that is considered to be appropriate. Where inappropriate development is proposed, it is the responsibility of the applicant to demonstrate the `very special circumstances` to justify the proposed development.

6.140 The Peak Park is a `green lung` for Greater Manchester. The area was identified in `Oldham Beyond` ⁽⁷⁹⁾ as one of the borough's tourism assets with potential for leisure. The former Robert Fletcher's mill complex in the area was designated as a `Major Developed Site in the Green Belt` in the UDP⁽⁸⁰⁾ for employment-generating uses and appropriate tourism and leisure. This UDP Policy (OE1.8) will be saved and assessed in the Site Allocations DPD. In looking forward to 2026, Oldham Council aims to ensure that this area is maximised to everyone's benefit. The council will work with interested parties, including the Peak Park, to bring forward the ideas and aspirations for this whole area.

6.141 The following OPOL, which are unchanged from the 2006 UDP, will be protected:

Ryefields Drive, Uppermill; Dacres, Greenfield; Stoneswood, Delph; Stonebreaks, Springhead; Wall Hill, Dobcross; Ainley Wood, Delph; Oldham Edge, Oldham; Cowlshaw, Shaw; Bullcote Lane, Royton; Land at Greenacres, Lees; Shawside, Shaw (Moss Hey); Simkin Way, Bardsley; Royley Clough, Royton; Cowhill, Chadderton; Moston Brook and Hole Bottom Clough, Failsworth; Thornley Brook East, Lees; Land South of Oaklands Road, Grasscroft; Land at Summershades Lane, Grasscroft; Ferney Field Road, Chadderton; Foxdenton Hall Park, Chadderton; Rumbles Lane, Delph; and Cotswold Drive, Royton. These have been carried forward from the Unitary Development Plan.

6.142 OPOL is open land which, while not serving the purposes of the Green Belt, is locally important because it helps preserve the distinctiveness of an area. As well as providing attractive settings, they provide other benefits, such as informal recreation and habitats for biodiversity, therefore helping to provide sustainable communities and help mitigate climate change. The

79 Oldham Partnership, 2004.

80 Oldham Metropolitan Borough Council Unitary Development Plan, Oldham Council, 2006

main aim is to protect OPOL from development, however there may be instances where limited small scale or ancillary development will be permitted, such as visitor facilities or development that is ancillary to existing uses. This allows limited small scale development over and above that permitted in the Green Belt. The council will consider the visual impact that development has on the openness and distinctiveness of the OPOL, taking into account the cumulative impact.

6.143 The council has one site identified as Land Reserved for Future Development (LRFD) at Bullcote Lane, Royton. In future reviews of the LDF, this land will be considered if other allocated land and brownfield land is insufficient to meet future development needs. Permission for development will only be granted if the development would be acceptable in the Green Belt and would not prejudice the later development of the whole site. LRFD at Lancaster Sports Club (LR5), Warren Lane (LR6) and Haven Lane (LR7 and LR8) that were identified in the 2006 UDP will not be taken forward as LRFD in the LDF. These sites have potential for development and will be assessed in the Site Allocations DPD.

6.144 The 2006 UDP policies may be viewed on the council's website at www.oldham.gov.uk.

Policy 23 Open Spaces and Sports

Open space can contribute to people's quality of life. It has a key role to play in the protection of the environment, enhancing the biodiversity of the borough and creating habitats for flora and fauna. Access to quality open space is essential to health and well-being, encouraging increased physical activity and exercise and contributing to improved mental health. Quality open space provision can contribute to social inclusion and community cohesion in Oldham and can support and enhance the image and appeal of the borough for residents and visitors. Open spaces are defined in Policy 6 on Green Infrastructure.

Protection of Open Spaces

The council will protect, promote and enhance existing open space in the borough, and will seek to secure new and improved well-designed open spaces where appropriate.

New Open Spaces

All residential developments should contribute towards the provision of new or enhanced open space, unless it can be demonstrated by the developer that it is not financially viable for the development proposal or that this is neither practicable nor desirable. The council will have regard to the proposed development and the open space surpluses and deficiencies in the area to determine whether on-site or off-site new provision, enhanced existing provision or a financial contribution will be required. Open space surpluses and deficiencies will be defined through the Annual Monitoring Report.

The required type and amount of provision in any instance shall be calculated in accordance with the council's current local standards of provision and the surplus and deficiencies of open space provision identified in the Open Space Study.⁽⁸¹⁾ These will be monitored and reviewed over the lifetime of the LDF.

Table 11 Current Local Standards of Provision

| Type of Open Space | Quality - The required quality of open spaces measured as a percentage. Good quality is measured as 70% | Quantity - The number of hectares required per 1,000 population. | Accessibility - The required walk time in minutes or metres from residential development to open spaces |
|---|---|--|---|
| Parks and Gardens | at least 70% | 0.26 | 15 minutes / 720 metres |
| Natural and Semi-Natural | at least 70% | 1.95 | 15 minutes / 720 metres |
| Amenity Greenspace | at least 70% | 0.46 | 15 minutes / 720 metres |
| Allotments | at least 70% | No standard provided | No standard provided |
| Provision for Children | at least 70% | 0.37 | 10 minutes / 480 metres |
| Provision for Young People | at least 70% | 0.10 | 10 minutes / 480 metres |
| Outdoor Sports Facilities | at least 70% | 1.35 (excluding golf courses) | 15 minutes / 720 metres (all outdoor sport facilities excluding golf courses) 20 minutes / 12.63 kilometres (for golf courses) |
| Cemeteries and Churchyards / Green Corridors / Civic Spaces | at least 70% | No standard provided | No standard provided |

Where new, replacement or enhanced provision or a financial contribution is provided, the developer will be required to enter into a planning obligation with the council for the provision and maintenance of the open space. This will be in accordance with the national circular on planning obligations and the council's Good Practice Guide.⁽⁸²⁾

81 Open Space Study, PMP consultants and Oldham Council, 2006 - 2010.

82 Oldham Council, 2008.

Loss of Open Spaces

The loss of an open space will be permitted where:

- a. land is allocated for built development; or
- b. proposals relate to cleared sites on previously developed land, including those that have been landscaped, where there is a clear intention by the council for future development; or
- c. proposals relate to a masterplan, policy, programme, strategy or action plan approved by the council or Oldham Partnership; or
- d. proposals comprise of a small scale development which is ancillary or complementary to the open space function of the site, and the quality and character of the site is maintained; or
- e. proposals are for a new outdoor or indoor sport or recreation facility which is of sufficient benefit to the development of sport and recreation, or to the open space function, to outweigh the harm resulting from its loss, and it could not be reasonably located elsewhere, and does not create or worsen an existing deficiency of open space in the area; or
- f. in the case of playing fields only, the development only affects land which is incapable of forming a playing pitch or part of one.

Development of a site that is currently or was most recently used as open space or for sport or recreation will be permitted provided it can be demonstrated the development brings substantial benefits to the community that would outweigh the harm resulting from the loss of open space; and

- g. a replacement facility which is at least equivalent in terms of usefulness, attractiveness, quality and accessibility, and where appropriate quantity, to existing and future users is provided by the developer on another site prior to the development commencing; or
- h. if replacement on another site is neither practicable nor desirable, an agreed contribution is made by the developer to the council for new provision or the improvement of existing open space or outdoor sport and recreation facilities and its maintenance within an appropriate distance from the site, or within the site; or
- i. a mixture of both g. and h; and
- j. in the case of playing fields, the development is approved by Sport England.

The LDF proposals map shows strategic open spaces and Green Flag parks in Oldham. Strategic open spaces include strategic parks and gardens (sites of 15 hectares and above) and strategic natural and semi-natural open spaces (sites of 20 hectares and above). This policy applies to all open spaces, whether or not shown on the proposals map.

The council will provide further advice and guidance on this policy. The Open Space, Sport and Recreation Provision SPD⁽⁸³⁾ sets out guidance and costs and will be reviewed to provide an update once this joint DPD has been adopted.

83 Oldham Council, 2008.

| Linkages | |
|---|--|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy links to the main issues, the vision and the preferred way forward addressing Green Infrastructure needs and the health and well-being agenda. |
| Objectives | SO4, SO5. |
| Sustainability Appraisal Objectives | EC1, EC2, ENV1, ENV2, ENV5, ENV6, ENV7, ENV8, SOC1, SOC6, SOC10. |
| Sustainable Community Strategy / Local Area Agreement | Health and Well-being. Safe and Strong Communities. Cohesive Society. |
| Oldham Council Corporate Objectives | A confident place. An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators | 37, 41. |
| Implementation | Oldham Council. Private Sector. |

Supporting Text

- 6.145** This policy links to the preferred way forward and objectives by creating safer and stronger communities, improving and valuing the borough's environment, and encouraging healthier lifestyles.
- 6.146** In accordance with Planning Policy Guidance Note 17 `Planning for Open Space, Sport and Recreation` (PPG17), all spaces, in either public or private ownership, which might have community or public value should be protected, irrespective of whether the public has access to them. This can include spaces on previously developed land. Open space types protected by the policy are based on definitions in national guidance.
- 6.147** In accordance with the requirements of PPG17, the council has undertaken an Open Space Study. It includes an audit of the quality, quantity and accessibility of existing open space provision in the borough and sets local standards of provision for quality, quantity and accessibility that the open space policy should aim to achieve. Standards are highlighted in the open space policy. The quality of open spaces is measured by giving sites a quality score out of ten based on the scoring criteria for the Green Flag standard. The score is then worked out as a percentage to form the Quality Percentage. Quality percentages are assessed against the following scale:
- 90% to 100% is `Very Good`;
 - 70% to 89.9% is `Good`;
 - 50% to 69.9% is `Average`;

- d. 30% to 49.9% is `Poor`; and
- e. Below 30% is `Very Poor`.

- 6.148** As it is the aim of the council to have good quality open spaces, the quality standard for all typologies of open space in the borough is 70% and above (i.e. `Good` and above).
- 6.149** The quantity of open space is measured in hectares per 1,000 population at a lower super output area level (LSOA). (LSOA is a national designation which is designed to improve the reporting of small area statistics.) Accessibility is measured using a buffer set at a distance around open space facilities based on accessibility standards using appropriate walking distances for each typology. Surpluses and deficiencies of quantity, quality and accessibility are worked out per typology by assessing the current level of open space provision against the local standards of provision.
- 6.150** The standards will be monitored and reviewed over the lifetime of the LDF. The council will have regard to relevant new and updated documents, such as the Playing Pitch Strategy, where appropriate. The council will provide further advice and guidance on this policy after the joint DPD has been adopted.

Loss of open space

- 6.151** As highlighted in the policy, the loss of open space will be permitted on land allocated for built development in the borough's development plan.
- 6.152** The loss of open space is also permitted where proposals relate to cleared/landscaped sites on previously developed land where there is a clear intention by the council for future development. Although there are instances where open spaces are located on sites defined as previously developed land, the policy does not apply to previously developed sites where there is a clear intention by the council, as expressed through a council minute, committee resolution or policy, that it is intended for some future development. Often this includes sites that have been landscaped following clearance or reclamation. However it was not intended that these temporarily landscaped sites should necessarily be protected as open space or for recreational purposes in perpetuity. The degree of investment and quality of the site, and the fact that the council may maintain the site, has no bearing regarding any indication of intention, or presumption that the site shall be retained as open space.
- 6.153** The policy states that small-scale development on open space which is ancillary or complementary to the open space function of the site will be permitted. Small-scale ancillary structures would include toilets, refreshment facilities, changing blocks and small buildings for storing equipment or housing interpretation centres.
- 6.154** The loss of open space would be permitted where proposals are for a new outdoor or indoor sport or recreation facility which is of sufficient benefit to the development of sport and recreation, or to the open space function, to outweigh the harm resulting from its loss, and it could not be reasonably located elsewhere and does not create or worsen an existing deficiency of open space in the area. In such an instance the developer would have to demonstrate this, and also demonstrate that they could not be reasonably located on a suitable accessible site elsewhere.

- 6.155** In the case of playing fields only, the loss of open space will be permitted where the development only affects land which is incapable of forming a playing pitch or part of one and does not result in: the loss of or inability to make use of any playing pitch; a reduction in the size of the playing areas of any playing pitch; or the loss of any other sporting/ancillary facilities on site. Sport England are a statutory consultee and must be consulted on any planning application that affects all or any part of land last used as a playing field.
- 6.156** Whilst PPG17 supports the protection of open spaces, it also highlights that not all spaces are of equal merit and that some could be made available for alternative uses, providing an opportunity to remedy deficiencies in the quality, quantity and accessibility of open space provision. It also states that any new land and facility should be at least as accessible to current and potential new users, and at least equivalent in terms of size, usefulness, attractiveness and quality.

Policy 24 Historic Environment

Oldham has a rich historic environment with many significant and valuable features, structures and characteristics. The council will protect, conserve and enhance these heritage assets and their settings which adds to the borough's sense of place and identity.

Development proposals must have regard to:

- National and local guidance and policies on the historic environment.
- Oldham Rochdale Housing Market Renewal Pathfinder Heritage Assessments.
- Greater Manchester and Oldham Urban Historic Landscape Characterisation Study.
- Conservation Area Appraisals and Management Plans, where appropriate.

When allocating sites and determining applications for planning and advertisement consents, the council will seek to protect, conserve and enhance the architectural features, structures, settings, historic character and significance of the borough's heritage assets and designations including:

- a. Listed buildings.
- b. Conservation areas.
- c. Registered parks and gardens (their historic character and setting).
- d. Scheduled ancient monuments (their archaeological value and interest).
- e. Significant archaeological remains.
- f. Locally significant buildings, structures, areas or landscapes of architectural or historic interest (including non-designated locally significant assets identified in the local lists compiled by the council).

The council will support heritage-led regeneration, including the reuse of historic buildings such as mills, to achieve economic, community and regeneration objectives, where appropriate.

Listed Buildings

Development to, or within the curtilage or vicinity of, a listed building or structure must serve to preserve or enhance its special interest and its setting. There will be a strong presumption against proposals involving the demolition of listed buildings or structures. Proposals which would lead to the loss or cause harm to grade I and II* listed buildings should be wholly exceptional.

Development proposals for a building incorporating a historic shop front should make provision for its retention, restoration and repair.

Conservation Areas

Development within or affecting the setting of a conservation area, including views in or out, must serve to preserve or enhance the character or appearance of the area. Proposals for all new development, including alterations and extensions to buildings and their re-use, must have a sensitive and appropriate response to context and good attention to detail.

Proposals must not adversely affect important architectural or historic features or distinctive local features or structures unless it can be demonstrated that the development brings substantial benefits to the community.

Proposals for the demolition of a building in a conservation area must demonstrate that it is unrealistic for the building to continue in its existing use and a suitable alternative use cannot be found, or the building is in poor structural condition and the cost of repairing and maintaining it would be disproportionate to its importance and value and the demolition would preserve or enhance the character or appearance of the conservation area. In exceptional circumstances, the fact that a demolition would bring substantial benefits to the local community may outweigh the balance in favour of the preservation of the building.

Registered Parks and Gardens

Development which would lead to the loss of, or cause harm to, the historic character or setting of any part of registered park and garden will not be permitted.

Scheduled Ancient Monuments

Development which would lead to the loss of, or cause harm to, scheduled ancient monuments should be wholly exceptional.

Local Designations

Development which would affect the following designations will only be permitted in cases where it can be demonstrated that the benefits of the development brings substantial benefits to the community which outweigh the preservation of the heritage asset:

- Significant archaeological remains
- Locally significant buildings, structures, areas or landscapes of architectural or historic interest

The council will provide further advice and guidance on this policy.

| Linkages | |
|---|---|
| Main Issues and Key Challenges / Vision / Preferred Way Forward | This policy addresses the main issues, the vision and the preferred way forward by relating to our historic environment and by adding to our sense of place and identity. |
| Objectives | SO1, SO4, SO5. |
| Sustainability Appraisal Objectives | ENV6. |
| Sustainable Community Strategy / Local Area Agreement | Economic Prosperity. Health and Well-being. Safe and Strong Communities. |
| Oldham Council Corporate Objectives | An address of choice. |
| District Partnerships | East and West Oldham; Royton, Shaw and Crompton; Failsworth and Hollinwood; Chadderton; Saddleworth and Lees; and Oldham Town Centre Partnership. |
| Monitoring Indicators and targets | 21, 22. |
| Implementation | Oldham Council. Public Sector agencies. Private Sector. |

Supporting Text

- 6.157** The policy links to the preferred way forward and objectives by improving and valuing the borough's environment.
- 6.158** Currently, national guidance and policy includes Planning Policy Statement 5 'Planning for the Historic Environment' (PPS5)⁽⁸⁴⁾. Local evidence includes the findings of the Oldham Rochdale Housing Market Renewal (HMR) Heritage Assessments⁽⁸⁵⁾ and the Greater Manchester and Oldham Urban Historic Landscape Characterisation study (HLC).⁽⁸⁶⁾
- 6.159** The HMR Heritage Assessment provides an extensive assessment of the heritage value of HMR areas and identifies the way in which the fabric of the borough reflects its social and economic development. The boroughwide study provides separate reports for HMR areas, including Derker, Werneth/Freehold, Primrose Bank, Alt, Sholver, Hathershaw and Fitton Hill.
- 6.160** The HLC study provides an understanding of the historical and cultural origins and development of the current landscape and identifies material remains at landscape scale which demonstrate the human activities that have formed the current landscape.
- 6.161** In accordance with the objectives of national guidance, the council will protect, conserve and enhance the architectural features, structures, settings and historic character of the borough's heritage assets and designations including:

84 DCLG, 2010.

85 Oldham Rochdale HMR Pathfinder and Lathams, 2006.

86 AGMA and Greater Manchester Archaeological Unit, 2010.

- i. Listed buildings – historic buildings identified by the Department of Culture, Media and Sport as being of special architectural or historic interest. There are over 500 listed buildings across the borough;
- ii. Conservation areas – statutory areas defined by national planning legislation as having special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There are currently 36 conservation areas in the borough designated at Alexandra Park, Alexandra Terrace Moorside, Oldham Town Centre (in East and West Oldham); Crompton Fold, Park Cottages Shaw, Saint James Shaw, Saint Pauls Royton (in Royton, Shaw and Crompton); Bottom of Woodhouses, Failsworth Pole, Garden Suburb, Woodhouses (in Failsworth and Hollinwood); The Old Town Hall Chadderton, Victoria Street Chadderton (in Chadderton); and Bleak Hey Nook, Boarshurst, Delph, Denshaw, Diglea, Dobcross, Grange, Grasscroft, Harrop Green, Hey, Hey Top Greenfield, Holly Grove, Landhill Lane, Lees, Lydgate, New Delph, New Tame, Royal George Mills, Scouthead, Saint Chad’s Church Saddleworth, Stone Breaks, Tame Water, Uppermill (in Saddleworth and Lees);
- iii. Registered parks and gardens – sites on the historic parks and gardens register in Oldham include Alexandra Park, Chadderton Cemetery and Greenacres Cemetery. Inclusion on the register does not provide any additional statutory protection but represents a material planning consideration in relation to any development within or adjoining the park that may affect its setting. The policy applies to grade I, grade II* and grade II registered parks and gardens;
- iv. Scheduled ancient monuments – archaeological remains of national importance that have special protection under the Ancient Monuments and Archaeological Areas Act 1979. The consent of the Secretary of State is required for any works that affect a scheduled ancient monument. Scheduled Ancient Monuments in Oldham include Castleshaw Roman Fort, Bowl Barrow near Knarr Barn, Delph and Dee Mill engine and engine house, Shaw;
- v. Significant archaeological remains – remains that form part of a record of the past that begins with traces of early humans; and
- vi. Locally significant, non-designated buildings, structures, areas or landscapes of architectural or historic interest – the council will compile a local list of buildings, structures and landscapes that, although non-designated, are of local significance and provide a positive contribution to the borough’s historic environment.