

## ***CABINET Agenda***

Date Monday 15 December 2025

Time 6.00 pm

Venue J R Clynes Second Floor Room 2 - The JR Clynes Building

Notes

### MEMBERSHIP OF THE CABINET

Councillors M Ali, Brownridge, Dean, Goodwin, F Hussain, Jabbar, Mushtaq, Shah and Taylor

Item No

10 Beal Valley Broadbent Moss Masterplan and Spatial Design Code (Pages 3 - 54)

Report of the Statutory Deputy Leader and Cabinet Member for Neighbourhoods seeking endorsement of the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code.

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# **BEAL VALLEY & BROADBENT MOSS, OLDHAM**

## **SPATIAL DESIGN CODE**

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# Summary

*This **Masterplan & Spatial Design Code** sets out the aims & objectives of the landowners towards developing an **holistic & integrated development** for the Places for Everyone allocations at **Beal Valley & Broadbent Moss**. It has emerged from close **collaboration** with **Oldham Council, Transport for Greater Manchester, the Environment Agency, Homes England & the Greater Manchester Combined Authorities**. It creates **homes for people, space for jobs, community facilities, connectivity between existing neighbourhoods, a new Metrolink & bus stops, improved access to the wider countryside, new accessible open spaces, as well as new habitats in which nature can flourish.***

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## 12 Reasons Why

In developing this Masterplan and Spatial Design Code we have not only taken into account the policy requirements for the Places for Everyone (PfE) allocations, as set out in the following section, but also listened to stakeholders who have been involved as the masterplan has emerged and also got under the skin of the social and physical geography of the Beal Valley and Broadbent Moss.

In understanding the issues of the adjoining neighbourhoods in terms of their historic development across the tops of the valleys and the physical separation of neighbourhoods and communities that live within a stones-throw of one another we can get to grips with how we need to improve:

- access to public transport,
- the ability to move safely across and through the valley,
- the connectivity between neighbourhoods, and
- where existing facilities are located and accessed, especially schools.

We have taken these issues into account when developing the masterplan.

In addition we have worked with the wider consultant team to fully appreciate the technical challenges of the sites in terms of:

- the steep topography,
- current vehicular movement,
- access to public transport,
- mine shaft locations,
- ecological habitats,
- issues around flooding and the water catchment areas, and
- the existing landscape features and character of the area.

In utilising this appreciation of the place we have developed a masterplan which is responsive and unique to the Beal Valley and Broadbent Moss.

In undertaking this detailed work we have found that we can accommodate around 1,700 homes, which is slightly less than the 1,930 homes specified by policy, which allows us to retain and enhance more existing green space and the biodiversity within it.

The Spatial Design Code sets out the detail of what we aim to deliver with the implementation of this masterplan and the essence of that work is distilled out here within the 12 reasons why...

1. **Delivery of circa 1,700 new and high quality, energy efficient homes, including affordable homes.**
2. **Approximately 4.5 hectares/11 acres of employment land to provide space for new businesses and jobs.**
3. **A new Metrolink Stop serving Heyside, Brownlow, Royton Moss, Sholver, Moorside, Higher Barrowshaw and Derker.**
4. **Creating of a east to west Link Road with new/extended bus routes and bus stops across the valley linking new and existing neighbourhoods together as well as serving the new Metrolink Stop.**
5. **A new local centre within a 1.77 hectares/4.25 acre site to accommodate a mix of new community facilities, shops, services and apartments.**
6. **New neighbourhoods set into a natural environment of woodlands, meadows and wetlands.**
7. **The creation of outward facing and welcoming neighbourhoods to the settlement edge which will create a positive interface with the retained Green Belt in this location.**
8. **Improved access to approximately 90 hectares/220 acres (66% of the masterplan area) of retained green space within the allocation areas.**
9. **Improved access to an additional 19 hectares/45 acres of adjoining green space between the site and Sholver.**
10. **Creation of new wetland habitats to significantly enhance biodiversity within the valley.**
11. **Incorporation of new flood meadows and wetlands to tackle the existing issues of flooding within the wider catchment of the Beal Valley.**
12. **Ensure all storm water from the site is captured and held on the site until it can be released slowly into the River Beal; so as not to cause flooding down stream.**



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# PREFACE

This **Spatial Design Code** has been prepared for the **Places for Everyone (adopted March 2024)** allocated sites known as **Beal Valley (Site JPA10)** on land adjacent to **Oldham Road**, south of Shaw, & **Broadbent Moss (Site JPA 12)** on land adjacent to **Rippoden Road**, north of Derker, within the Metropolitan Borough of Oldham. The production of a comprehensive masterplan and design code prior to the submission of any Planning Application, specific to this site, is a policy requirement of the allocation.

## Requirements of Policy JP Allocation 10 Beal Valley

Policy JP Allocation 10 for the Beal Valley requires that a comprehensive masterplan and design code is developed for the allocation and is approved by Oldham Council.

This spatial design code has been developed and structured in such a way that it combines the elements of both the masterplan and design coding into a single document which will enable any reader to easily access the guidance contained within these pages.

Additional policy requirements of JPA 10 which have been taken into account in the development of the masterplan and spatial design code are summarised below:

- Delivery of around 480 high quality family and affordable homes.
- Appropriate access points to and from the site with the main access point from Oldham Road.
- Connect through to the Broadbent Moss Allocation (JPA 12) to ensure comprehensive development.
- Identify a walking and cycling route from the spine road north to link to Shaw Centre and the Shaw Metrolink stop.
- Contribute to the delivery of the new Metrolink stop/park and ride facility at Broadbent Moss.
- Provide new/improved sustainable transport and highways infrastructure.
- Reflect and respond to the landscape character of the Pennine Foothills South/West Pennines.
- Improve the quality/accessibility of the retained Green Belt.
- Protect/enhance the green wedge to the eastern half of the allocation.
- Make provision for biodiversity and take account of Shawside SBI and Twingates LNR.
- Mitigate recreational impacts on the South Pennine Moors SAC/ SPAs.
- Protect/enhance the habitats and Beal Valley river corridor to improve existing water quality.
- Provide new and/or enhanced existing open space, sport and recreation provision including those at Heyside Cricket Club.
- Provide for on-site and/or financial contributions towards off-site additional primary and/or secondary school provision.
- Take account of heritage assets including Birshaw House and New Bank.
- Provide a wetland catchment area within Flood Zone 3 to provide net gains in flood storage for the wider catchment integrated into the wider green infrastructure network.
- Ensure development has no adverse quality impacts on the Groundwater Protection Zone in liaison with the Environment Agency.
- Remediate areas affected by contamination and previously worked for landfill.
- Consider the extraction of any viable mineral resources within Minerals safeguarding Areas.

## Requirements of Policy JP Allocation 12 Broadbent Moss

Policy JP Allocation 12 for Broadbent Moss again requires that a comprehensive masterplan and design code is developed for the allocation and is approved by Oldham Council.

This spatial design code has been developed and structured in such a way that it combines the elements of both the masterplan and design coding into a single document which will enable any reader to easily access the guidance contained within these pages.

Additional policy requirements of JPA 12 which have been taken into account in the development of the masterplan and spatial design code are summarised below:

- Delivery of around 1,450 high quality family and affordable homes.
- Deliver around 21,000sqm of industrial and warehouse floorspace as an extension to Higinshaw Business Employment Area.
- Main access point from Rippoden Road with a link road providing connections west across the valley to Oldham Road via the JPA 10 Beal Valley allocation.
- Industrial and warehouse development will be via the existing industrial estate.
- Land safeguarded for a new Metrolink stop and associated park and ride facility.
- Ensure walking, cycling and the use of public transport is encouraged through good design to help deliver high quality, liveable and sustainable environments.
- Make provision for a local centre providing a range of shops and services in a suitable and accessible location.
- Enhance pedestrian and cycle links to and from the site to the new Metrolink stop, the Beal Valley allocation, bus network, between the employment areas and new homes and surrounding area via the green infrastructure network.
- Reflect and respond to the landscape character of the Pennine Foothills South/West Pennines.
- Define/strengthen the boundaries to the retained Green Belt within and adjoining the site.
- Improve the quality/accessibility of the remaining Green Belt.
- Make provision for biodiversity and take account of Deciduous Woodland and Lowland Fens.
- Protect/enhance the habitats and Beal Valley river corridor to improve existing water quality.
- Provide for on-site and/or financial contributions towards off-site additional primary and/or secondary school provision.
- The masterplan should be informed by an appropriate flood risk management assessment and comprehensive drainage strategy. Develop a comprehensive sustainable drainage management train as part of the green and blue infrastructure network to ensure development is safe and does not increase flood risk down stream.
- Provide a wetland catchment area within Flood Zone 3 to provide net gains in flood storage for the wider catchment integrated into the wider green infrastructure network.

- Ensure development has no adverse quality impacts on the Groundwater Protection Zone in liaison with the Environment Agency.
- Remediate areas affected by contamination and previous historic uses.
- Incorporate noise and air mitigation to protect the amenity of new and existing occupiers (both residential and employment) adjoining Higinshaw Business Employment Area and its proposed extension.
- Consider the extraction of any viable mineral resources within Minerals safeguarding Areas.

## The Spatial Design Code

This spatial design code will provide ongoing guidance for subsequent planning applications relating to the allocation and identify overarching themes and that will need to be addressed by all developers within the allocation boundary. It presents the full allocation masterplan and sets key spatial principles to be applied to all future developments at Broadbent Moss.

This spatial design code is intended to ensure future development meets the high quality design aspirations of Oldham Council and as also laid out in the policies of the adopted Places of Everyone Joint Development Plan Document.

Once adopted by the Council, proposals that come forward in accordance with the Spatial Design Code will be regarded as acceptable in principle by the Council.

This spatial code will need to be referenced within all future planning applications with the Design and Access Statements for those applications, demonstrating how the principles contained within this spatial code have been applied to each of the sites within the allocation.

The spatial code is intended to provide developers with considerable flexibility over the layout and detailed design of the places they create, allowing them to respond to local site conditions and encouraging a unique and diverse vernacular within the allocation.

The code is not overly prescriptive in terms of architectural style or construction method. It is not intended to restrict creativity but provides a basis for designers to produce innovative and imaginative proposals.

The spatial design code sets out requirements for the overarching street hierarchy, general building types and forms and the intended assets and functions of the green infrastructure network which envelops the development sites.

The green infrastructure coding also looks to balance the needs for recreation with the needs of nature.

## The National Model Design Code

The purpose of the **National Model Design Code** (NMDC) is to provide detailed guidance on the production of design codes, guides and policies to promote successful design.

It expands on the ten characteristics of good design, as set out in the

National Design Guide, which reflects the governments priorities and provides a common framework for design, as illustrated here in Figure 1.1. The NMDC recommends a list of issues to be covered in Code Wide and Area Type guidance and this includes:

- Context
- Movement
- Nature
- Built Form
- Identity
- Public Space
- Use
- Homes & Buildings

These issues are covered in this code and use a combination of descriptive text, illustrations, annotation and precedent imagery to convey the code messages, much like the model code illustrates.

The code has also utilised the **NMDC Guidance Note Code Content** related to the above issues to ensure the contents of each chapter covers all aspects of coding.



**Figure 1.1 The Ten Characteristics of Well-Design Places**

## Design Code Role & Status

The development shall be designed in accordance with the principles and requirements of this Design Code. It is however recognised that there will be circumstances where a departure is justified on technical, design, viability or planning grounds. In those instances, a full justification for that departure shall be provided to the local planning authority for their assessment against the development plan and associated supplementary planning guidance.



# THE CONSORTIUM

The land within the allocation is owned or controlled by a number of different developers and landowners, the majority of whom are working together to create a **comprehensive & joined-up masterplan** for the whole allocation. **The Consortium of Casey, Barratt Redrow, Kellen Homes & Wain Homes** are all committed to developing & delivering a **sustainable development of good design quality** which will provide homes in a suburban & green location in which residents can **interact with nature on their doorstep**. The consortium are working hard together to **bring much need homes to Oldham supported by appropriate services & facilities**.

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## Consortium Members

**The Casey Group** has been operating within the built environmental sectors for over 50 years and our award-winning activities span construction and development, civil engineering, public realm and environmental works, and plant hire.

Casey own a significant area of land to the east of the Metrolink line that is within the proposed scheme, and are committed to helping the Council deliver exciting proposals for new homes and infrastructure.

**Barratt Redrow** has completed hundreds of new communities over the last 40 years. Barratt Redrow's award-winning homes are much loved by customers and Barratt Redrow want to ensure that the places and communities they create are equally valued.

Creating a better way to live by providing high quality homes is an integral part of Barratt Redrow culture and by using the principles set out in this document for its land interests within the Beal Valley allocation, Barratt Redrow will ensure that they leave a legacy of an attractive, sustainable and vibrant place to live for generations to come.

**Kellen Homes** are a responsible and sustainable developer, with a passion for delivering on our promises.

We create communities and neighbourhoods that people are proud to call home. We design and build new homes for sale and we also work in partnership with Local Authorities, Registered Providers and Build to Rent Investors to deliver high-quality affordable and social housing as well as privately rented homes. We build homes for everyone by offering carefully designed, spacious properties to suit a range of lifestyles and budgets.

The Kellen Homes team takes great pride in the design and workmanship of each new home we build. The team also holds vast experience in developing complex and brownfield sites, with site sizes ranging from 5 to 100+ acres. Our expertise to identify and convert complex sites sets us apart from other developers. We are proud that we 'get on with things' and deliver high quality homes at pace. Our multi tenure approach allows us to be agile in different market conditions and create sustainable communities.

**Wain Homes** are passionate about what we do and how we do it. We are constantly learning and evolving to ensure we remain an excellent place maker, to create places that enrich both the environment, and the way people live and work

We are pleased to have the opportunity to work with Oldham Council to provide an attractive residential scheme in Broadbent Moss. It is our commitment to design a neighbourhood that will encourage high quality homes, sustainable connectivity and economic growth, in the best possible location.

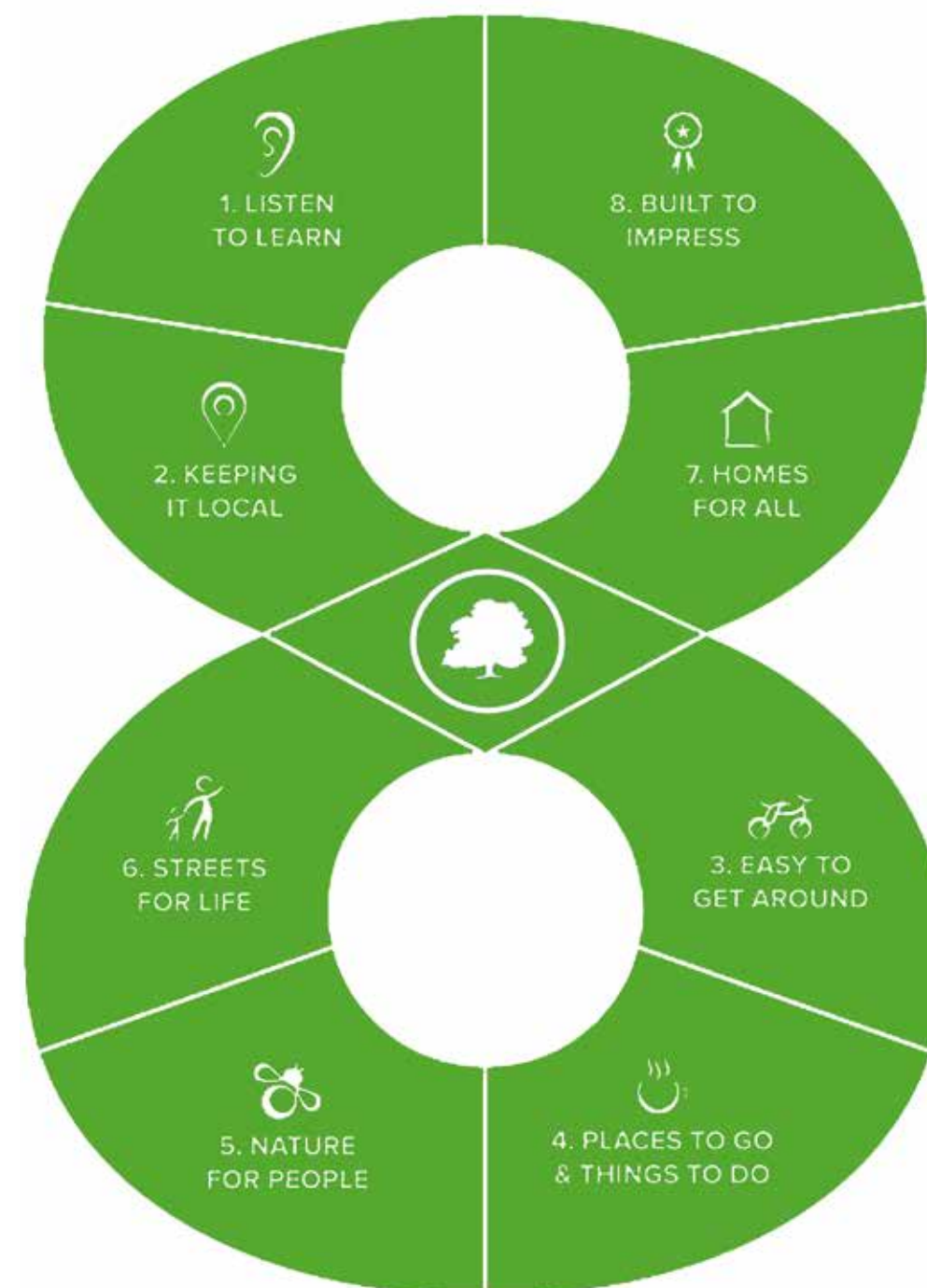
We also want to support the community, by enhancing the area through, much needed family homes (including affordable housing) set with a green environment, thereby providing a boost to local businesses, services, and facilities.

## Placemaking Principles

Barratt Redrow have developed a comprehensive set of placemaking principles to be applied to all developments. The 8 principles have been developed through customer feedback as well as a review of best practice Urban Design and so the developer consortium has signed up to utilise these principles across both of the allocations.

The 8 principles provide a robust and deliverable framework for the creation of beautiful and successful places. The principles are focused on creating places that offer social and environmental benefits for new residents and the wider community they will become part of. The principles contribute to improving health and happiness and a sense of belonging.

The Consortium believe that really good places to live are only created when the design concept starts when the needs of existing residents are considered along side the aspirations of the people who will form the new communities. The design team have used the 8 principles to guide and shape the development to ensure that it is responsive to the site and its context.



### 1. LEARN TO LISTEN

By listening and engaging with local communities and others at an early stage means we can consider how local views should inform our proposals and shape the vision for the new development. We use various methods to capture the views of the local community including design workshops, public exhibitions and digital consultation methods. Listen to Learn is also about listening to our existing customers and collating feedback on our homes and the design of our places which informs the design of new places in the future.



### 3. EASY TO GET AROUND

We aim to provide well-connected new communities that provide for a range of ways of getting around including walking, wheeling and cycling. This provides the opportunity to make sustainable transport choices as well as benefit health and wellbeing. Wherever possible we integrate new foot and cycle paths with green corridors and spaces so that the routes are as attractive as possible. Making our places well-connected and easy to navigate makes them accessible to everyone.



### 5. Nature for people

Enhancing existing and creating new wildlife habitats and connecting people to these places through thoughtful design enriches the environment on so many levels. By retaining and enhancing natural assets such as trees, hedgerows and water features and making them accessible we are creating attractive spaces and places that enhance health and wellbeing. Wherever possible we will incorporate natural spaces and wildlife habitats within a network of green infrastructure that is connected by footpaths and cycleways.



### 7. Homes for all

We strive to create balanced and thriving communities which contain a range of house types and sizes. These include 1, 2, 3, 4 and 5 bedroom homes as well as bespoke accommodation such as homes for the elderly and bungalows. Our Heritage Collection range includes a wide range of house types and sizes in an attractive and timeless style that creates harmonious and interesting street scenes.



### 2. KEEPING IT LOCAL

Understanding the unique and important characteristics of the site and its locality helps us create a distinctive and responsive new community that knits into the wider area. This is done by retaining and incorporating important feature such as mature trees and other landscape features in to the new development as well as by using locally distinctive materials on our homes. Wherever possible we will also strive to create connections to the local area for pedestrians and cyclists to help tie the new community into the locality and make it easy to reach local destinations.



### 4. PLACES TO GO AND THINGS TO DO

Wherever possible we strive to deliver a range of destinations within our new communities. On larger developments this may include new facilities such as a school, shops or a pub and on smaller sites it may mean a walking loop, nature pond, seating area, wildflower meadow, community orchard or allotments. Having a place to go of something to do gives our new places focal points for activity and helps to deliver a sense of community and belonging.



### 6. Streets for life

By designing streets as spaces and places for people we can create a network of safe and attractive routes for pedestrians and cyclists. Safe, attractive and welcoming streets help to create a sense of community as well as making it easier to live a healthier lifestyle. We aim to create a clear hierarchy of streets from tree-lined avenues down to quieter 'shared surface spaces' all of which are enclosed and defined by our attractive homes.



### 8. Built to impress

We aim to create instant 'kerb appeal' and pride in the home and the street it is on with our beautiful homes and landscaping. Impressive entrances to the home, the street and the community as a whole are important in creating a 'sense of arrival' and the notion of arriving home. When all of our placemaking principles come together the overall effect and impact is greater than the sum of the parts to create truly impressive, thriving communities.

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# 1. CONTEXT



# Context

The first stage in any project is to **understand & appreciate the town & local context** of the site so as to ensure a **solid understanding of the local area & how the site sits in its setting**. Context is key in terms of urban design, as national policy makes clear that **context must be used to inform the design process**.

## Site Location

Beal Valley and Broadbent Moss are located on the north eastern fringes of Oldham and about 3 kilometres from the town centre. The site is situated between Shaw Centre to the north, with the outskirts of Royton immediately to the west and Moorside to the east and Derker to the south. The neighbourhoods of Moss Hey, Shawside, Heyside, Sholver, Moorside, Near Barrowshaw and Derker all border the site to the north, east south and west.

## Sub-Regional Context

Beal Valley and Broadbent Moss straddles the Rochdale to Oldham Metrolink Line, as illustrated in Figure 1.1 opposite, with Metrolink stops north at Shaw and south at Derker.

The nearest main roads to the site are the B6194 Oldham Road which abuts the site boundary to the west and the A672 Ripponden Road to the east. Oldham Road joins the A663 Shaw Road at the Big Lamp Roundabout just to the north west of the site with both routes heading south into Oldham town centre.

Beal Valley and Broadbent Moss are strategically located between Rochdale and Oldham with good strategic transport routes between the two towns, Manchester City Centre and the wider North West of England.

Existing local employment sites lie to the north at Shaw and Beal Hey and to the south west at Royton Moss and Royton. Wider employment opportunities can be easily accessed via the Metrolink, bus services and road network to the wider Oldham and Rochdale areas, as well as Manchester City Centre, the wider city region and North West of England.

The connectivity between Beal Valley and Broadbent Moss and existing neighbourhoods, education, health and community facilities to the west and east will be improved when the Places for Everyone allocations (JPA12 & JPA 10) are delivered through this masterplan.

A new link road is planned within that allocation and it will provide improved connections east to west across the valley, as well as a new Metrolink stop within the site, close to Bullcote Lane.

Beal Valley and Broadbent Moss is located at the interface between two housing markets, in terms of the site's wider context within Oldham. Higher density traditional terraces and large-scale redevelopment for primarily social housing are located around the town centre whilst the leafier suburbs are located around Chadderton, to the west, Royton, to the north and Saddleworth, to the east.

## Local Context

Figure 1.2 over page illustrates the relationship of the Beal Valley Allocation with the immediate settlement edges of Shaw and Royton, as well as the interface with the Broadbent Moss allocation.

Figure 1.3 illustrates the contextual setting and connectivity between the site and adjoining neighbourhoods to the northeast, east and south.

Notwithstanding the topography of the sites straddling, as they do, the Beal Valley, access to Shaw Centre to the north and facilities in Shaw Side and Heyside/Brownlow are within a 5 to 20 minute walk of most of the site, and will thus have the ability to achieve the aspiration of creating a 15 to 20 minute walkable neighbourhood.

Shaw Centre has a good mix of facilities including shops, post office, pharmacies, health centre, library, supermarkets, pubs, cafés and restaurants and the increased footfall from the site would support its future viability and aid in creating prosperity.

Equally there a good mix of community facilities to the west across Oldham Road from the sites with two primary schools; St Joseph's and Blackshaw Lane and a secondary school in the form of Royton and Crompton Academy.

To the east there area group of facilities in Moorside including a medical centre, post office, shops and Hodge Clough Primary school (across two sites).

To the south, within Deker, a further three primary schools are sited adjacent to the allocation; Woodlands Primary Academy, St Theresa's RC Primary School and Willow Park Primary Academy.

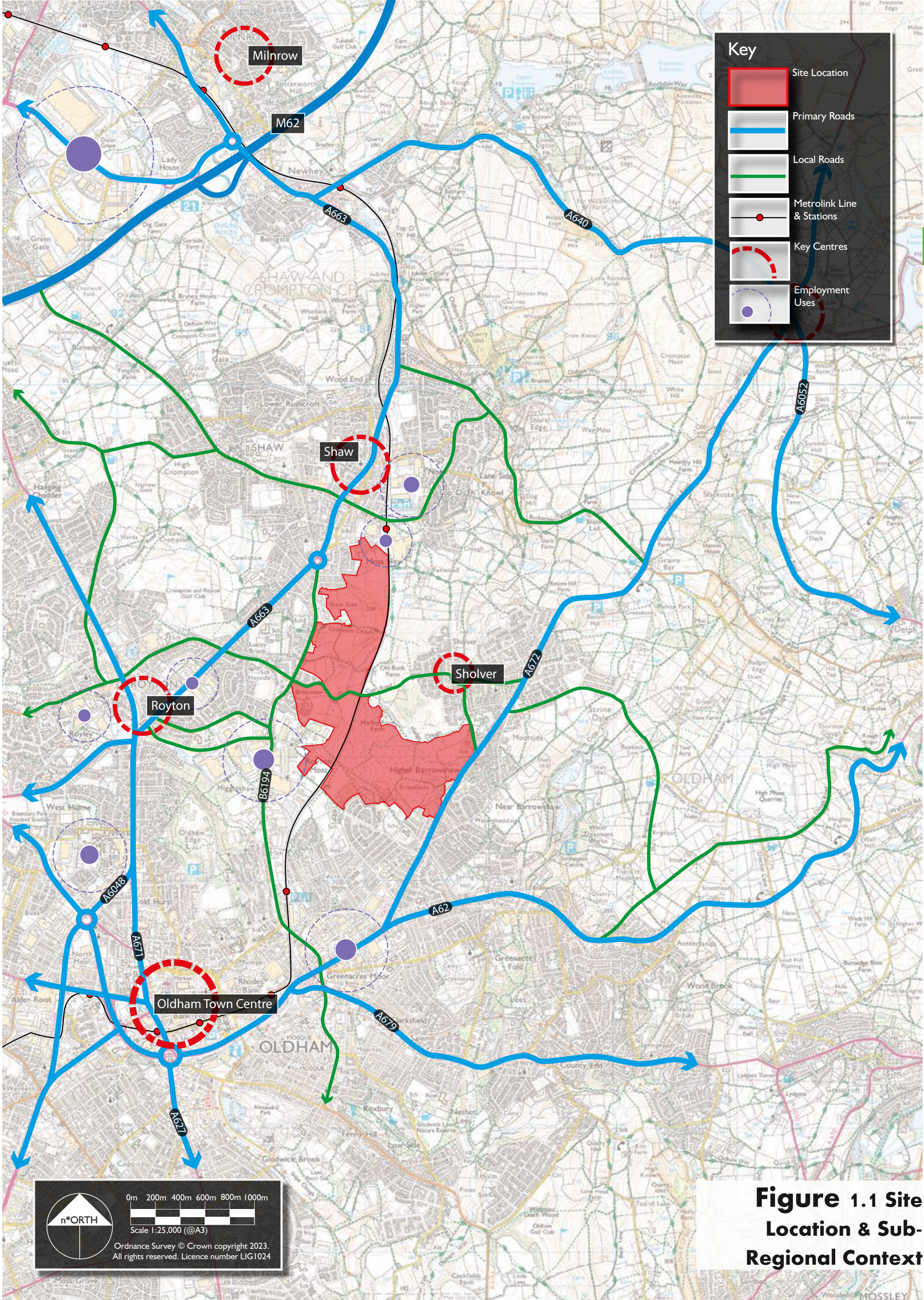
Parks, recreation grounds, sports pitches and play areas surround the allocation as illustrated over page, along with a number of places of worship.

A number of bus stops are located along Oldham Road, close to the western edge of the site at Colishaw Lane, St Joseph's Roman Catholic Church and Heyside Park with a number of bus stops along the Ripponden Road site frontage to the east. The western bus stops are served by Bee Network bus services including the 181 and 832 services which run between central Manchester (Piccadilly Gardens) and Shaw, Wrens Nest, Edenfield Road and Norden. The eastern bus services on Ripponden Road include the 82, 879, 835, 356 which run between Sholver, Watersheddings, Greenacres and Oldham Town Centre, or across to Higginshaw and Heyside. One service also appears to go across to Stalybridge and Ashton-under-Lyne.

## Allocation Boundary & Ownerships

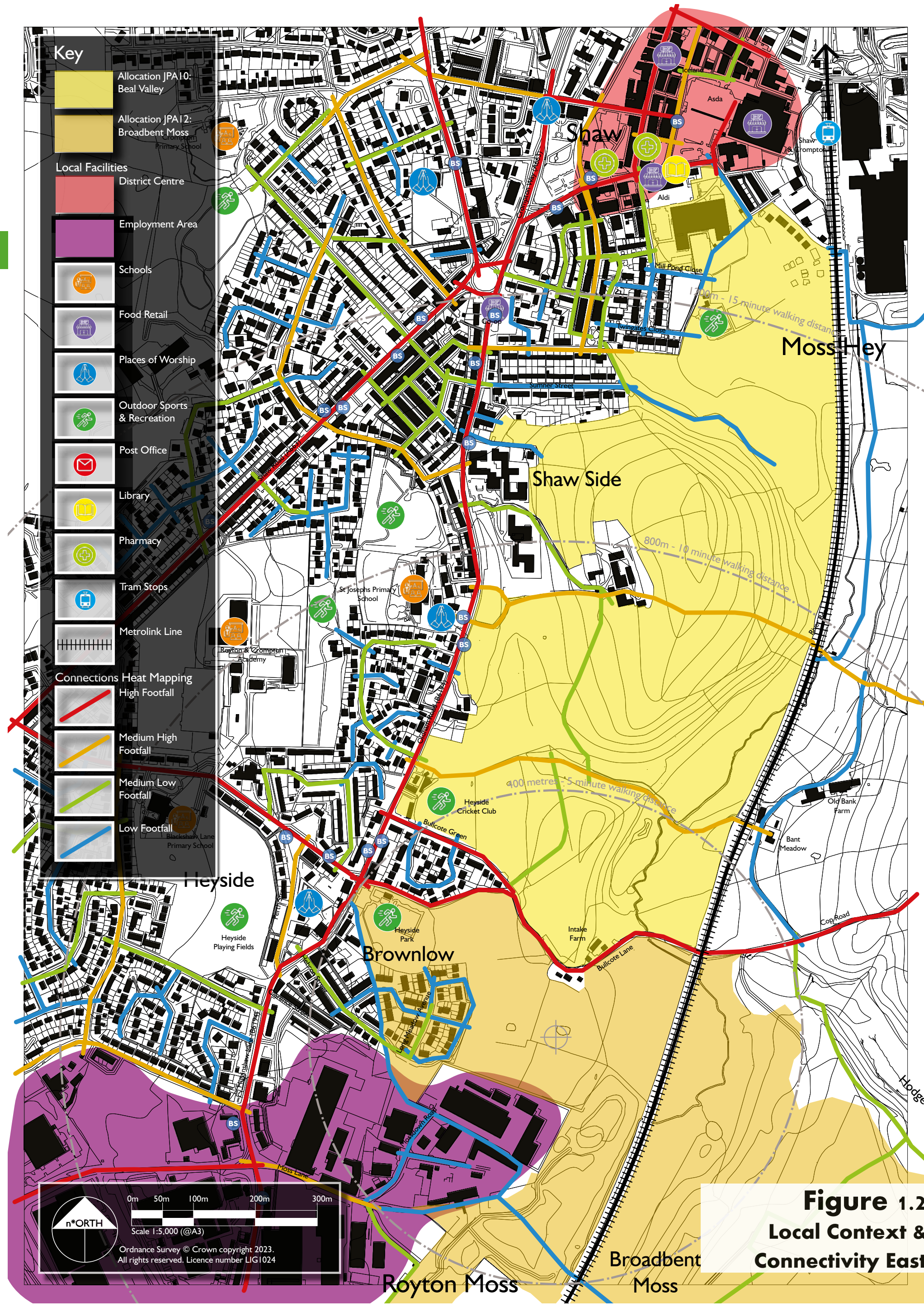
The allocation boundaries and thus the masterplan boundaries are illustrated in Figures 1.2 and 1.3 over page. The two allocations have therefore been carefully considered holistically together and share common elements around connectivity, strategic green and blue infrastructure and the nature of their use-mix, based on the adjoining context and the symbiotic relationship between one another. The two allocations compliment each other, rather than compete.

The consortium control the majority of the site within the allocations and are the primary authors of this Spatial Design Code. The consortium have engaged with the other land owners, where possible, and have ensured that there are additional development opportunities within the allocation, where there is potential access and other constraints do not preclude built development. It is up to those landowners and their development partners to undertake the necessary technical work to bring their sites forward to planning.

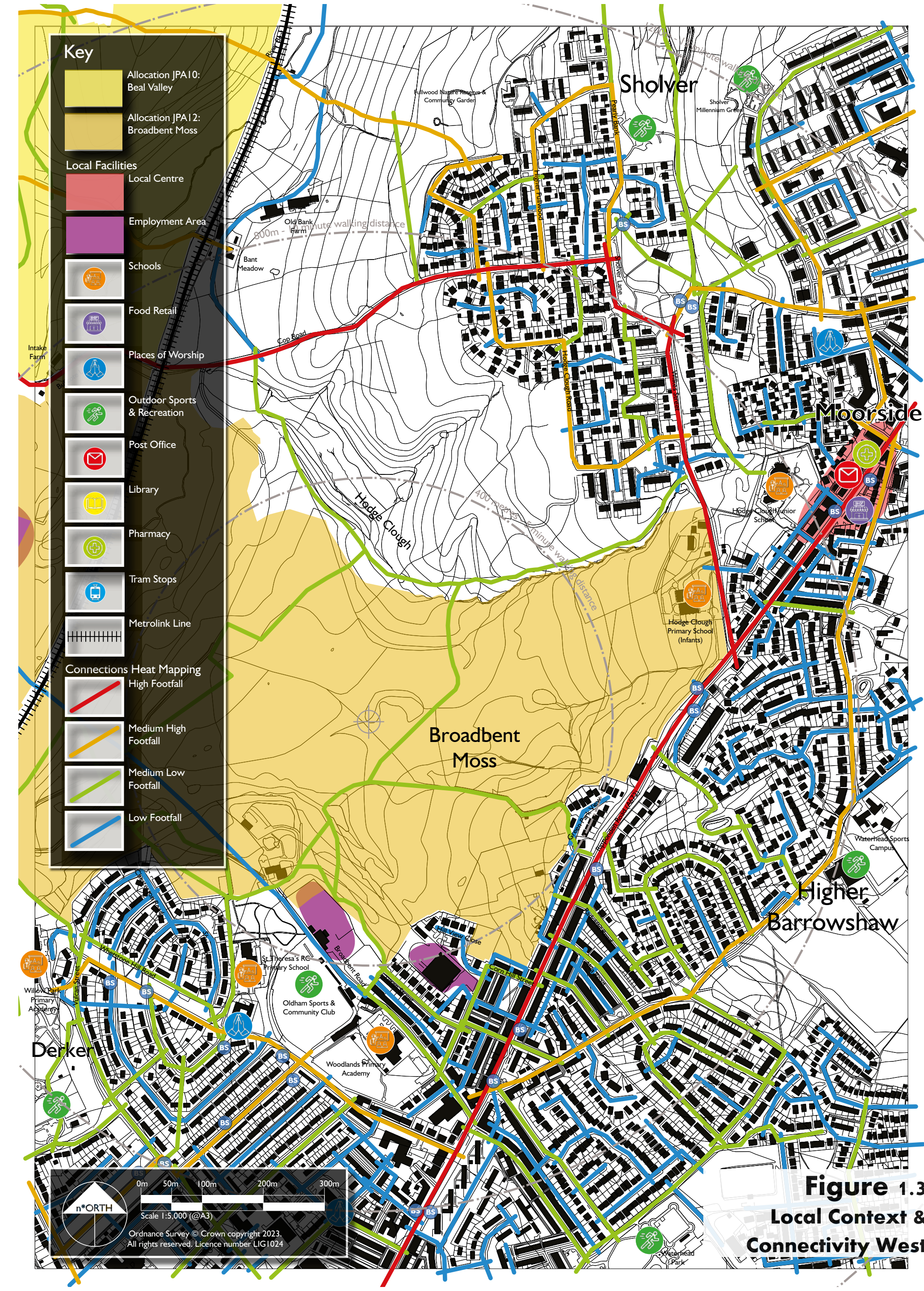


**Figure 1.1 Site Location & Sub-Regional Context**





**Figure 1.2**  
**Local Context & Connectivity East**



**Figure 1.3**  
**Local Context & Connectivity West**





Shaw: Kershaw Street



Shaw Side: Queen Street



Heyside: Oldham Road



Luzley Brook: Shaw Road



Royton: Radcliffe Street



Clough: Cheetham Street

Local Vernacular

The neighbourhoods surrounding Beal Valley have a diverse range of architectural styles, layouts and detailing which is a reflection on the divers range of periods in which they were planned and constructed.

Whereas adjacent to Broadbent Moss areas there are a high proportion of Victorian terraced housing, particularly along historic routes (i.e. Ripponden Road and Sholver Lane) and areas (i.e. Derker, Sholver and Moorside). There are also early 20th century and post-war era developments contributing to the local vernacular through their use of distinctive character features.

These areas have also seen substantial expansion over the past two centuries with large late 20th and some 21st century, housing estates now constituting a majority of the area’s built form. Many of these developments lack in design quality due to no reference to the local vernacular elements studied in this vernacular assessment.

A vernacular study has been undertaken to illustrate this variety in the surrounding neighbourhoods so that the interesting building forms, materiality and detailing can be reinterpreted in a contemporary way to ensure development within the Beal Valley and Braodbent Moss is both unique whilst having some references to the wider local character.

The local neighbourhoods that were studied adjoining Beal Valley include:

- Shaw
- Shaw Side
- Heyside
- Luzley Brook
- Royton
- Clough

Those adjoining Broadbent Moss include:

- Moorside
- Watersheddings
- Stoneleigh Park (east of)
- Sholver
- Derker
- Brownlow

Unique streets within each neighbourhood were selected and reviewed with the following concise narrative prepared which sums up the achitypes for each area.

BEAL VALLEY

Shaw

Shaw is home to a lot of Victorian terraced housing, along with several pockets of Victorian/Edwardian semi-detached dwellings such as those along Chamber Road. These homes are more elaborate in design than the standard terrace using bay windows, projecting gables, porchways, sandstone window sills and headers, brick façade details, red brick boundary treatments and overall scale.

By contrast, the typical terrace in Shaw have either a red brick or sandstone façade, painted (often white or black) window cills and headers, arched/decorative door surrounds and eaves dentil courses. They also lack boundary treatments or only have small setbacks, always with low rise red brick or sandstone walls.

Shaw Side

Shaw Side is similar in character to Shaw with the exception that several streets such as Queen Street and Frederick Avenue have distinct character features. Frederick Avenue (and Bertha Street) are host to attractive semi-detached dwellings with steeply pitched catslide roofs that are considered a distinctive roof type and vernacular feature. They also have red brick façades and grey slate roofs, as well as stone window sills and headers, bay windows and a blend of wrought iron and red brick boundary treatments.

Queen Street terraces are more atypical in relation to the typical terraced neighbourhoods surrounding it. This is due to their higher degree of detailing found in the arched upper floor windows, timber porchways and ‘bookend’ end terraces with sandstone gables. The front facing ‘bookend’ terraces project slightly forward from the central terraces, adding interest to the row of terraces. They are also setback with small front gardens bounded by sandstone walls with painted sandstone caps.

Heyside

Heyside’s building stock is of a later origin than the surrounding neighbourhoods, with a majority of homes having been constructed mid 20th century. St Mark’s Avenue is an example of this form of development where terraced and semi-detached homes are setback with reasonably sized front gardens. The homes have red multi brick façades and rosemary tile roofs, along with



Shaw: Chamber Road



Shaw Side: Fredrick Street



Heyside: St Mark’s Avenue

modest detailing typical of the era. Detailing includes projecting gables to the corners and there are red multi brick window headers.

Oldham Road is a historic route connecting Shaw with Oldham. As such there are pockets of Victorian short-run terraced housing fronting the road. They have sandstone or red brick façades with grey slate roofs with small setbacks bounded by red brick/sandstone walls with small front garden setbacks bounded by red brick/sandstone walls with stone gateposts. Similar to the detailing of surrounding terraced neighbourhoods. Heyside terraces often have painted window cills and headers, decorative door surrounds and brick dentil courses at the eaves.

Newbank House is a Grade II Listed early 19th century property located along Oldham Road adjacent the Site. This double-fronted building is now a daycare nursery but was historically a single dwelling. It has a pale render façade, sandstone cills, sash windows, a grand pillared doorway and is one of the largest historic homes surrounding the Site and nearby areas.

Luzley Brook

The Luzley Brook area roughly encompasses a linear strip of homes around Shaw Road between Shaw and Royton. Shaw Road is another historic route with mostly Victorian long-run terraces fronting either side of it. Terraces are largely red brick, with the occasional sandstone façade, with grey slate roofs. Detailing includes a blend of either beige or black painted window sills/headers and door surrounds. The terraces have small setbacks bounded by low-rise red brick walls capped with painted sandstone tops, always matching the colour of the painted window and door treatments.

There are also several pockets of postwar terraced housing. These are short-run terraces, typically between 4 and 5 dwellings in length, with each home wider and generally larger than their Victorian counterpart. The Victorian terraces are identifiable by their darker bricks, more ornate detailing, narrow width and smaller setbacks from the road.

Royton

Comparative to the other area’s studied, Royton is a large area with several era’s of development contributing to its character. Similar to Shaw, Shaw Side and Clough and Luzley Brook, Royton has a lot of terraced housing of identical character to these areas.

The Lowe Green/Hillside Avenue/ Radcliffe Street area of Royton, to the east of the town has a more distinct character. Homes have high pitched projecting gables, red brick boundary treatments, and significant front gardens with lawns, along with grass verges interspersed amongst them. These features give the area a pronounced green character akin to Garden Village neighbourhoods. They have red brick façades, grey

slate roofs and very modest detailing, with the steep pitched gables being distinct character feature of the development.

Clough

Homes in the Clough (or Fullwood) are today mostly detached or semi-detached with late 20th and early 21st century housing estates. Historically, the area’s prevailing house type was Victorian terraces, much like the terraced development in surrounding neighbourhoods. Most of the terraces have sandstone façades, grey slate roofs and sandstone door and window surrounds, giving the terraces a distinctive monochromatic aesthetic. This differs to the typically painted window cills/headers and door surrounds of nearby terraced developments.

There are also pockets of red brick terraces such as those along Beal Lane. These are comparatively more elaborate than the long-run terraces adjacent, with bay windows, recessed entrances/porchways, low rise red brick boundary treatments, sandstone window and door surrounds and brick dentil courses along the roofline.



Clough: Beal Lane



Luzley Brook: Shaw Road



Royton: Hillside Avenue





Moorside: Dickens Street



Watersheddings: Prince George St



Stoneleigh Park: Peveril Street



Sholver: Sholver Lane



Derker: Mayfield Road



Brownlow: Heyside Avenue

BROADBENT MOSS

Moorside

Moorside is a linear residential area centred around Ripponden Road, where the majority of homes are terraces and ranging between 4 and 9 dwellings in each run. The shorter length terrace rows are of post-war construction, with each individual terrace typically wider than the Victorian/Edwardian terraces found in the longer-length rows of terraces. Most are red brick with grey slate roofs, although there are several pockets of sandstone/gritstone elevated terraces distributed throughout.

Most terraces have typically modest detailing with sandstone/gritstone headers and sills. However, there are several examples of more unique details with roads such as Dickens Street having arched terracotta/brick mouldings above windows and doorways. Many houses also have stone quoins around doorways, such as on many terraces along Turf Pit Lane and Dickens Street.

Watersheddings

Watershedding's is host to a mix of house types, including detached, semi-detached, terraces and apartments. Historic terraces along key routes constitute the area's local vernacular. They have red brick façades, grey slate roofs and brick mouldings above each window and door, as well brick line courses between upper and lower floor windows, such as on the terraces lining Count Hill Road. These types of brick details are only found in several areas across Oldham, with the terraces often only having stone headers and sills in place of brick mouldings.

Ripponden Road is one of the area's key routes where predominantly Victorian terraces line either side of the road. The terraces here have typical detailing such as simple stone window headers and sills, stone door surrounds/headers and decorative brick dentil courses along the eaves.

Stoneleigh Park (east of)

East of Stoneleigh Park, and directly south of the Site, are several examples of Garden Village-style estates around the Tennyson Street, Whetstone Hill Road, and Peveril Street areas. The 20th century estates have a mix of short-run terraces of typically four dwellings and semi-detached homes that are typically positioned on corners. There are also several pockets of



Moorside: Turf Pit Lane



Watersheddings: Count Hill Road



Stoneleigh Park: Tennyson Street

terraced bungalows. They all have red brick façades, grey slate or rosemary tile roofs, substantial front gardens (often with driveways and lawns) and a mix of low-rise red brick walls and hedgerow boundary treatments.

Terraces are 'bookended' with front facing gables that project slightly forwards, adding interest and variation to the row of terraces.

Detailing includes sandstone/gritstone window headers and sills, stone corbels, arched doorways, Staffordshire blue brick horizontal/vertical course, and projecting gables being the only noteworthy façade features. The Tennyson Street area is also only one of very few areas to have pinkish red rosemary tiles as the roof treatment.

Sholver

Sholver's traditional built form is concentrated along Ripponden Road and several historic streets radiating from it, such as Sholver Lane. Unlike other areas studied, Ripponden Road in Sholver is host to a number of large early 20th century semi-detached homes. They typically have red brick façades and clay or grey slate roof slates/tiles. Detailing includes arched door mouldings, hanging clay tiles (on gables or upper floors), Mock Tudor gables, projecting gables, bay windows, and clay roof ridge tiles.



Sholver: Ripponden Road

Historic streets such as Sholver Lane include typical sandstone/gritstone terraces with simple stone window surrounds and door headers. Some terraces have bare stone headers/sills whereas others have been painted various colours. They are also typically bounded by low-rise sandstone/gritstone walls, some with wrought iron fencing and gates.

Derker

Derker has rapidly expanded in recent years with multiple new build housing estates recently completing within the neighbourhood.

Amongst the new housing estates are pockets of historic buildings such as those on Bartlemore Street and Mayfield Road, reflecting the area's Victorian-era origins. Most of the terraces are typical of the wider area with red brick façades and grey slate roofs, along with brick dentil courses, stone window sills and headers, stone door headers. Boundary treatments include low rise red brick walls which are frequently adorned with wrought iron railings and sandstone/gritstone caps.



Derker: Bartlemore Street

Terraces on Bartlemore Street and Melrose Street are earlier examples of the area's Victorian origins. The homes here have a higher degree of detail with polychromatic brick courses and window/door headers, arched windows and decorative mullions. There are few other examples of this in the area's studied, as well as across the wider Oldham area.

Brownlow

Brownlow is host to a cluster of historic terraced streets, as well as more recent mid 20th century homes such as those on Heyside Avenue.

The terraces vary in grandeur, with those on Clarence Street having a higher level of detailing with red brick Flemish bonding, roof dormers, two decorative dentil courses, and ornate stone door surrounds. This contrasts to the typically modest detailing of the terraces found on nearby Hebron Street, which illustrate the level of detailing found on a majority of the Victorian terraces around Oldham.

Heyside Avenue has mid-20th century semi-detached homes with distinctive 'cat slide' roofs giving them a unique character. They also have lower storey red brick façades with contrasting upper storeys rendered, as well as low-rise brick wall boundaries, and hanging clay pan tiles on their bay windows.



Brownlow: Clarence Street

VERNACULAR SUMMARY

Across the surrounding residential areas there are a high proportion of Victorian terraced housing, particularly along historic routes and around local centres. There are also large 20th century housing estates, however, many of these lack character or any reference to the local vernacular buildings. There are also several pockets of detached and semi-detached vernacular buildings such as those on Frederick Avenue in Shaw Side and Chamber Road in Shaw.

Whilst there are a variety of character features identified within and across the different areas adjoining Beal Valley and Braodbent Moss, there are elements that are consistently present amongst the built form. These include:

- Red brick or gritstone façades (Note: typically more gritstone buildings the further north you go)
- Grey slate roofs
- Front facing projecting gables
- Decorative brick dentil courses (particularly along the eaves and between upper and lower storey windows)
- Sandstone/gritstone window sills and headers
- Arched window moulding/header (e.g. Dickens Street – Moorside)
- Decorative door surrounds or headers
- Bay windows
- Low red brick/sandstone/gritstone walls
- Hanging rosemary tiles on part of façade
- Mock Tudor gables



## Constraints & Opportunities

### Topography & the Water Catchment

The site topography is illustrated opposite in Figure 1.4. The steep sided character of the Beal Valley is clearly illustrated with almost a 100 metre change in level between the valley bottom and the overlooking ridges which will make development of the allocation challenging.

The valley has been shaped and eroded by the River Beal and its tributaries with the watercourses flowing through the landscape forming steep sided cloughs, wetlands and mosslands which straddle the course of the river.

Human intervention has attempted to control and channel the river, by initially draining the land and channelling the river to dry the land for agriculture and then subsequently harnessing its power and heat carrying capacity for industry throughout the industrial revolution.

Those previous interventions have changed the character of the valley and also increased the potential for flooding along its course. The masterplanning of both Beal Valley and Broadbent Moss provides the opportunity to re-wild and re-wriggle the watercourses and slow the flow of the water draining from the land, which in turn will lower the possibility of flooding down stream during storm events.

### Trees & Woods

There is relatively little tree cover across the Beal Valley allocation, as illustrated over page in Figure 1.5. Much of the existing tree cover is confined to the site peripheries and within adjoining private gardens outside the allocation boundary. The majority of Beal Valley is a heavily grazed upland agricultural landscape, currently with little opportunity for natural regeneration of native tree and scrub species to occur. The northern third of Beal Valley is more heavily tree'd and are made up of steep valley slopes, isolated field compartments, closed landfill sites, open spaces, nature reserves or are within the Flood Zones.

Native boundary hedgerows border some of the fields, albeit they have not been managed and are over mature. The peripheries of the Broadbent Moss allocation have a good level of pioneer woodland establishing which creates a backdrop to the more open central area of the site, as illustrated over page in Figure 1.5. The central area of the site is more open rough grassland with pockets of natural regenerating native tree and scrub species.

### Public Rights of Way

The site is criss-crossed with Public Rights of Way (PRoW) as illustrated in Figure 1.5 over page.

Within Beal Valley two of these routes; PRoW: 90 CROMP and PRoW: 96 ROYT run east to west from Oldham Road down into and across the valley, over the Metrolink via level crossings and on up the valley towards Sholver.

Other PRoWs run north to south with PRoW: 67 ROYT running from Bullcote Lane in the south before joining PRoW: 96 ROYT. PRoW: 93 CROMP continues the route of 67 ROYT from 96 ROYT north until it reached Birshaw Hall and joins with PRoW: 90 CROMP. No footpaths continue north through the Beal Valley and the upper half of the allocation

has no existing PRoWs within it making current pedestrian access to Shaw from the site difficult.

Five of the routes within the Broadbent Moss allocation which are made up of PRoWs: 115 OLDH, 116 OLDH, 117 OLDH, 118 OLDH, 119 OLDH, 120 OLDH, and 121 OLDH, run from the Beal Valley/Metroline/Higginshaw Industrial Estate north west to south east across the valley, and on up the valley towards Ripponden Road, Higher Barrowshaw and into Derker. Other PRoWs run north east to south west across the site connecting Sholver with Derker and include PRoWs: 116 OLDH, 159 OLDH and 188 OLDH.

There are many more desire lines formed by walkers and off road scrambling bikes/quads within Broadbent Moss, the routes of which are visible in Figure 1.5. Many of these desire lines will be formalised within the masterplan proposals to increase connectivity within and out of the site to the surrounding neighbourhoods, green spaces and retained green belt.

### Watercourses & Wetlands

The River Beal runs through the valley and crosses into the site under the Metroline about half way along the western boundary of the site, as illustrated opposite in Figure 1.4. The river flows north in a curving course before flowing back under the Metrolink adjacent to the Cop Road bridge and continuing its course north into the adjacent Beal Valley allocation.

The river is straddled by wetlands in the valley bottom, as also illustrated in Figure 1.4, which also generally correlate with Flood Zones 2 and 3 as illustrated in Figure 1.5 over page.

Due to the undulating topography of the site a series of springs issue from the valley slopes within both allocations and flow down into the valley. The Beal Valley springs are located within the south western quadrant of the site with the northern most one running north to south and southern most one running south to north. These small watercourses flow through the agricultural fields and are channelled through field ditches before conjoining in a side valley and turning east to join the Beal.

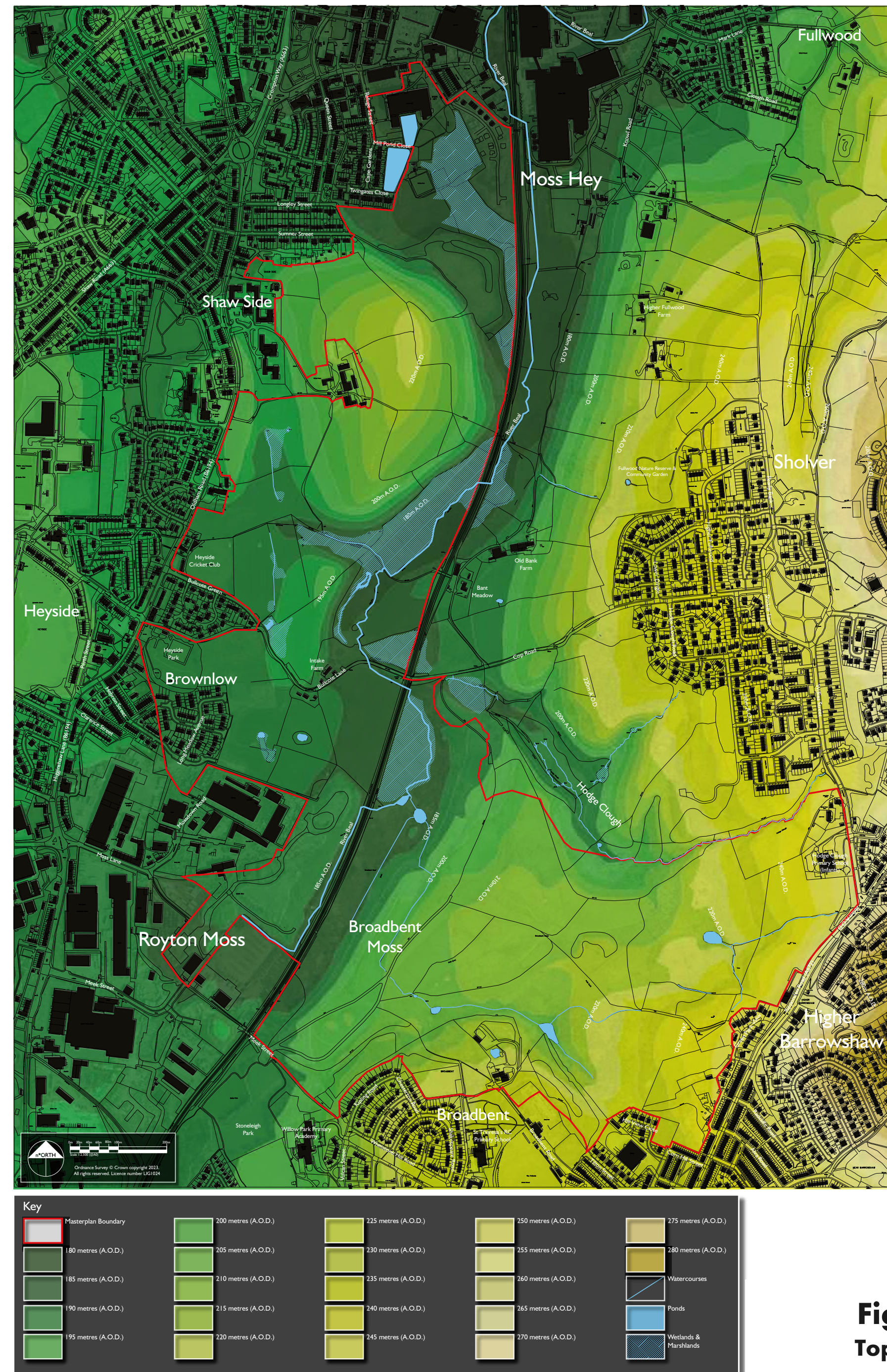
The Broadbent Moss springs flow along the cloughs or in self-made rills across the site. These springs are located within the upper slopes of the eastern half of the site and flow to the west, forming small ponds through their journey towards the River Beal.

### Local Wildlife Site/Sites of Biological Importance

A series of overlapping nature designations are located at Shaw Side. A local Wildlife Site (LWS) covers a larger area of land to the south of Shaw, as illustrated in Figure 1.5. Within that designation are a patchwork of other habitats designated in the form of SBI's, including small areas of modified grassland, designated as 'g4' in the Local Nature Recovery Strategy (LNRS), along with 'f2a' Lowland Fen, 'f2' Marsh and 'w1g' broadleaved woodland, their exact locations within the LWS can be viewed in the Greater Manchester Nature Network Map.

### The Metrolink

As stated previously the Metrolink line between Oldham and Rochdale runs along the eastern border of the Beal Valley allocation and splits the Broadbent Moss Allocation in two. Existing stops are located to the



**Figure 1.4**  
**Topography**



north serving Shaw and Crompton and to the south serving Derker and Royton.

A new Metrolink stop is proposed as part of the proposals for Broadbent Moss. The allocation policies require that both Broadbent Moss and Beal Valley contribute to the delivery of the stop and associated park and ride facilitates and ensure the masterplans take account of connections and that related facilities are built into the proposals.

Potential noise and vibration issues with the Metrolink need to be considered, however, such issues would primarily affect the parcel to the west of the Metrolink as those to the east are separated by retained green belt, flood zones and areas of ecological wetland habitats and so considered negligible due to the distance between the Metrolink and potential development areas.

Connections & Access

The site benefits from direct frontage onto the local highway network. The A672 Ripponden Road bounds the site to the east whilst the B6194 Oldham Road bounds the site to the west. This provides the opportunity for access onto the wider highway network providing access to town centre and the wider areas of Oldham.

In addition, Cop Road/Bullcote Lane runs in an east-west alignment through the site, linking to the B6194 Oldham Road to the west and the road network within Sholver to the east. There are widths constraint along certain sections of the carriageway, which impact on vehicle and pedestrian movements. But the site benefits from frontage onto large sections of the carriageway which provides the opportunity for improvements to be provided for all users.

Based on the ownership of the site, there are also opportunities for access to be provided to Meek Street to the south-west of the site and Green Park View to the south-east.

Bus stops & Services

The site is located within walking distance of the bus stops located along the B6194 Oldham Road and the A672 Ripponden Road. These can be accessed via the existing footway provision located within vicinity of the site. These bus stops along Oldham Road provide 3 hourly services to Oldham and Shaw town centres and an hourly service to and from Manchester city centre. Whilst the bus stops located along Ripponden Road provide 3 services an hour to and from Oldham and hourly services to Ashton-under-Lyne and the Saddleworth areas.

Therefore, the site benefits from located in close proximity to bus service provision which provides access to areas of employment, education and leisure provision. The masterplan for the site will look to link with this existing provision, whilst also providing the opportunity for bus service permeability through the site.

Views & Vistas

There are two key views within or across the Beal Valley site. The first is a 360 degree panoramic view from the top of the central hill within the site. Views from the crest are shortened to the north west by the existing urban fringes of Shaw but views north east can be had to the Pennines, east to Sholver and the eastern valley slopes and up the valley into the inner suburbs of Oldham around Derker and Royton Moss.

The second is formed between the central hill and a ridge to the south by Intake Farm, breached by the watercourse which drains this part of the site and flows into the Beal creating a Clough and framed views from Oldham Road across the Valley to St Thomas' Church at Moorside.

There are three key views within or across the Broadbent Moss site. The first two provide views from the centre of the site out to St Thomas' Church to the north east and a long view up the Beal Valley towards Crompton Moor. The second view is from the northern boundary of the site at the Cop Road bridge south west across the western half of the site towards the wooded ridge of Oldham Edge.

Heritage & Archaeology

There are two listed buildings that border the Beal Valley allocation. Birshaw Hall is centrally located on high ground just to the south of Shaw Side and New Bank is located fronting Oldham Road just north of Heyside Cricket Club. Policy JPA 10 and JP P2 require that these heritage assets are taken into account and their settings are considered as part of the design proposals.

Residential Amenity

As discussed in previous chapters of this code the allocation are bordered by the existing neighbourhoods of Shaw Side, Heyside, Sholver, Higher Barrowshaw, Derker and Brownlow with existing properties backing or fronting onto the site. Existing residents within these areas will need to be considered in terms of the residential amenity and the overlooking of their homes and gardens.

Employment Interfaces

Existing employment interfaces with Duke Mill to the very north of the Beal Valley would need to be considered if this Mill was to come forward for an alternative use rather than employment. The rest of the allocation is fronted by existing residential neighbourhoods and so potential nuisance in terms of noise and air pollution from industrial processes is minimal.

Existing employment interfaces with the Higginshaw Industrial Estate to the south west of Broadbent Moss will need to be considered in terms of noise and air quality.

Landfill

A former landfill site is identified in Figure 1.5 within the north eastern quadrant of the Beal Valley. The area is heavily wooded, allocated as open space and would remain as such and so the ground would not be disturbed in this location. The centre of Broadbent Moss also contains a closed landfill site.

Green Belt

Part of the allocations were removed from the Green Belt as part of Places for Everyone, following careful consideration of site constraints and opportunities, married with the need to meet Oldham's housing needs. Significant swathes of land remain in the Green Belt, which will be enhanced and strengthened through subsequent planning applications. The parcels of land identified as suitable for development will greatly assist Oldham deliver a wide variety of housing types and sizes as required by national and local planning policy.

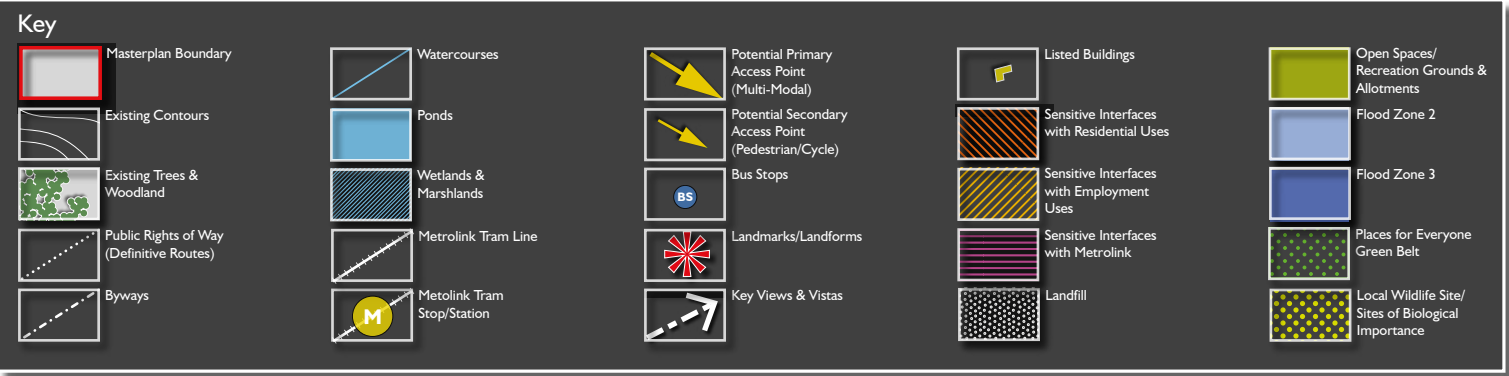


Figure 1.5  
Constraints &  
Opportunities



## 2. VISION

# Vision

The first stage in any project is to **understand and appreciate the town and local context** of the site so as to ensure a **solid understanding of the local area and how the site sits in its setting**. Context is key in terms of urban design, as national policy makes clear that **context must be used to inform the design process**.

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## Developing the Design Philosophy

Beal Valley and Broadbent Moss are located on the north eastern fringes of Oldham and the allocations of Beal Valley, allocation JPA 10 and Broadbent Moss, allocation JPA 12 share the same valley location, but are divided, one from the other, by Bullcote Lane/Cop Road. The Vision and masterplanning work has been jointly developed for both sites to ensure interconnectivity and the sharing of facilities has been taken into account.

Beal Valley and Broadbent Moss have a strong Green Infrastructure network and undulating and dramatic topography which creates a strong backdrop to the Beal Valley allocation and an amphitheatre-like setting to Broadbent Moss. The eastern valley slopes on which most of the Broadbent Moss allocation is located are distinctively different from the western slopes of the Beal Valley allocation in character, landform and local context.

A sympathetic landscape-led approach to development is required which works with the grain of the landscape whilst integrating it into the adjoining townscape. This chapter therefore sets out the evolution of the Vision Statement and Principles of Development for the two allocations.

e\*SCAPE Urbanists follow the approach usually referred to as 'landscape-led' masterplanning, whereby the existing site features, topography and general flow of the landscape and surrounding context govern the form and scale of the development. Indeed, this approach is as much grounded in 'New Urbanism' as any other. New Urbanism calls on a rediscovery of walkable neighbourhoods and the priority of walking, cycling and public modes of transport over private motor vehicles. The approach thus allows streets to be taken back by communities as social spaces, as opposed to domination by the car.

Much of the landscape to the east of the Metrolink line where built development is proposed is effectively man-made and so there are opportunities to shape built form and open space in an effective and imaginative way.

Broadbent Moss is located at the interface between two housing markets, in terms of the site's wider context within Oldham. Higher density traditional terraces and large-scale redevelopment for primarily social housing are located around the town centre whilst the leafier suburbs are located around Chadderton, to the west, Royton, to the north and Saddleworth, to the east; as illustrated in schematic in Figure 2.1 opposite.

There is a disconnect between the two in terms of housing choice, quality and values. The regeneration of Oldham's town centre which includes the provision of 2,000 new homes and associated green spaces; along with the Places for Everyone (PfE) site allocations, including Beal Valley and Broadbent Moss providing up to 1,515 new homes, should be seen as a once-in-a-generation opportunity to rebalance these two housing markets with a blend of neighbourhood extensions, place making, new facilities and infrastructure that will transform connectivity in this part of town.

Neighbourhood extension and creation at Beal Valley and Broadbent Moss will be part of this blended response to the rebalancing of the housing market in Oldham and act as a bridge between the two existing markets, offering something for everyone in terms of choice, quality,

mix and location of homes within easy reach of existing local centres, surrounding neighbourhoods and Oldham town centre. This contextual understanding is crucial to the development of the masterplans for the two allocations to ensure they are part of the long-term renaissance of the town.

## Crystallising the Principles of Development

Out of the above process of identifying the development aspirations, the use of the New Urbanism philosophy and understanding and incorporating the earlier masterplanning work, we can develop the initial Vision and development principles, as set out below:

## A Vision for Beal Valley & Broadbent Moss

The National Design Guide (NDG) promotes the importance of a clear shared vision and supporting principles to ensure good placemaking at all points in the masterplanning process and beyond to delivery.

The development of these sites shall create a series of new/extended neighbourhoods in an arc from Shaw in the north west sweeping down to Royton and Derker in the south and out to Higher Barrowshaw in the east.

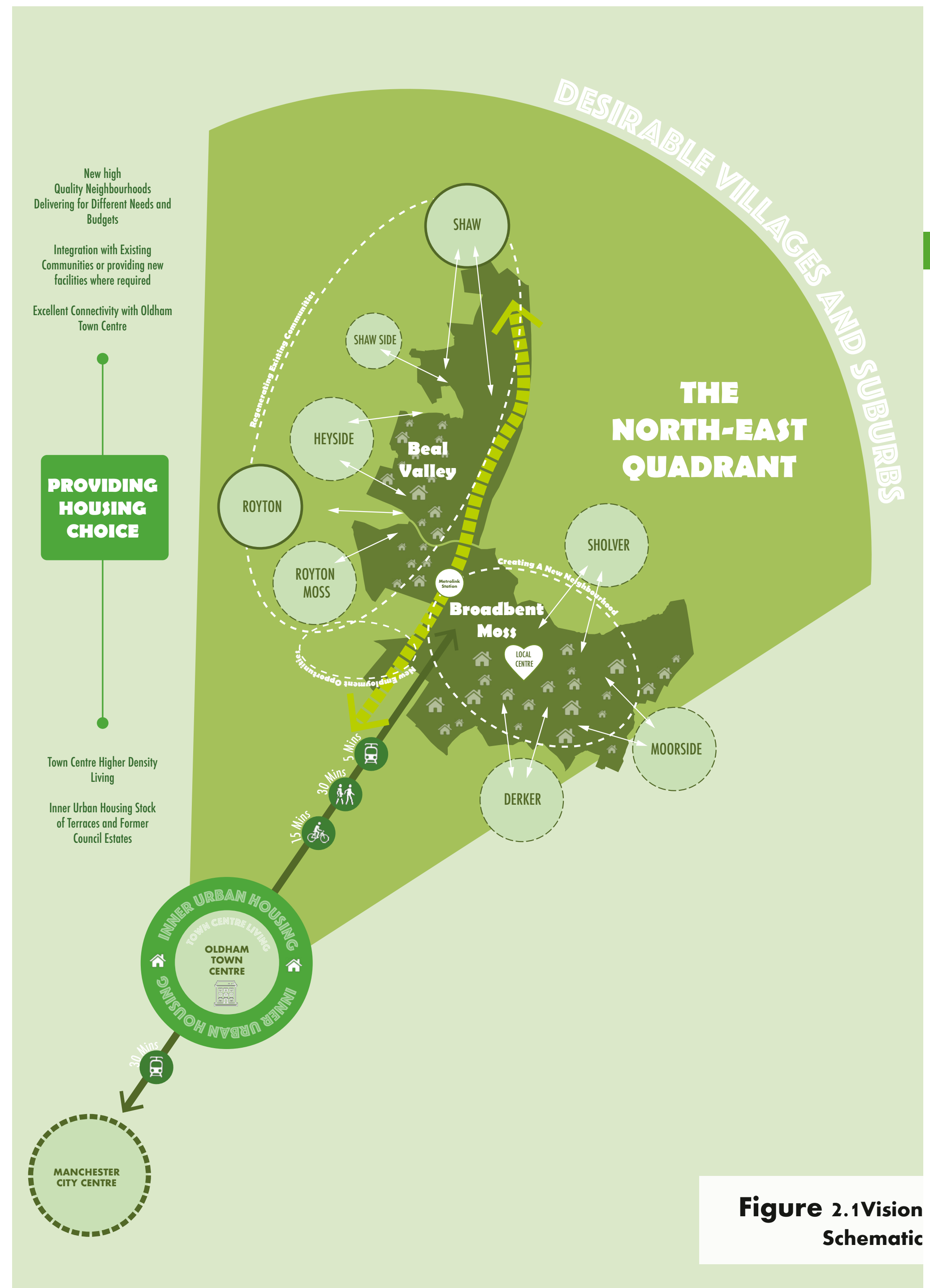
What is clear from the work undertaken by the council is that the early aspiration is to create a series of new/extended neighbourhoods on the fringes of the existing urban edge which are part of the existing communities, rather than a freestanding new place. These need to be integrated with existing neighbourhoods and local centres and be sustainable and inclusive. The neighbourhoods also need to be cohesively designed so that they are interconnected and accessible from one to the next. Existing green assets are key and their use and interaction with the neighbourhoods is paramount.

The local context; site topography, Metrolink corridor, the revised Green Belt boundary and existing green assets provides a clear steer that the proposed development areas west of the Metrolink will be neighbourhood extensions. The Beal Valley allocation will connect and interplay with Shaw and its local centre to the north, with the land south of Bullcote Lane relates to both Shaw and the fringes of Royton, including Heyside and Royton Moss to the west and south west. These neighbourhood extensions will have the ability to create much needed new footfall for Shaw District Centre and facilities located in Heyside and Royton Moss, adding to their vibrancy and vitality, supporting their future viability and creating prosperity as retail and community hubs and employment locations.

The southern fringes of the Beal Valley allocation will need to provide for a connection with the Broadbent Moss allocation on the opposite side of Bullcote Lane in terms of the link road, secondary and pedestrian connections to the proposed Metrolink Stop and Travel Hub/Park and Ride, adjoining neighbourhoods, employment areas and the wider rural fringe.

The proposed new Metrolink Stop and Travel Hub/Park and Ride will improve public transport links into Oldham and out to Manchester and Rochdale from this area of Oldham. Those transport links will include new or extended bus services which would utilise the proposed new link

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**Figure 2.1 Vision Schematic**



road and Metrolink Stop, providing an interchange between these two forms of public transport. The bus services would utilise the link road and pass through Beal Valley.

The land to the east of the Metrolink will play a different role; creating a new place surrounded by the existing neighbourhoods of Sholver to the north, Barrowshaw and Moorside to the east and Derker to the south. Incremental development in this part of the town since the mid-war period has created a more disjointed urban grain and the absence of a defined local centre. The new neighbourhood at Broadbent Moss has the opportunity to create a community focus with a hub potentially providing additional shops, small scale employment opportunities and community facilities. This new neighbourhood with its local centre will provide services currently missing from the adjoining neighbourhoods thereby spreading the wider benefits of investment, making the services more sustainable and ensuring the new facilities do not compete with Shaw and Royton.

Walkability and cyclability are key themes and whilst the topography can be challenging the ability to create a community where residents can access the services they need to live, learn, and thrive (i.e., the tram stop, bus stops, the local centre, schools, and recreational open space) within a comfortable 15 to 20 minute walk will be an integral element in the masterplanning of these allocations.

In summary we’re creating an Urban Extension, but this is so much more. We aim to create:

- a series of neighbourhoods or neighbourhood extensions of varied density which provides a real choice of new homes to create or contribute to vibrant communities;
- strengthen existing facilities and services by providing new footfall to support viability and add vitality and prosperity to Shaw District Centre. Take account of new local facilities and services provided within Broadbent Moss in terms of shared facilities and services for the new and existing neighbourhoods potentially in the form of community services and shops;
- a new Metrolink Stop and Travel Hub/Park and Ride facility, new bus stops and routes providing opportunities for and encouraging sustainable forms of transport;
- a new sustainable interface and access to the wider rural landscape;
- a defined and finished edge which brings homes into the landscape and the landscape into the neighbourhoods;
- a softer fringe and Green Belt edge where people and nature interact and seamlessly integrate one with the other; and
- safer, attractive and more accessible open spaces and green spaces within the masterplan area and the adjacent retained Green Belt.

Green Belts can be some of the poorest landscapes in terms of visual, landscape & biodiversity quality so by developing these new neighbourhoods we need to ensure this green belt becomes an asset for the community and be a positive part of this ‘new urban fringe’; accessible to all through good wayfinding, enhanced landscapes and improved access.

The Vision Statement derived from this appreciation of Broadbent Moss and its interrelationship with the Beal Valley and wider context is set out here with the underpinning Development Principles illustrated in Figure 2.2 opposite.

Vision Statement

**“The Beal Valley and Broadbent Moss new urban fringe shall create new gateways into Oldham from Rochdale, the Pennines and the Peak District.**

**These interconnected new neighbourhoods or neighbourhood extensions shall provide high quality homes and living environments for families, couples and individuals in which to live and interact. Each neighbourhood will have its own identity which will be focused around a strong and vibrant public realm and green space network. Opportunities to interact with and discover nature will be key to the design of the green and blue spaces, bringing nature and wildlife into the heart of each neighbourhood.**

**In turn the neighbourhoods shall connect to a new Metrolink Stop and Travel Hub/Park and Ride facility and bus stops providing good connectivity to jobs and educational opportunities in wider Oldham and Greater Manchester.**

**The new neighbourhood extensions to the west of the Metrolink will merge and integrate with the existing neighbourhoods and their local facilities, adding vibrancy and vital footfall to them ensuring their long term viability and prosperity.**

**The new development to the east, whilst having connections to surrounding areas, will naturally have a degree of separation because of the topographical features separating it from the surrounding neighbourhoods.**

**Central to both will be the proposed new Metrolink Stop and Travel Hub/Park and Ride facility at Cop Road which will be closely associated to a ‘hub’ of commercial and community facilities positioned in the most sustainable location to serve new and existing residents. The ethos will be to ensure that this will be at the ‘heart’ of this new neighbourhood and within a 15 to 20 minute walk of all homes on the two sites.**

**The communities shall be designed in such a way to be outward facing and welcoming to adjoining neighbourhoods, providing clear and direct pedestrian and cycle access into this new urban fringes’ facilities and green spaces and out into the surrounding countryside.**

**Each neighbourhood shall be orientated to maximise views out to the wider landscape and benefit from passive solar gain, with opportunities where appropriate for residents to grow their own fruit and vegetables within their gardens, community allotments and orchards.**

**Sustainability & biodiversity shall be cross-cutting themes within all aspects of day-to-day life in the neighbourhoods and will be integrated into the physical fabric of the place, being a key element in developing the unique sense of place for the area.**

**These new neighbourhoods shall create homes for both people and nature, living side by side in a shared environment.”**

DEVELOPMENT PRINCIPLES



Figure 2.2  
Development Principles

# 3. PARAMETERS MASTER PLAN & SITE WIDE PRINCIPLES



# Parameters

The proposed **parameters masterplan** has emerged out of the process of understanding the site's current **opportunities and constraints**, it's **local context** and the **needs and requirements of the local community**. The **layers of urbanism** that make up the masterplan can be distilled out as individual **parameters** and those parameters are described below.

## Creating a Place

Following the appreciation of the allocation, as described in the previous chapters, a meaningful spatial masterplan can be created, as illustrated in Figure 3.1 opposite. Out of that masterplan the 'layers of urbanism' or individual parameters can be distilled which include the movement hierarchy, scale and massing, green and blue infrastructure, land use and quantum of development, as illustrated in Figures 3.2 to 3.5 over page.

These parameters explore the connections, spatial relationships and distribution of uses on the site and ensure a cohesive and well connected series of neighbourhoods will be created as part of the wider area. The following paragraphs describe the key elements and each of the parameters that are illustrated in the masterplan or in the parameters plans over page.

### Gateways, Focal Points/Hubs & Squares

A series of gateways into the site and focal points/hubs in the form of a key green space have been identified within the site. These are locations, that announce arrival into the site from a road or footpath access point or are nodes within the site that help navigation through area and signal changes in character.

There are four focal point/hubs within the allocations:

1. Valley Focal Point,
2. Transport Hub,
3. Community Hub; and
4. Panoramic Focal Point.

The **Valley Focal Point** is located within Beal Valley on the key visual axis across the valley and so is formed on a central street junction and area of green space in the development. This location shall be designed to take advantage of the view framed by the bluffs, formed by the central hill and ridge to the south.

The **Transport Hub** is located at the proposed Metrolink Tram Stop and is proposed to incorporate the new tram stop, a bus stop, a car park and a local micro-retail facility in the form of a kiosk, all centred around a focal square.

The **Community Hub** is located at the heart of the development and enclosed by a mixed-use local centre which could include retail units, cafés, health centre. pharmacy, nursery, community meeting rooms, employment opportunities in a vertical mix of uses including apartments over the other uses.

The final hub is a **Panoramic Focal Point** located close to Ripponden Road at the top of Broadbent Moss providing views out across the valley and up to Shaw. This location shall be designed to take advantage of the view as a meeting space for residents and visitors.

The primary gateways within Broadbent Moss front on to Ripponden Road to the east, straddle the Metrolink via a proposed new bridge at Meek Street to the south west, with the third primary gateway located within the Beal Valley masterplan area at the Oldham Road access in the west.

The primary gateways are created at the point that the link road within the site connects into the existing street network. The built form on site will need to be of a form and massing to aid in creating this gateway and announcing arrival into both Beal Valley and Broadbent Moss.

Secondary access points are located along the existing Bullcote Lane/ Cop Road route and provide either arrival points into the Beal Valley/ Broadbent Moss allocations or announce arrival from Broadbent Moss into the Beal Valley or vice versa.

The other secondary access point announces arrival into the proposed employment area extension at Royton Moss.

Tertiary gateways will be created at lower order vehicular access points and pedestrian/cycle access points and will utilise a combination of existing/proposed landscape elements and built form, depending on their location, to announce arrival.

The squares will be enclosed by the built form and utilise shared space principles to aid in traffic calming and signify that the spaces are pedestrian friendly. Landmark buildings will be used within these spaces to create a focus to the space, assist in enclosing them and add interest in terms of townscape and character.

### The Emerging Movement Hierarchy

Overlaying the masterplan is a finer grain network of movement routes including the tree lined link road, streets, lanes, shared drives and footpaths/cycleways, adding to the proposals permeability as illustrated in Figure 3.1 and 3.2.

The primary element in the hierarchy is the link road which would act as the main route into and through the site and connect Beal Valley with Broadbent Moss and on to adjoining existing neighbourhoods. This route provides an unfolding story to the site as one travels along its curving length. Over its length the link road will pass through residential neighbourhoods, the proposed Metrolink stop and local centre and so will change in character depending on the surrounding land uses.

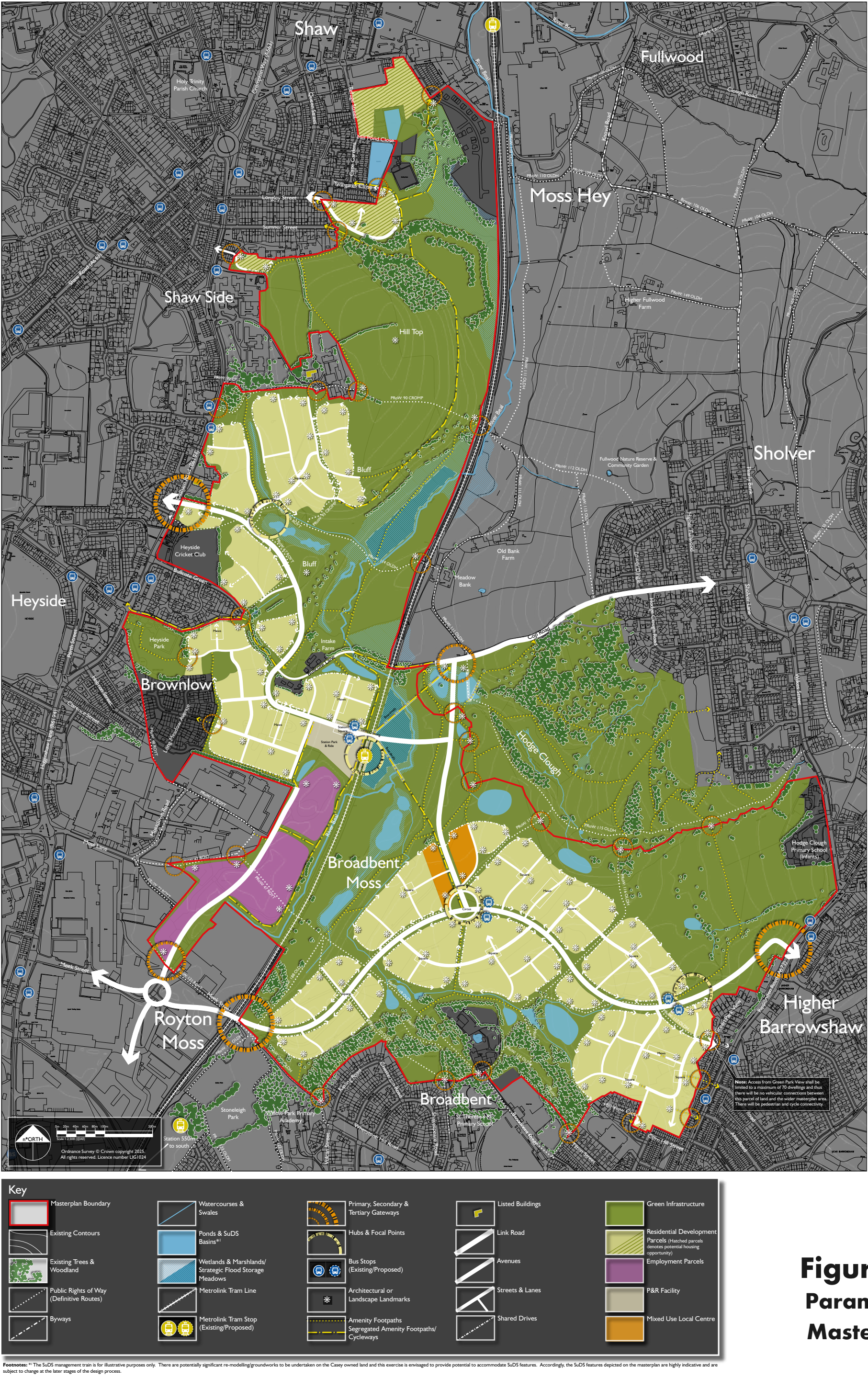
The link road will be in a broad tree lined avenue form, most homes will not take direct access from it but via adjoining streets or shared drives as illustrated in Figure 3.1 and 3.2. In the higher density core, around the travel hub the nature of the link road changes to reflect the more urban character of this area with stronger enclosure by the built form.

The development parcels will be accessed via streets, lanes or shared drives branching off from the link road.

Housing fronting the street will provide a clearly defined street frontage primarily based around 2 storey residential units. The street shall feed into lower order routes such as the lanes or shared drives, depending on the location in the site.

The lanes are based around traditional lanes, fronted and enclosed by 2 storey properties. Areas of public realm in the form of shared space squares will be created at key junctions and points in the layout.

The final element in the multimodal hierarchy is the shared drive which provides access to the homes on the perimeter of the development, overlooking the green spaces or those which front onto the link road. The drives take the form of simple shared space lanes providing access to a small number of homes. These drives form part of the interface



**Figure 3.1**  
**Parameters**  
**Masterplan**





between the homes and green spaces for the most part.

Architectural landmarks shall be created by using either 2.5 storey properties and/or buildings utilising a different material and detailing palette at corners and as header buildings on a visual axis etc, in locations as illustrated in Figure 3.1.

Amenity footpaths run throughout the green infrastructure network and provide connections between development parcels and out to the surrounding neighbourhoods and wider movement network, encouraging trips by foot and bicycle.

All streets within the hierarchy will incorporate trees to take on board the national government's requirement for tree lined streets, as set out in the NPPF.

#### Sympathetic Boundaries & Treatments

The development will be outward facing and respect existing adjoining residential areas. n The proposed built form shall overlook the proposed green spaces, providing passive surveillance of those spaces.

Existing landscape features such as the native woodland, scrub and wetlands shall be retained where possible, thus preserving the character and setting of the site and adjoining areas.

New planting shall be incorporated into the green spaces as described and illustrated in Chapter 5, Green and Blue Infrastructure. The green spaces shall be used for recreational amenity, as part of the sustainable drainage network (SuDS), enhance/create new ecological habitats to contribute to the site's biodiversity and contribute towards meeting biodiversity net gain policy requirements.

#### Scale & Mass

The character of these neighbourhood extensions that are to be created lend themselves principally to 2 storey development, based on the local context and designed to reflect the human scale of built form found in the surrounding neighbourhoods.

Up to 2.5 to 3 storey elements will only be used as header buildings in squares and at junctions and/or within gateway locations to create announcements of arrival, in a similar way to the taller built form in the surrounding neighbourhoods.

2 storey homes can be located in both the pink and red shaded areas as illustrated opposite in Figure 3.3, Scale and Massing parameters.

2 to 3 storey homes shall be located in the mid-red shaded areas of the parameters, as also illustrated in Figure 3.3.

Up to 6 storey development shall be located in the dark red area in the very north of the Beal Valley masterplan area off Refuge Street which is currently the location of a former cotton mill, more recently used as a distribution warehouse.

#### Green & Blue Infrastructure

The green infrastructure network, as illustrated in Figure 3.4 creates a green framework which wraps around the development parcels and retains the particular character related to the area; specifically existing site features such as the steep valley slopes, woodlands, pastoral

grasslands, wetlands and riparian edge to the river corridor.

The green infrastructure covers circa 81.78 hectares/62% of the masterplan area and can accommodate play areas, informal amenity use and new ecological habitats. The green infrastructure network will ensure the retention of the majority of the existing maturing vegetation.

Set within the green infrastructure network will be much of the Sustainable Drainage (SuDS) management train. Consisting of swales, new ponds and water meadow style inundation zones which will have the capacity to intercept, hold and safely disperse storm water collected from the site.

Wildlife habitats and corridors will be an integral element of the green infrastructure network.

The design of the green infrastructure for both nature and residential amenity shall take account of the Pennine Foothills (West/South Pennines LCT which describes this area as typically comprising narrow, incised valleys cutting through rolling hills, with riparian woodlands and areas of parkland, creating wildlife corridors though densely populated urban areas. The spatial landscape strategy is described and illustrated in more detail in Chapter 5, Green and Blue Infrastructure.

#### Quantum & Mix of Uses

The location of this site for residential use is sustainably located on the edge of Shaw, Shaw Side, Heyside, Higher Barrowshaw, Derker and Royton Moss, within easy reach of local facilities by walking, cycling, bus or motor vehicle.

The masterplan areas of Beal Valley and Broadbent Moss is approximately 132.31 hectares in total and will include a balanced mix of retained uses (circa 4.75 hectares), residential development (circa 39.52 hectares/1,606 homes) and green infrastructure (circa 81.78 hectares). It is proposed that the homes will be set within a strong open space network, as illustrated in both Figure 3.1 and 3.4.

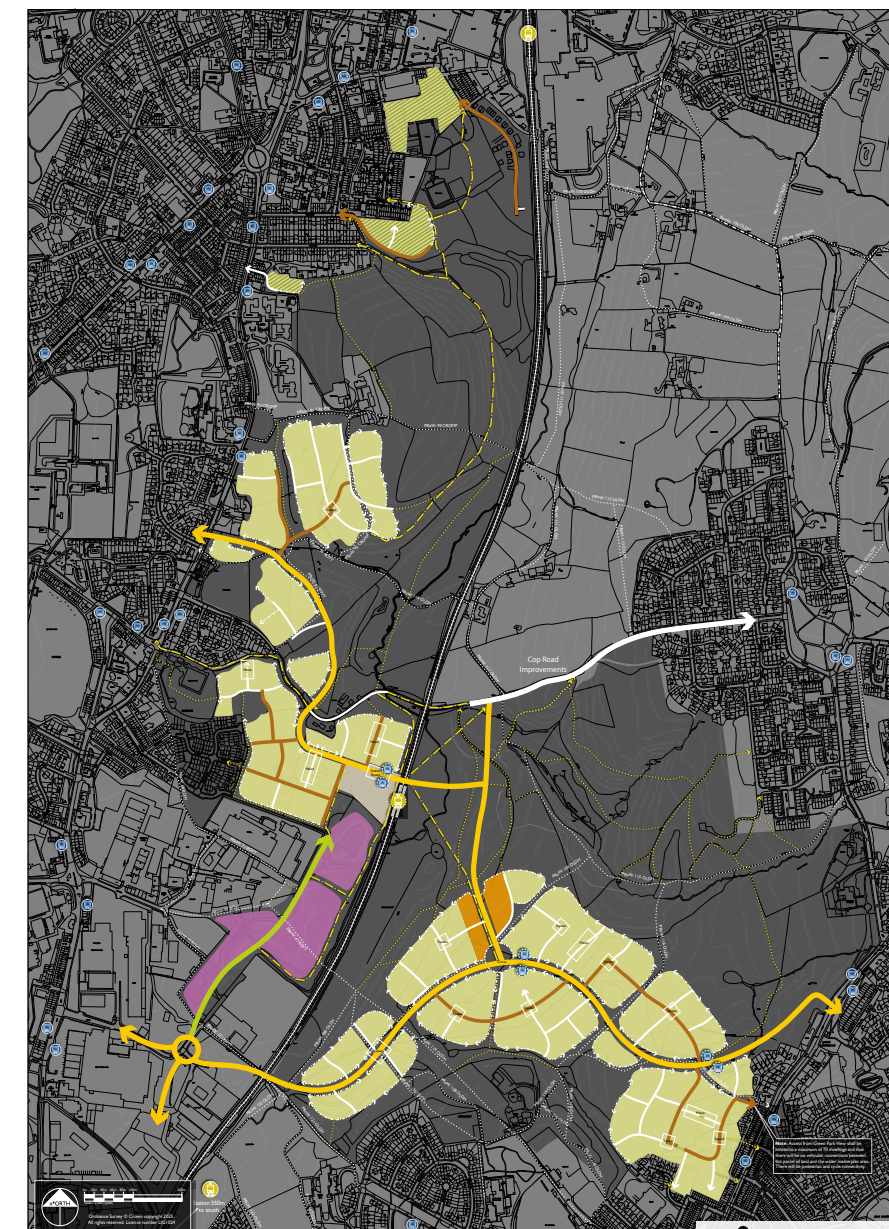
In addition to the on-site Green Infrastructure an additional 18.89 hectares of off-site green space around Hodge Clough will be used to enhance existing ecological habitats and improve access for local residents between Broadbent Moss and Sholver.

#### Homes with Character

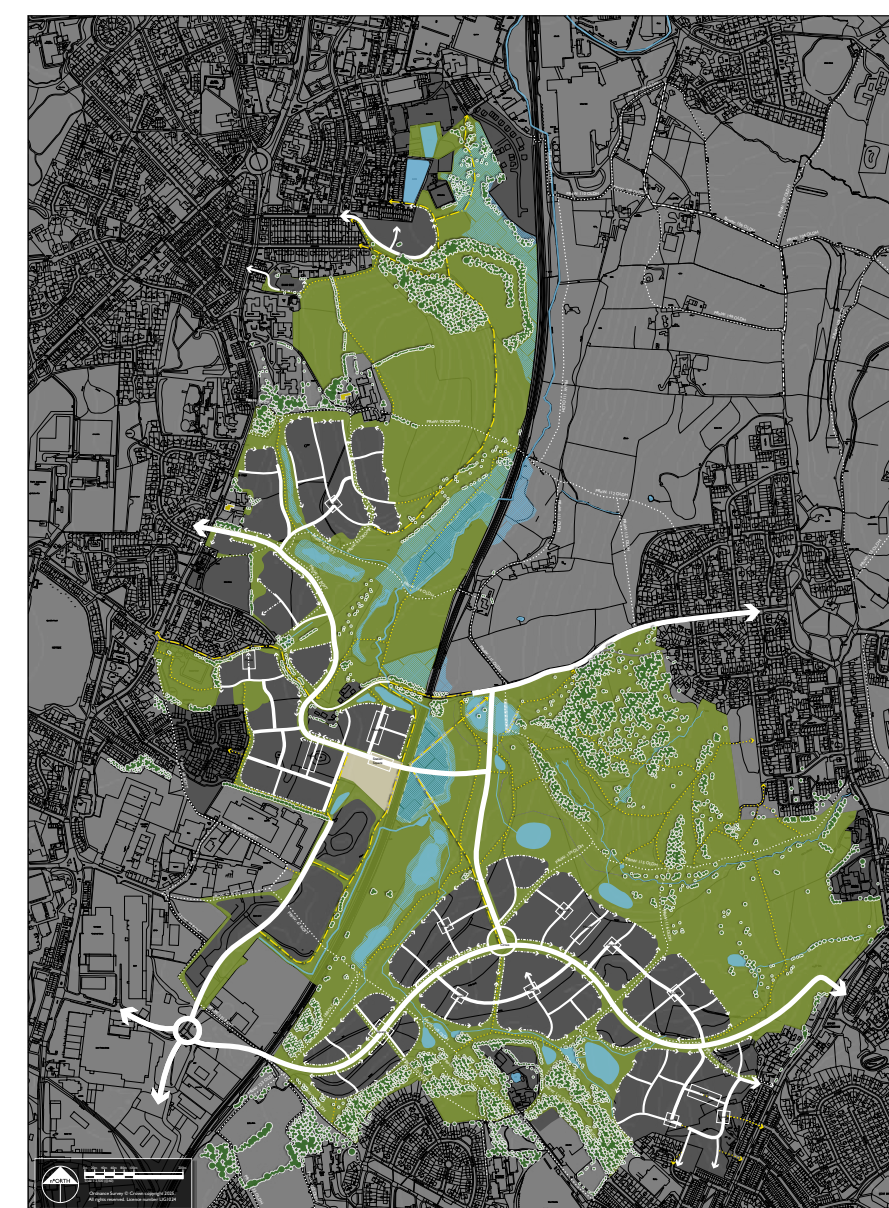
As set out in Chapter 1 of this code we have undertaken a vernacular study of the surrounding neighbourhoods to appreciate the areas own unique architectural heritage. That understanding has been used within Chapter 7, Built Form to inform the future development of house types for this site.

#### Designing for Neurodiversity

The needs of neurodiverse users must be taken into account when designing the environments within the masterplan area. A more detailed narrative, setting out those needs, has been included within the Nature chapter, but those needs affect all aspects of design and thus all chapters within the coding in this masterplan. Much is related to choice and good urban design and should, by default, be addressed as designs are developed for each neighbourhood and the related green infrastructure.



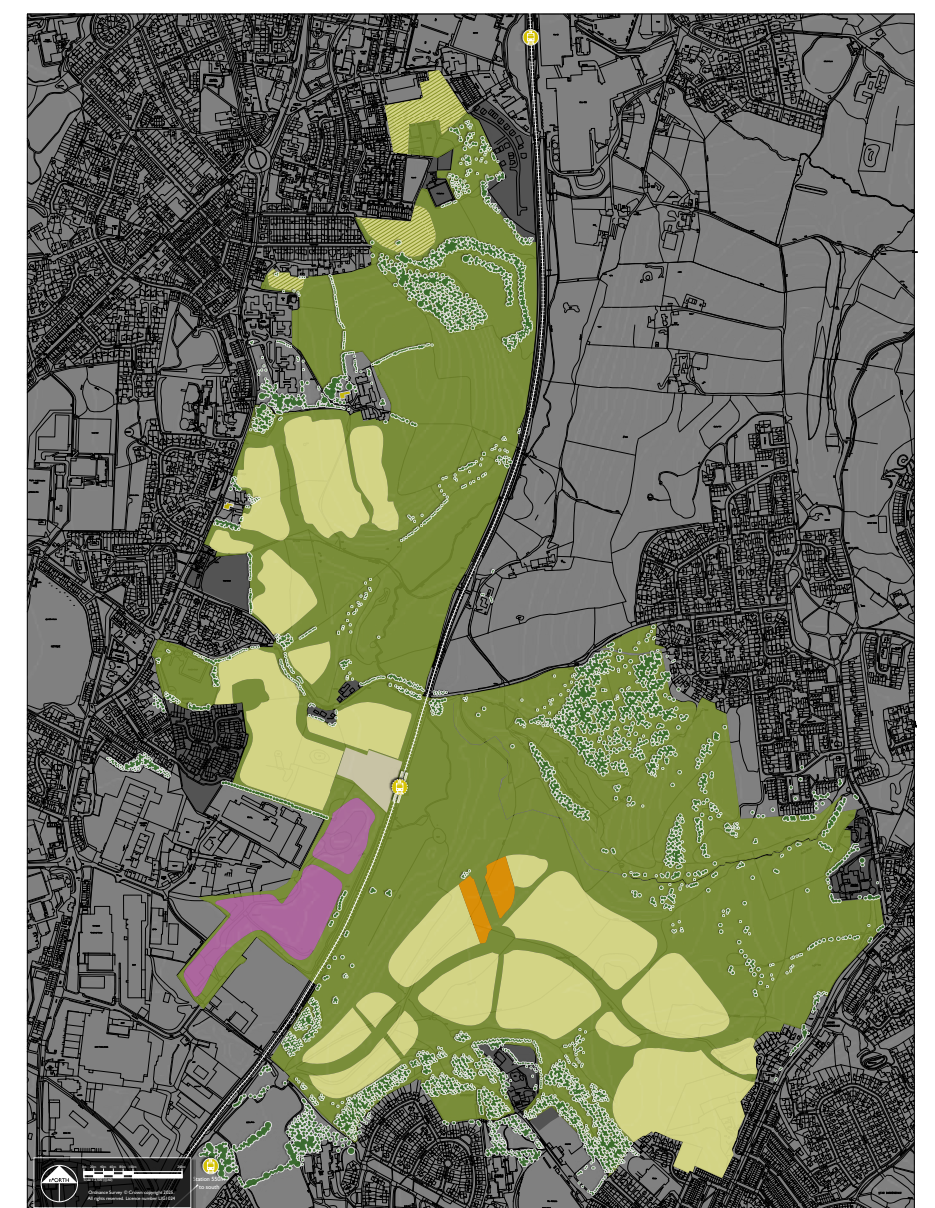
**Figure 3.2**  
**Movement**  
**Hierarchy**



**Figure 3.4 Green &**  
**Blue Infrastructure**



**Figure 3.3 Scale &**  
**Massing**



**Figure 3.5 Land**  
**Use & Quantum**



# 4. CODING: IDENTITY



# Identity

Identity is not only about **Brand**. It is also about the **Sense of Place** created by the relationship between buildings and streets, squares, open spaces and landscapes that they enclose or overlook. Brand is important to aid in identity and provide a sense of ownership to these new neighbourhoods, but **design quality** is key to creating a place in which people will want to live. A brand identity shall be developed that can be used in and around the neighbourhood in terms of **signage, wayfinding and interpretation** and will work hand in hand with the sense of place created by the physical forms within each neighbourhood.

## The Essence of the Place

Positive emotions can be provoked by the physical form and layout of a settlement, this is described as the ‘Sense of Place’ or ‘Genius Loci’.

Much of the sense of place is traditionally related to historic settlements where the street layouts, spaces and enclosing buildings have grown, changed and evolved over hundreds of years. We have all experienced an emotional response to such places, wanting to spend time in those locations, to explore them further and understand how they have developed into what they are today. Indeed some contemporary developments can stir emotions, unfortunately not always positive ones. Developments that utilise overly standardised design, poor quality materials or create seas of windswept concrete or tarmac will only provoke a negative emotional response.

Therefore, this Spatial Design Code has been developed to ensure that whilst Beal Valley & Broadbent Moss is to be a series of new and extended neighbourhoods, it will have a set of rules in place to ensure the layout, design and construction of the homes, businesses, streets and spaces is carried out in a creative response to the sites’ existing context, but also with the new community in mind at every point. The code sets out rules for key ingredients that need to be addressed or considered in the design of the neighbourhood. Those ingredients will vary between the character areas to assist in creating variety within an overarching identity.

The coding guides the developers to create exciting built forms, vibrant public realm and opens spaces in which the community will want to interact and stay healthy.

## Use of the Local Vernacular

In order to positively interact with the adjoining neighbourhoods then a vernacular study has been undertaken, as set-out in Chapter 1 which looks at the traditional local vernacular in the adjoining neighbourhoods in order to create a sense of place which is more than that found on a modern housing estate by responding to traditional forms of settlement.

The vernacular study neighbourhoods used in order to inform the development of the spatial coding included:

- Moorside
- Watersheddings
- Stoneleigh Park
- Sholver
- Derker
- Brownlow

These are the adjoining neighbourhoods used to inform the vernacular study and the finding of the study were included in Chapter 1.

The summary findings are reiterated below.

Whilst there are a variety of character features identified within, and across, the different neighbourhoods, there are consistent elements present amongst the built form.

These include:

- Red brick or sandstone/gritstone façades
- Grey slate roofs
- Front facing projecting gables
- Decorative brick dentil courses (particularly along the eaves and between upper and lower storey windows)
- Sandstone/gitstone window sills and headers
- Arched window moulding/header (e.g. Dickens Street – Moorside)
- Decorative door surrounds or headers
- Low rise red brick/sandstone/gritstone boundaries
- Vertical hanging rosemary tiles on part of façade
- Mock Tudor gables

### Using the Vernacular to inform the Coding

The parameters masterplan and the coding which supports it have both been informed by the understanding of local character, as summarised above and set out in more detail in Chapter 1.

The use of vernacular as design cues for the development of new homes is not aimed to create a pastiche, historic replication of past architectural styles, but to utilise theses cues in a contemporary reinterpretation to ensure a unique sense of place is created, rather than an anywhere development of estate housing.

## Character Areas & Key Ingredients

The proposals for this site developed out of the site analysis which considered existing features such as vegetation, landform, ecology, drainage, connectivity and built form.

Out of that analysis emerged the parameters masterplan, as illustrated and described in the previous chapters, which creates a unique scheme that is responsive to the site, preserving and enhancing the best of what was already there, wherever possible, and integrating the proposed new development and open spaces into the existing landscape and townscape setting.

This organic approach to design creates neighbourhoods and neighbourhood extensions which work with the grain of the existing landscape and townscape.

- Figure 4.1 opposite illustrates the location and extent of each character area within Broadbent Moss and includes:
- Mill Pond
  - Birshaw
  - Bullcote
  - Mosside
  - Stoneleigh
  - Broadbent Moss
  - Green Park

Figure 4.2 over page distils the key physical character traits of each character area within Beal Valley & Broadbent Moss.

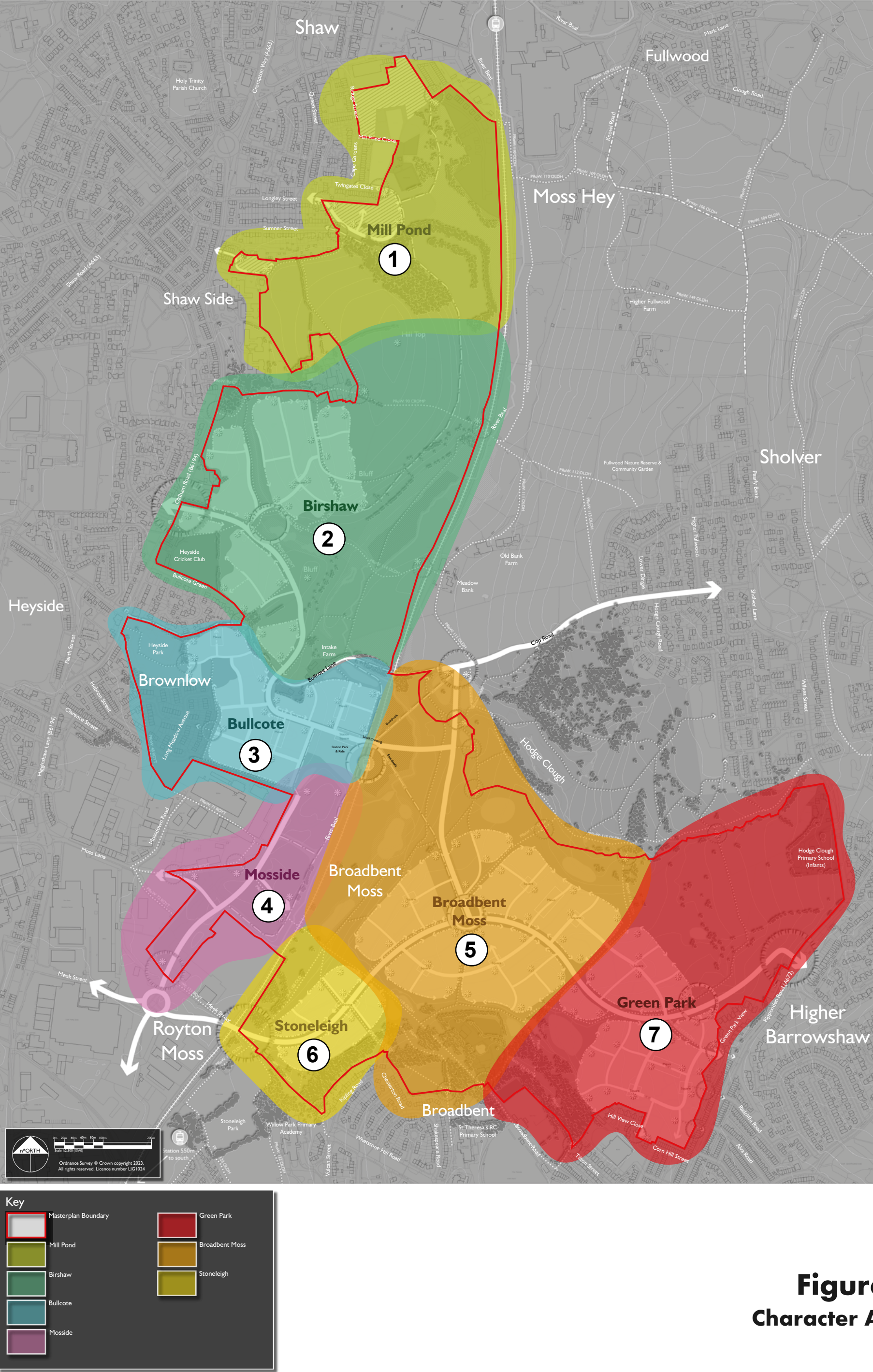


Figure 4.1  
Character Areas



**Figure 4.2 Key Ingredients**



**The Footpath/Cycleway Network within Mill Pond**



**The Metro Stop within Bullcote**



**Employment Buildings & Landscape within Mosside**



**A New Garden Suburb at Birshaw**



**The vibrant mixed-use Local Centre in Broadbent Moss**



**Homes within tree lined streets at Stoneleigh**

#### Identity Differentiation

The use of character areas is a difficult balance between creating unique and identifiable places whilst not creating a pastiche theme park. Beal Valley & Broadbent Moss needs to read as a cohesive series of neighbourhoods which will be brought out in physical terms via the public realm hierarchy and green infrastructure network. Whilst the character areas that make up the masterplan will be defined through differences in architecture, density, massing, enclosure, building materials, detailing, boundary treatments and variations in species within planting palettes.



**New Homes stepping down the valley in Green Park**

#### Community Pride

These neighbourhoods must be well designed with private defensible space and a public realm in which residents want to take ownership of and interact in. Residents who have a pride in where they live take on the role of day to day management and will work together to ensure their neighbourhoods are safe, well maintained and beautiful.

Active resident groups are a useful deterrent to antisocial behaviour through passive surveillance and policing of their neighbourhoods which is dealt with in the coding chapters.

**1 Mill Pond** - a series of windfall sites on the fringes of Shaw which provide the opportunity to enhance connections between the site and the existing settlement edge. Development will face into the site and create a finished edge to the existing neighbourhoods.

Opportunities include the redevelopment of brownfield sites and a former mill; integrating former mill ponds and ecological areas into the proposals for residential development.

**2 Birshaw** - An area of farmland adjoining the settlement edge where much of that land will be retained and enhanced as part of the green infrastructure network.

The green nature of this area and the existing architecture adjoining the site from the Arts & Crafts era provide the opportunity to create a Garden Suburb as an extension of the current Shaw Side and Heyside neighbourhoods.

**3 Bullcote** - a higher density neighbourhood focused around the proposed new Metrolink Stop and associated transport hub. The built form will strongly enclose the public realm including a central link road, which will run through a vibrant public square related to the Stop.

As an interface neighbourhood with the Beal Valley Masterplan it will differentiate itself by its higher density nature and unique architectural language.

**4 Mosside** - an extension to the existing employment area at Royton Moss and will include a series of industrial and logistics buildings, set into a strong green infrastructure network which will soften their impact on the wider valley and especially their frontages to the wider masterplan area.

The buildings will front a tree lined road that will connect development to Meek Street.

**5 Broadbent Moss** - the heart of the masterplan area which is focused on the local centre and provide shops, community facilities and potentially elderly living accommodation, apartments and a vibrant public realm in which the community can interact and take ownership of.

**6 Stoneleigh** - a lower density suburban residential neighbourhood that straddles the link road connection to Meek Street. A well tree'd neighbourhood where the wider landscape flows through the development parcels providing a green setting to this area.

**7 Green Park** - like Stoneleigh, a lower density suburban gateway neighbourhood located on the upper slopes of the valley with panoramic views across towards Shaw and Royton. Green Park interacts with adjoining existing neighbourhoods and have a strong green infrastructure network around and flowing through it, which will invite people into the masterplan area.



# 5. CODING: NATURE, GREEN & BLUE INFRA STRUCTURE



# Nature

*Beal Valley and Broadbent Moss incorporates a strong green infrastructure network that is an integral part of the masterplan proposals. Nature is central to the creation of beautiful places and the green infrastructure network not only retains and enhances existing natural features such as trees, hedgerows, grasslands, watercourses and ponds but also introduces new features. Nature is fully integrated into the development providing spaces for wildlife, exercise, interaction, mindfulness and a beautiful green setting. The natural environment is good for health, biodiversity, carbon capture, shading, cooling, noise mitigation, air quality and to ameliorate flood risk, all of which contributes to tackling the climate emergency.*

## What is Green & Blue Infrastructure?

The Landscape Institute, in its Position Statement; Green Infrastructure, An integrated approach to land use, defines Green Infrastructure as “GI is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually, these elements are GI assets, and the roles that these assets play are GI functions. When appropriately planned, designed and managed, the assets and functions have the potential to deliver a wide range of benefits – from providing sustainable transport links to mitigating and adapting the effects of climate change.”.

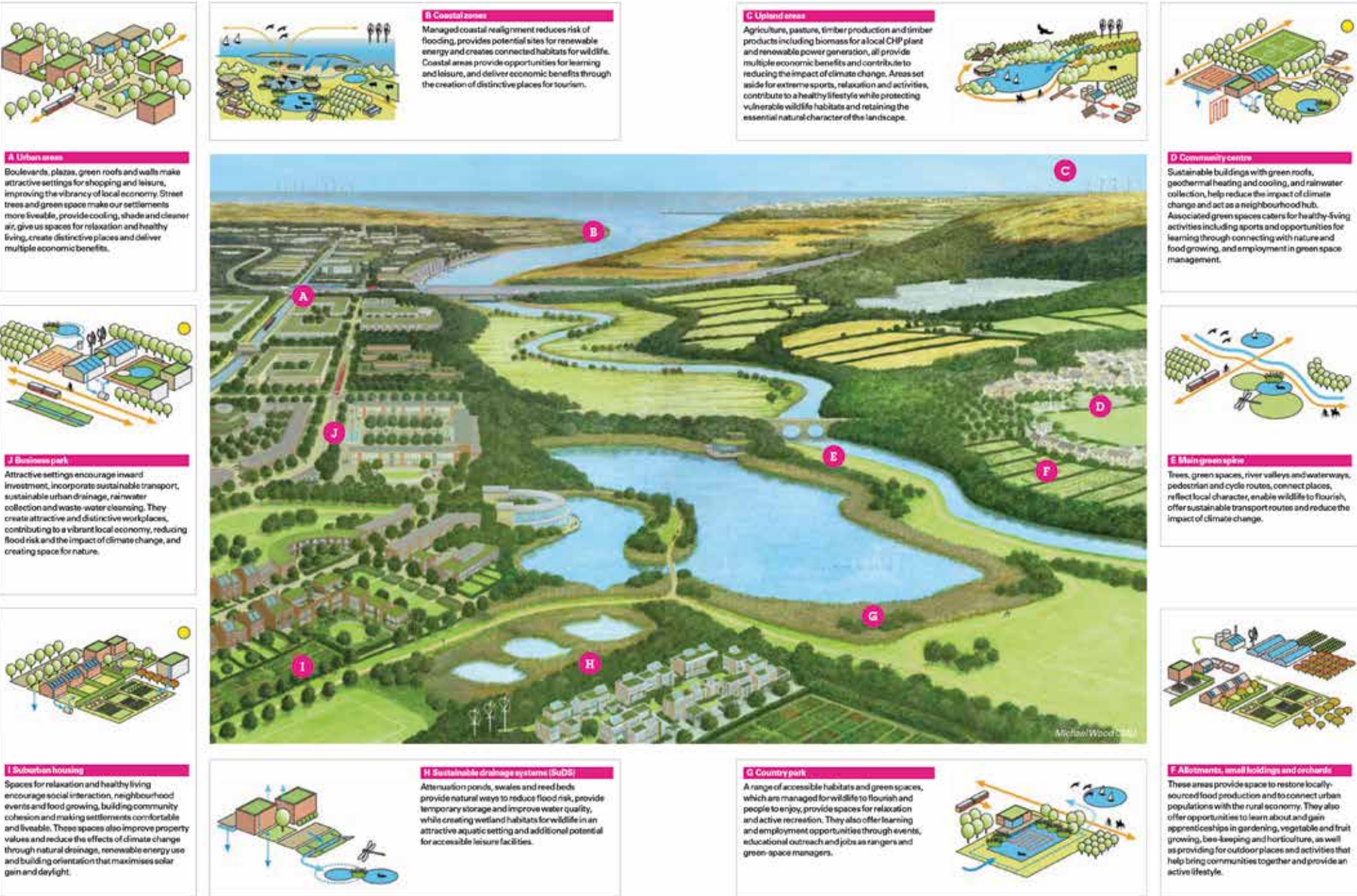
It is therefore clear that the term “Green Infrastructure” is an over arching term for all ‘Green Assets’ within an area.

The aim of the proposed masterplan, in terms of GI, is to retain key existing assets, restore and enhance existing habitats and create new ones of value whilst also performing the functions of creating public open spaces for the community to enjoy with a sustainable drainage (SuDS) network that efficiently drains the development by managing water on site, before safely discharging it at agreed greenfield run-off rates to the surrounding network of watercourses.

What is also made clear in the aforementioned document by the Landscape Institute is what GI Assets are and what the clear functions of GI is holistically. The document contains a series of case studies which illustrate various relevant points in terms of what constitutes GI and also includes a useful schematic which illustrates all the elements that can be considered to form the GI Assets and GI Functions (Pages 4 and 5 of the Position Statement) and reproduced opposite in Figure 5.1 for ease of reference.

Pertinent to this statement Figure 5.1 illustrates the role of SuDS (sustainable drainage systems – see item H) as an integrated part of GI which has a range of functions other than drainage, including improved water quality, wetland habitats for wildlife, an enhanced visual amenity in terms of creating an attractive aquatic environment and finally the opportunity for leisure-based activities; such as discovery of the natural environment through environmental education.

SuDS is integral to a high-quality GI network and due to its varied roles is an asset and has amenity value, just as any other water asset would have in a public open space setting and should not be seen as a drainage engineering feature in isolation.



**Figure 5.1 Green Infrastructure: Assets & Functions (The Landscape Institute)**

## Green Infrastructure Assets & Functions

We have therefore utilised the Landscape Institutes ‘Green Infrastructure – An integrated approach to land use’ March 2013 which sets out clearly what GI is, the elements that make up GI (GI Assets) and the roles these assets play (GI Functions). GI assets and GI functions are explained below:

**Green Infrastructure Assets** range from country parks, lakes and woodlands to urban interventions such as green roofs and street trees. They can be specific sites at the local level or broader environmental features at the landscape scale within and between rural and urban areas such as wetlands, moors and mountain ranges.

**Green Infrastructure Functions** are the roles the assets can play if planned, designed and managed in a way that is sensitive to, and includes provision for, natural features and ecosystem services. They may have obvious primary functions, but each asset can perform different functions simultaneously – a concept known as multifunctionality. For example, street trees add aesthetic quality to an urban area, but will also reduce airborne pollution, provide shade, reduce urban heat island effects, mitigate wind chill and turbulence and increase biodiversity.

## Oldham Green Infrastructure Strategy

Oldham adopted their Green Infrastructure Strategy in August 2022 and intended that the strategy would enable them to better manage their extensive green infrastructure networks, 75% of the borough is green infrastructure, for people and nature whilst ensuring its resilient to climate change. At the heart of the strategy are seven priority themes:

1. Thriving Wildlife
2. Carbon Neutral Oldham
3. Healthy & Active Communities
4. Green Access for All
5. Distinctive Landscapes
6. Slow the Flow & Water Quality
7. Sustainable Growth & Green Jobs

All seven themes are dealt with in this masterplan at the strategic level, either addressed within the spatial masterplan or the relevant coding chapters, including here within the Nature chapter. Beal Valley and Broadbent Moss offer a strategic opportunity to positively contribute to Oldham’s future green environment to the benefit of both nature and local people.

The masterplan area lies within the Pennine Foothills (West/South Pennines LCT which describes this area as typically comprising narrow, incised valleys cutting through rolling hills, with riparian woodlands and areas of parkland, creating wildlife corridors though densely populated urban areas. This character shall be retained and enhanced as part of the masterplan proposals .

## Open Space Provision

Having defined what GI is actually made up of and what Oldham’s strategy in relation to GI is, it is possible to set the site into this context in terms of identifying the assets which will be retained and new ones

which will need to be created on site and the intended plethora of functions they shall serve within an open space network. As stated previously the total site area of Broadbent Moss within the allocation extends to some 83.31 hectares with 27.50 hectares (net) or 33% of the site as development. Therefore the Green Infrastructure network covers 50.85 hectares or 61% of the site and the remaining 4.75 hectares (6%) contains retained uses. In addition to the Green Infrastructure within the masterplan boundary, another circa 18.89 hectares of land within the retained Green Belt, between the site and Cop Road, is owned by Casey and will contribute to meeting requirements of policy JPA 12 in terms of defining/strengthening the boundaries of and improving the quality/accessibility to the remaining Green Belt, which includes improved pedestrian access and enhancing ecological assets within this off site area.

The mix of GI assets includes pioneer woodlands, scrub, native hedgerows, grasslands, wetlands, watercourses and areas of public open space. These assets perform a variety of functions which are listed below:

- Ecological Woodlands,
- Ecological Scrub,
- Ecological Grasslands,
- Community Orchards & Allotments,
- Children’s Play Spaces (LAPS, LEAPS & NEAPS),
- Amenity Green Space,
- SuDS Wetlands, Ditches & Swales, and
- Ecological Wetlands & Watercourses.

Based on the calculation for the requirements of 30m<sup>2</sup>/dwelling of open space and 30m<sup>2</sup>/dwelling of sports and recreation provision per dwelling and assuming circa 1,173 dwellings then the minimum overall requirement would be for 7.04ha of amenity, sport and recreation space.

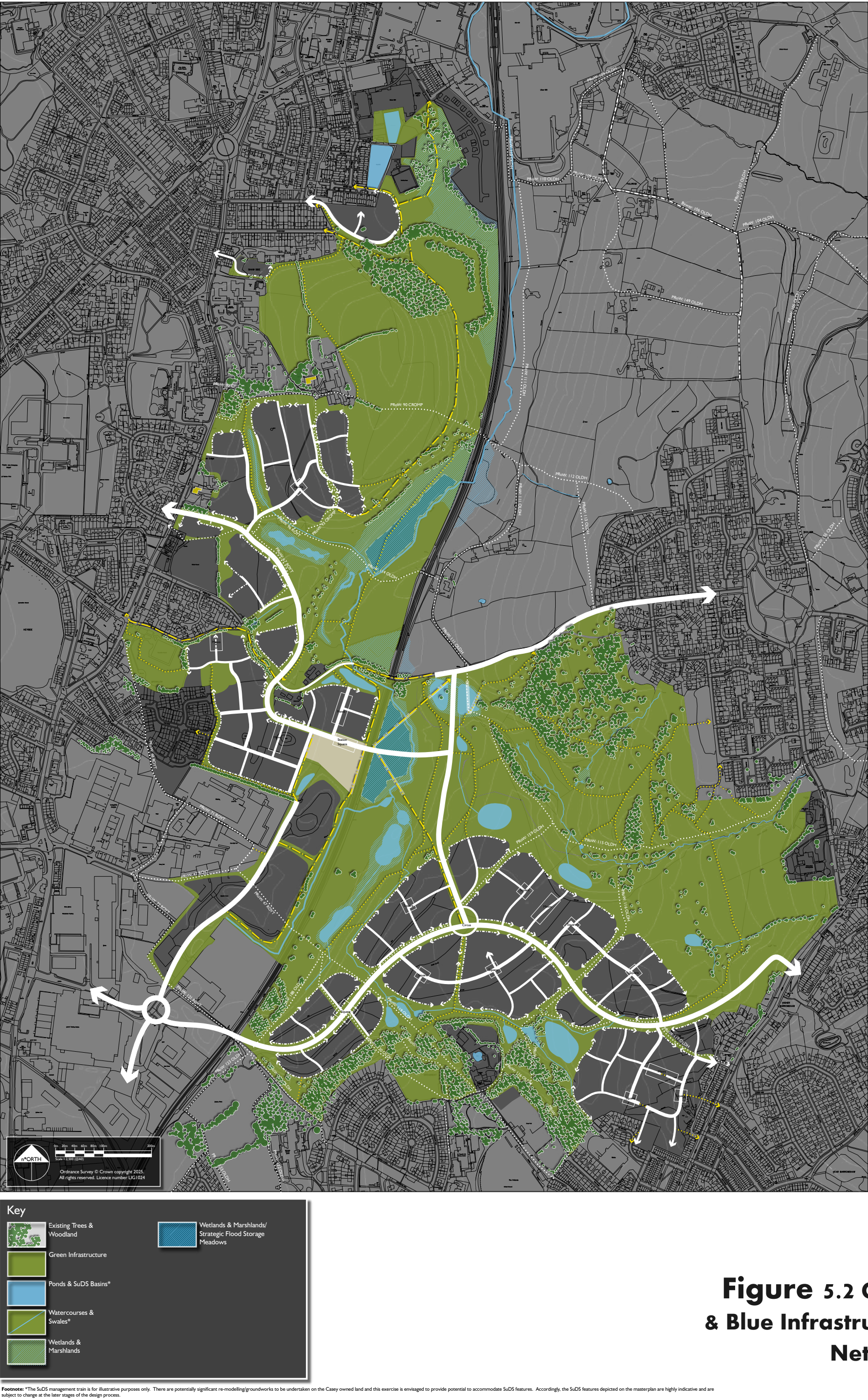
The site will far exceed this minimal requirement with a total green infrastructure network covering 50.85ha, as set out above, of which a minimum of 3.52ha includes children’s play, amenity green space and the provision of orchards/allotments etc. The remainder; some 47.33ha covers retained ecological habitats and biodiversity net gain enhancements (woodlands, scrub, grasslands, watercourses and wetlands). Due to the challenging topography of the site, sports pitch requirements, beyond that of the potential primary school, would be met through off-site contributions to enhance existing facilities locally.

## Open Space Design

As illustrated in the parameters masterplan, as well as the Green and Blue Infrastructure plan in Figure 5.2, the site will include a comprehensive network of green spaces. These spaces will be interlinked by the existing footpath and desire lines which will be retained through the site, within green corridors, which allow residents and visitors to access the spaces, wider landscape and enjoy nature and recreational activities.

In addition to the green spaces there will be a series of more urban public spaces, such as the squares, as illustrated and described in Chapter 6. There will also be a series of semi-private and private spaces related to potential uses such the potential school, nursery, elderly living facilities, apartments and homes. All these spaces will also contain trees, and other planting, thus adding to the ‘greening’ of the site.





**Figure 5.2 Green & Blue Infrastructure Network**

**Designing for Neurodiversity**

Internal and external spaces can be overwhelming in vibrant and chaotic environments for any individual, especially for the neurodiverse. That bombardment of stimuli can create barriers to comfort in such environments. In built environments the largest design challenges are sensory: sound, touch, temperature, lighting and proximity to others, which can be debilitating to neurodivergent individuals.

Designing for neurodiversity means creating environments that allow users to find the right sensory settings to thrive; considering concepts like environmental stimulation, social interaction, safety, predictability, routine and cognitive overload. The creation of quiet, safe spaces for refuge, giving space to enable individuals to determine their own choice of routes or how much they wish to interact with others by providing clear navigable paths, intuitive wayfinding, use of colour all assist in addressing these needs. Much of these requirements is addressed generally through good urban design and building in choice, but taking account of both the hypersensitive and hyposensitive.

Hypersentive users can be accommodated through creating order, structure and ensuring their senses aren't overwhelmed by noise, smell or vibrant situations by providing a means of retreat. Whilst hyposensitive users need more stimulation through physical movement, music and more vibrant environments to enable them to focus.

**Green Belt**

**Biodiversity & Recreation Beyond the Site Boundaries**

The land controlled by consortium members extends further north than just the masterplan area, where it adjoins Sholver, around Hodge Clough, as set out earlier in this chapter. This area is retained within the Green Belt and is not allocated for development, the nature of its topography and the existing habitats, such as woodlands, scrub, grasslands and watercourses is typical of the landscape character and lends itself to ecological enhancement and improved public access, as an environmental resource for use by the community.

Indeed Policy's JPA 10 & 12 requires that the masterplan not only assists in defining/strengthening the boundaries to the retained Green Belt within and adjoining the site, but also requires improvements to the quality/accessibility of the remaining Green Belt and access to the wider area. In addition to the above and as part of the Places for Everyone Plan 2021 a study entitled ' Identification of Opportunities to Enhance the Beneficial Use of the Green Belt' was prepared to identify how the retained Green Belt could be enhanced as part of any development close to the allocation sites. As illustrated in Figure 5.2 opposite a large tract of land, 18.89 hectares at Hodge Clough, and as mentioned previously, lies within the Green Belt to the north of Broadbent Moss and this area is proposed to be enhanced as part of the masterplan proposals.

Potential Green Belt enhancement projects for the **Beal Valley** include:

**Access**

1. Develop a waymarked and easily accessible network of circuitous health routes.
2. Improve hard surfacing along Crompton Circuit to upgrade this route to a multi-user network, offering wider links from Shaw to Top O Th' Knowl within the wider study area.
3. Improve existing access points across the route of the Manchester Metrolink.
4. Extend the route of the existing Beeways and PRoW to form wider connections with Delph and Denshaw in the east.
5. Improve the single file traffic light controlled junction on Cop Road as it allows limited time for cyclists to navigate the junction before the lights change. This proposal would improve connections between Royton in the west and Sholver in the east.
6. Upgrade the existing Beeway running parallel the route of the Manchester Metrolink to afford linkages between the settlements of Shaw and Oldham, incorporating the Derker and Shaw & Crompton Metrolink stations.

**Sport & Recreation**

7. Offer accessible sports packages to Crompton and Royton Golf Club and Bishop Park Driving Range for local residents.
8. Improve drainage systems and ancillary accommodation within the existing playing fields at Bishop Park.

**Biodiversity & Wildlife Corridors**

9. Protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering water courses within the South Pennine Moors character area.

**Landscape & Visual**

10. Introduce screen planting along the settlement fringe, employing locally-appropriate species, to help minimise long term visual impact on both residential and recreational receptors within the landscape.
11. Maintain and enhance the pattern of traditional species rich hedgerow field boundaries and woodland within the wider landscape. Large scale planting of broadleaved woodland could be adopted to enhance habitat connectivity.

Potential Green Belt enhancement projects for the **Broadbent Moss** include:

**Access**

1. Develop a waymarked and easily accessible network of circuitous health walks.
2. Improve hard surfacing along Crompton Circuit to upgrade this route to a multi-user network, offering wider links from Shaw to Top O Th' Knowl within the wider study area.
3. Improve existing access points across the route of the Manchester Metrolink.
4. Extend the route of the existing Beeways and PRoW to form wider connections with Delph and Denshaw in the east.
5. Improve the single file traffic light controlled junction on Cop Road as it allows limited time for cyclists to navigate the junction before the lights change. This proposal would improve connections between Royton in the west and Sholver in the east.
6. Extend the cycle networks at Strinesdale Reservoir to ensure connections with settlements at Near Barrowshaw and Moorside.
7. Upgrade the existing Beeway running parallel the route of the Manchester Metrolink to afford linkages between the settlements of Shaw and Oldham, incorporating the Derker and Shaw & Crompton Metrolink stations.

**Sport & Recreation**

8. Offer accessible sports packages to Crompton and Royton Golf Club and Bishop Park Driving Range for local residents.
9. Improve drainage systems and ancillary accommodation within the existing playing fields at Bishop Park.

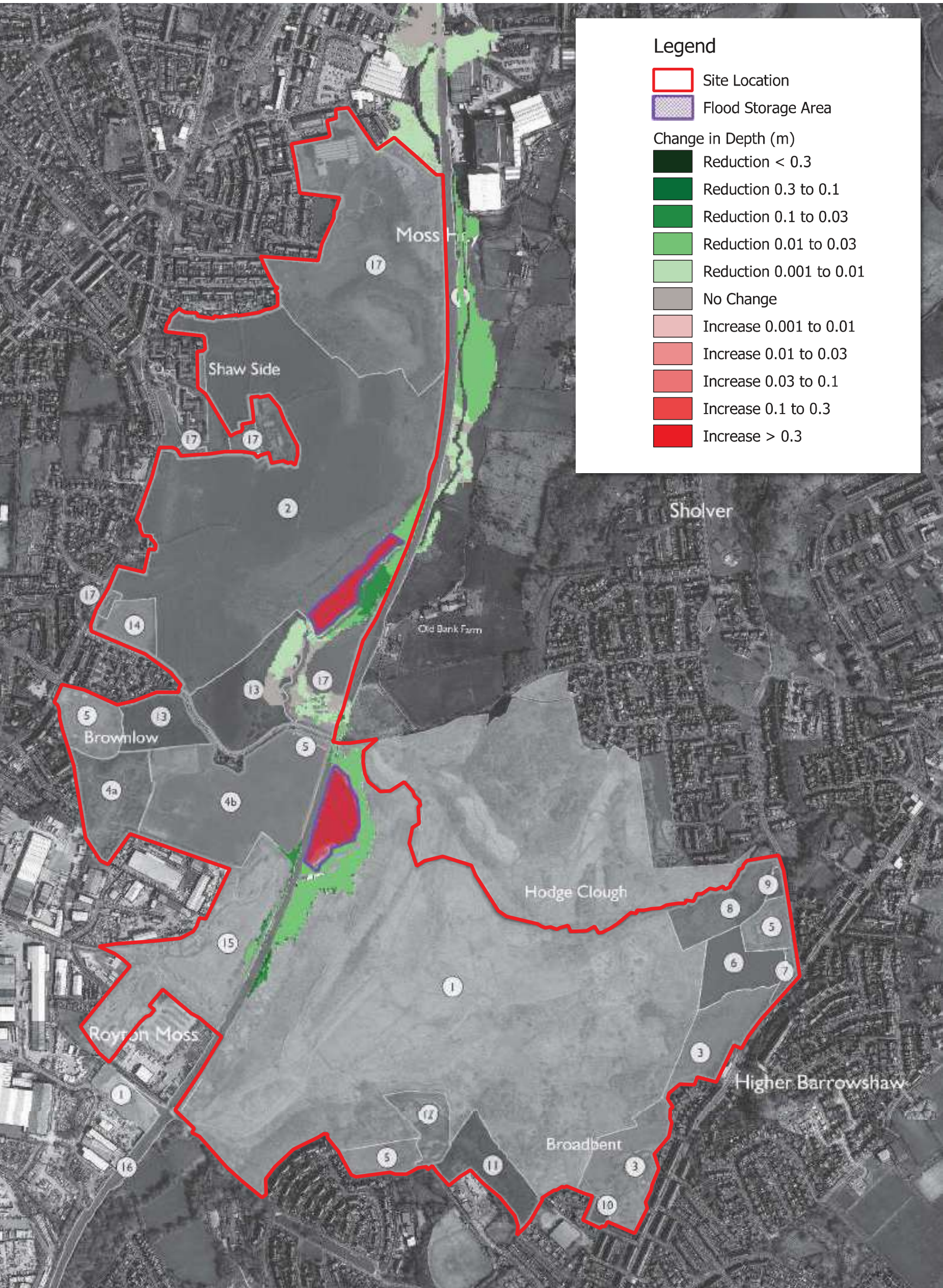
**Biodiversity & Wildlife Corridors**

10. Protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering water courses within the South Pennine Moors character area.

**Landscape & Visual**

11. Introduce screen planting along the settlement fringe, employing locally-appropriate species, to help minimise long term visual impact on both residential and recreational receptors within the landscape.
12. Maintain and enhance the pattern of traditional, species rich, hedgerow field boundaries within the wider landscape, including in urban areas.
13. Consider incorporating green roof schemes, such as green roof bus shelters, in neighbouring housing estates to compensate for the loss of vegetation. Managing water is an important element in the masterplan response to nature. Water management will reduce flood risk and improve water quality whilst also providing new wetland habitats.





**Figure 5.3**  
**Fluvial Comparison**

**Blue Infrastructure**

**Broadbent Moss & Beal Valley Flood Alleviation Basins**

A modelling study has been undertaken to assess the existing fluvial flood risk to the 'Beal Valley' and 'Broadbent Moss' PFE allocation sites and to quantify the reduction in flood risk elsewhere afforded by the incorporation of a new wetland within each allocation site.

In accordance with the requirements for development specified within Policy JPA10 and JPA12 of Places for Everyone (March 2024), provision for wetland catchment areas have been provided to facilitate net gains in flood storage for the wider catchment and reduce flood risk impacts downstream.

Two areas have been identified as suitable locations for the proposed wetland areas, comprising one area within each of the allocation sites located upstream of two culverts that flow beneath the Oldham to Rochdale Metrolink Line. These strategically located wetland areas will ensure that water levels are lowered upstream of these hydraulic structures which will in turn reduce the flow that is passed forward and thereby reduce flood risk downstream. These wetlands are illustrated in Figure 5.2. Subject to the agreement of the Environment Agency at planning application stage, the wetlands will be incorporated within the amended Environment Agency hydraulic model to represent the proposed development scenario. Modelled outputs comparing the pre-development, baseline and post-development scenarios up to the 1 in 100 year plus 75% climate change event indicate that the proposals would reduce flood risk downstream and provide betterment in accordance with the requirements of Places for Everyone (March 2024), but this modelling will need to be agreed by the Environment Agency and the Lead Local Flood Authority.

**Sustainable Drainage System**

Under the umbrella of an overarching comprehensive and integrated strategy, SuDS will be provided at each proposed development site within the Beal Valley and Broadbent Moss allocations, in line with PFE policies JP-S4, JPA10 and JPA12. The SuDS systems to be employed at each development site will be designed to mimic nature and will aim to manage rainfall as close as possible to where it falls. The system shall be developed following the National Standards for Sustainable Drainage Systems (30 July 2025) and Greater Manchester's own Sustainable Drainage Design Guide. The design of the final SuDS management train shall be site specific and a collaboration between drainage engineers and the design team to ensure the final proposals meet all Four Pillars of SuDS as set out in the CIRIA SuDS Manual Guidance. The four pillars are:

- 1. **Water Quantity:** This pillar focuses on managing the volume and rate of stormwater runoff to prevent flooding and the risk of erosion.
- 2. **Water Quality:** This pillar aims to improve the quality of runoff by filtering out pollutants and contaminants before they enter watercourses, protecting aquatic ecosystems and human health.
- 3. **Amenity:** This pillar emphasises the creation of attractive and functional spaces that enhance the visual appeal and useability of an area, incorporating features like greenspaces, pathways and recreational areas.
- 4. **Biodiversity:** This pillar focuses on creating habitats and supporting

a diverse range of plant and animal life within the drainage system, promoting ecological balance and resilience.

The drainage systems will be designed to convey surface water and attenuate runoff before it reaches its discharge destination. Final details of SuDS proposals will be developed at each proposed development site, subject to a detailed civil engineering design exercise at each development site and having regard to the overarching comprehensive and integrated strategy. Using the hierarchy of surface water discharge and subject to future detailed review and investigation, infiltration methods are considered unlikely to be suitable at the development sites given the anticipated nature of the shallow ground deposits. Accordingly, it is considered likely that the preferred method of post-development surface water discharge from each development site will be flows attenuated to greenfield runoff rates, to the adjacent River Beal/tributary watercourses.

The SuDS management train shall be comprehensive in form and follow and reinforce the natural pattern of drainage on the site, dealing with storm water at source, as illustrated in Figure 5.4 over page. It is intended to use interception components such as green roofs, living walls, rainwater harvesting, SuDSPods and permeable pavements to intercept rainwater as it arrives 'on the ground' and retaining it much like a sponge, allowing some of the water to evaporate or transpire from vegetation. Once at capacity these components will then discharge into a stormwater distribution network which could include swales, rain gardens, urban canals, rills and bio-retention tree pits, and will be set within the development parcels, streets and green infrastructure network, working with the topography and natural falls of the site. These features again offer the opportunity to retain water within them allowing water the chance to evaporate or transpire and in turn they feed into the final retention structures such as ponded swales, detention ponds or oversized underground pipes, before finally discharging into local watercourses, at agreed rates with the Lead Local Flood Authority (LLFA), creating a complete management train of interconnected attenuation and dispersal elements.

Whilst the final design and the components used will be the subject of a detailed design process, source control is an important component in the management train and all sheds, car ports and garages shall be designed to include green roofs, and each dwelling will be fitted with water butts or SuDSPods\*. The final proposals will be required to accord with national and local guidance and will hold and safely disperse all surface and storm water collected from the site, ensuring that there is no increase in the risk of flooding at the site and in the surrounding area. The design will accord with all four pillars of SuDS.

Typically SuDS aims to deal with water at source by:

- Collection at source for non-potable use such as toilet flushing and garden irrigation.
- Infiltration at source, use of porous pavements, french drains and unlined swales to allow as much surface water as possible to infiltrate into the ground at its 'point of contact'.
- Retention of water on-site and allowing natural percolation to occur which has a much slower release rate into the surrounding watercourses.
- Slow release of water via detention ponds/tanks - where the possibility of infiltration is restricted by underlying clays and other

*\*Note: SuDSPods are the registered trademark of GreenBlue Urban*



impermeable surfaces, pounded swales/pools/tanks can be constructed to retain storm water surges on site, and, through controlled release of the water, via weirs or brake pipes, water is released, at greenfield rates, into the surrounding watercourses.

- Removal of pollutants and silts using filter beds and marginal aquatic vegetation to catch silt and draw in chemicals, hydrocarbons and organic compounds washed into the system from surrounding roadways.

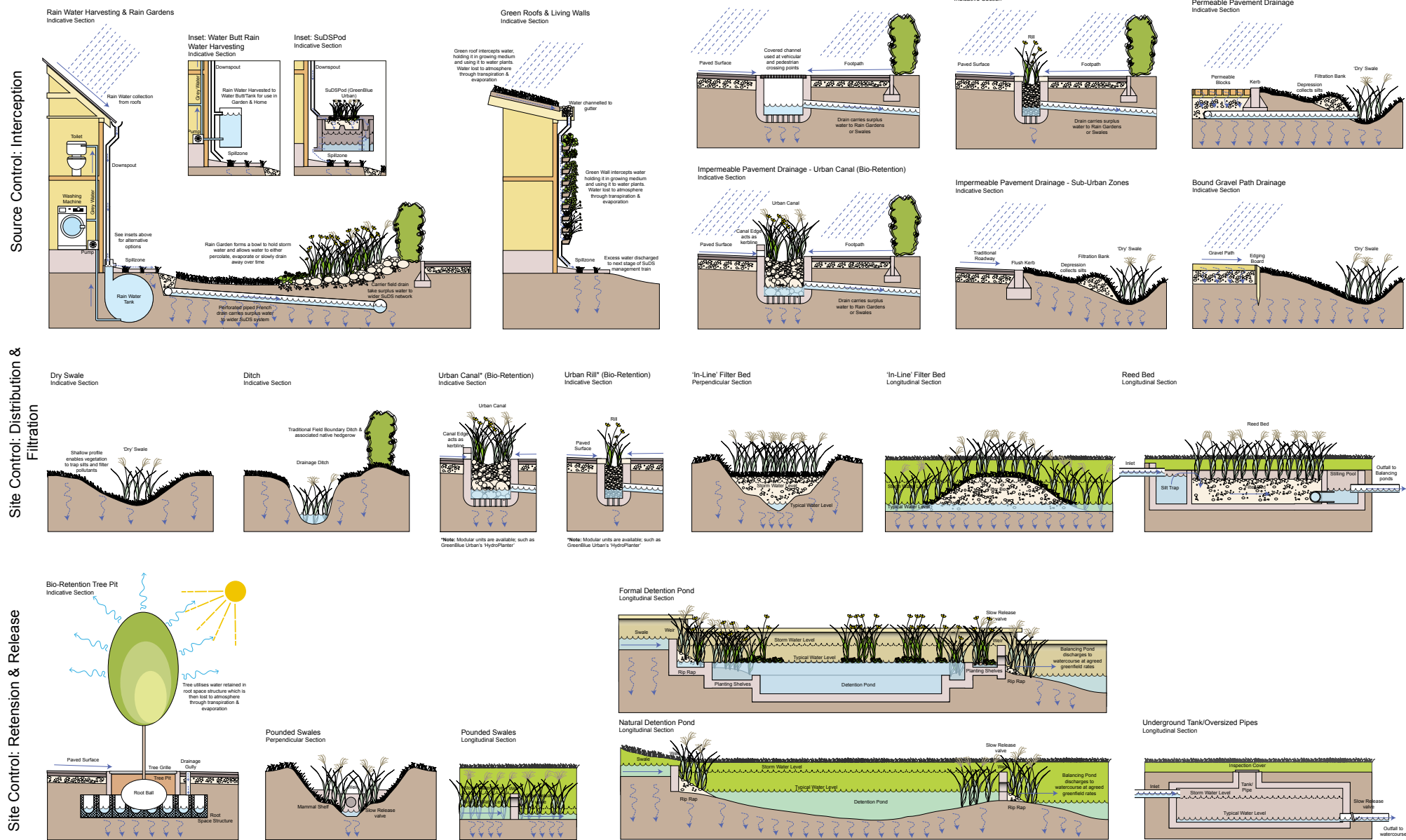
Therefore, SuDS as part of the Blue and Green Infrastructure network has six site specific objectives:

1. To efficiently drain the site whilst not causing flooding downstream,
2. To filter and clean the water before it enters the wider river catchment,
3. Be designed and constructed in such a way as to avoid soil erosion and siltation of streams and rivers downstream,
4. To create suitable habitat for amphibians, invertebrates, birds, mammals, native aquatic and marginal plant life, as well as creating ecological corridors across the site to enable wildlife to move more freely and native plants to spread and colonise the wider area,
5. Create an aesthetically pleasing setting for development, and,
6. Promote the site as a sustainable place to live and work.

The SuDS network will be separate to the existing wetland habitats on the site to ensure there is no cross contamination of the water sources if hydrocarbons or other contaminants leak into the system from the road network. However, the SuDS design should seek to filter and cleanse all water before release into watercourses, as discussed above and illustrated.

The SuDS network will create a variety of wetland features within the site. As well as forming part of the drainage network, these will provide valuable biodiversity habitats for key protected species, such as amphibians and insects. They will also enhance the landscape character of the site through the creation of attractive wetland features, thus meeting the requirements of the four pillars of SuDS. The SuDS networks described above will be wholly separate to the two wetlands (flood alleviation basins) that are proposed to be located within each of the PfE allocations in order to reduce flood risk downstream of the Beal Valley allocation.

The network of springs and other groundwater sources at Beal Valley and Broadbent Moss will either continue to flow into their existing watercourses or be picked up as part of the management train and feed into swales and other attenuation features, which will aid in stripping nutrients from the water as it flows through the system and improve water quality.



The Four Pillars of SuDS: Water Quantity - Water Quality - Amenity - Biodiversity  
**Figure 5.4 Typical SuDS Management Train**

**Biodiversity Net Gain**

The Environment Act which incrementally come into force recently includes the mandatory requirement to achieve a 10% Biodiversity Net Gain (BNG) for all new developments.

The primary aims of the Environment Act is to legislate to improve air and water quality, tackle waste, increase recycling, halt the decline of species and improve the natural environment.

BNG will be based upon locally important habitats which already link the development area to the wider landscape. Woodland, hedgerows, scrub, grasslands, wetlands and watercourses are found on or close to the site. These will be enhanced (e.g. by increasing the species richness in the grasslands) and expanded (e.g. wetlands will be created within the development).

Biodiversity will be brought into the development parcels through the inclusion of SuDS, roadside verges, hedgerows and street trees. These provide benefits to people (including reducing flooding and cooling the streetscape) as well as to wildlife.

**Greater Manchester Local Nature Recovery Strategy**

The Local Nature Recovery Strategy (LNRS) for Greater Manchester sets out a vision for a greener city region where space for nature to flourish is grown and enhanced, more people can access and enjoy the natural environment and the many benefits nature brings are increased for everyone; supporting mental health and physical wellbeing to creating leisure space and supporting biodiversity.

The LNRS covers the state of nature currently in the city region, provides a Vision, sets out the aims to achieve that vision and a series of targets to judge progress towards delivering the vision.

**Planning for Biodiversity**

The development will follow the mitigation hierarchy to provide the maximum benefit for biodiversity. Where a feature of the development is identified as likely to harm local ecology this should first be avoided through changing the design or removing the feature which caused the harm. If this is not possible then the harm should be mitigated.

Development is likely to impact a number of area habitats so these will be enhanced through additional overseeding or planting of a range of new species into these habitat areas. Finally if mitigation is not possible the harm should be compensated for. Areas of the site with existing low biodiversity value will be used to replace either lost habitats or enhanced to improving the existing habitats in those areas.

The opportunity to create a habitat bank within the development will be explored with reference to Natural England's National Character Area (NCA) 54 for Manchester Pennine Fringe and the Greater Manchester Local Nature Recovery Strategy. The bank may also have surplus units for sale to other developers with sites in Oldham or the wider NCA.

Existing habitats will be incorporated and enhanced including the woodlands, grasslands, scrub, watercourses and wetlands to form the structure of the ecological network. As detailed designs are drawn up for the development, the placement of bird and bat boxes, loft access for bats, insect hotels and hedgehog holes will be included. Where practical



flat roofs will incorporate green or conservation roofs to increase the area covered by vegetation without losing land for development. The placement of gardens will be considered as to where best they can support the network of green spaces.

**Street Trees**

Street trees provide a range of ecosystem services, including providing islands of habitat for wildlife, shading the streetscape and improving the air quality. They are aesthetically pleasing, breaking up hard landscaping and introducing green structure to urban centres.

The street trees will incorporate a variety of species, reducing the risk of mass mortality from pests or disease as well as providing different qualities, including having:

- Year-round foliage;
- flowers and fruit depending on the location;
- tolerance to drought/flooding; and
- shallower roots where underground services run.

Street trees should be chosen using the guidance in the Forestry Commission's Urban Tree Manual. Management specifications will need to be drawn up including consideration of the requirements for watering each tree, how it will be guarded before it is established and measures to avoid compaction of the roots to ensure its survival into the long term.

**Urban Heat Islands**

Settlements create their own micro climates that are usually hotter than the surrounding rural landscapes. Heat is trapped by the buildings, hard and dark surfaces or generated by emissions from buildings and vehicles etc. Creating layouts that allow air to circulate, make greater use of trees, planting and green roofs to offer shading and absorb heat, along with the incorporation of water features all aid in mitigating urban heat island effects and should be integrated into the neighbourhoods.

# 6. CODING: MOVEMENT & PUBLIC REALM



# Movement

The movement structure for Beal Valley and Broadbent Moss is intended to be **accessible to all and easy to find your way around**. This can **only be achieved by creating a series of legible and permeable neighbourhoods**. To do this the masterplan promotes the use of public transport, walking, wheeling and cycling through a pleasant and green setting. Motor vehicles will also need to be accommodated and designed into the proposals. **The car will not dominate the streetscenes or take away from the quality of the streetscape proposed. Streets must be physically and perceptually safe with good overlooking of the public realm by the enclosing built form.**

## Movement

### Streets for All

All streets that are to be designed within the masterplan area will be designed in accordance with Greater Manchester's Streets for All Design Guide.

### Well Connected

A connected network of hierarchical routes for all forms of transport, creating a strong circulatory system is key to the sustainability and safety of each neighbourhood and its interconnectivity out to surrounding neighbourhoods and the wider settlement. The street and public realm network is a crucial element in the delivery of the whole development as it is long lasting and, as with historic towns, far outlast the buildings that will enclose it.

The street network, as illustrated in Figure 6.1 opposite provides a fine-grain network where streets are connected one to the other with a variety and choice of routes for moving around the neighbourhoods. Routes are direct, ensuring people can make efficient journeys. Direct, well designed and legible routes make walking, wheeling and cycling more attractive and with increased activity comes a greater perception of safety.

It should be noted that a potential access from Green Park View would be limited to serve a maximum of 70 dwellings within the masterplan area and that this parcel of land would not be connected to the wider site via roads, only pedestrian and cycle access would be connected.

### Public Transport

Access to public transport is a key requirement of any sustainable development. Provision of the infrastructure to access public transport has been at the heart of much of the work undertaken already, ensuring it is in place at the earliest opportunity. The proposed Metrolink Stop, which is currently subject to feasibility, design and business case, is centrally located along the Link Road and includes connections to bus stops and dedicated car park, creating a transport interchange for travel north to Rochdale or south into the town centre and onwards to Manchester City Centre and all stops in between.

The wide tree-lined Link Road has been designed to accommodate bus services and to ensure that no resident or business is greater than a 5 minute walk from any future bus service. Such services will also be subject to funding and feasibility studies. The network of footpaths and footpath/cycleways across the site provide direct links between the residential neighbourhoods, local centre, employment areas, surrounding neighbourhoods and adjoining countryside.

### Street Hierarchy

The public realm incorporates the streets and squares in which the community and visitors will interact. The quality of the public realm is governed by the quality of the built form that encloses and overlooks them, as well as the quality of design of the streets and spaces themselves.

That quality of design should not be restricted to the squares, but also brought out into the link roads, avenues, streets, lanes and footpaths.

To this end the street hierarchy as illustrated in Plan 6.1 is described in more detail in the coding over page, with the design traits and

characteristics set out in the accompanying tables.

### Active Travel

Walking, wheeling and cycling is a key element in creating sustainable neighbourhoods, as advocated by 'New Urbanism' whose roots are in the Garden City movement. Indeed, walkable and cycleable neighbourhoods have been at the forefront of post pandemic urban design, as touched on in the Introduction under post pandemic neighbourhoods.

The aim of the movement network is to ensure that walking, wheeling and cycling is the preferred choice for short journeys of 5km or less between the site and surrounding areas.

The proposed network is relatively direct and associated with anticipated desire lines and Public Rights of Way and will be designed to be attractive and safe with good overlooking from the surrounding development parcels.

The streets, lanes and shared drives incorporate shared space principles within them or include areas of public realm with pedestrians prioritised and vehicles drive at slow speeds. This chapter goes on to set out the coding of streets and spaces.

## Public Realm

### Streets & Spaces

The sense of place will stand or fall on the quality of the streets and spaces created within it. The public realm cannot be divorced from the built form, they work hand in hand and the enclosure of the public spaces is part of how well they perform and feel.

The following coding relates to the street and space hierarchy as illustrated opposite in Figure 6.1.

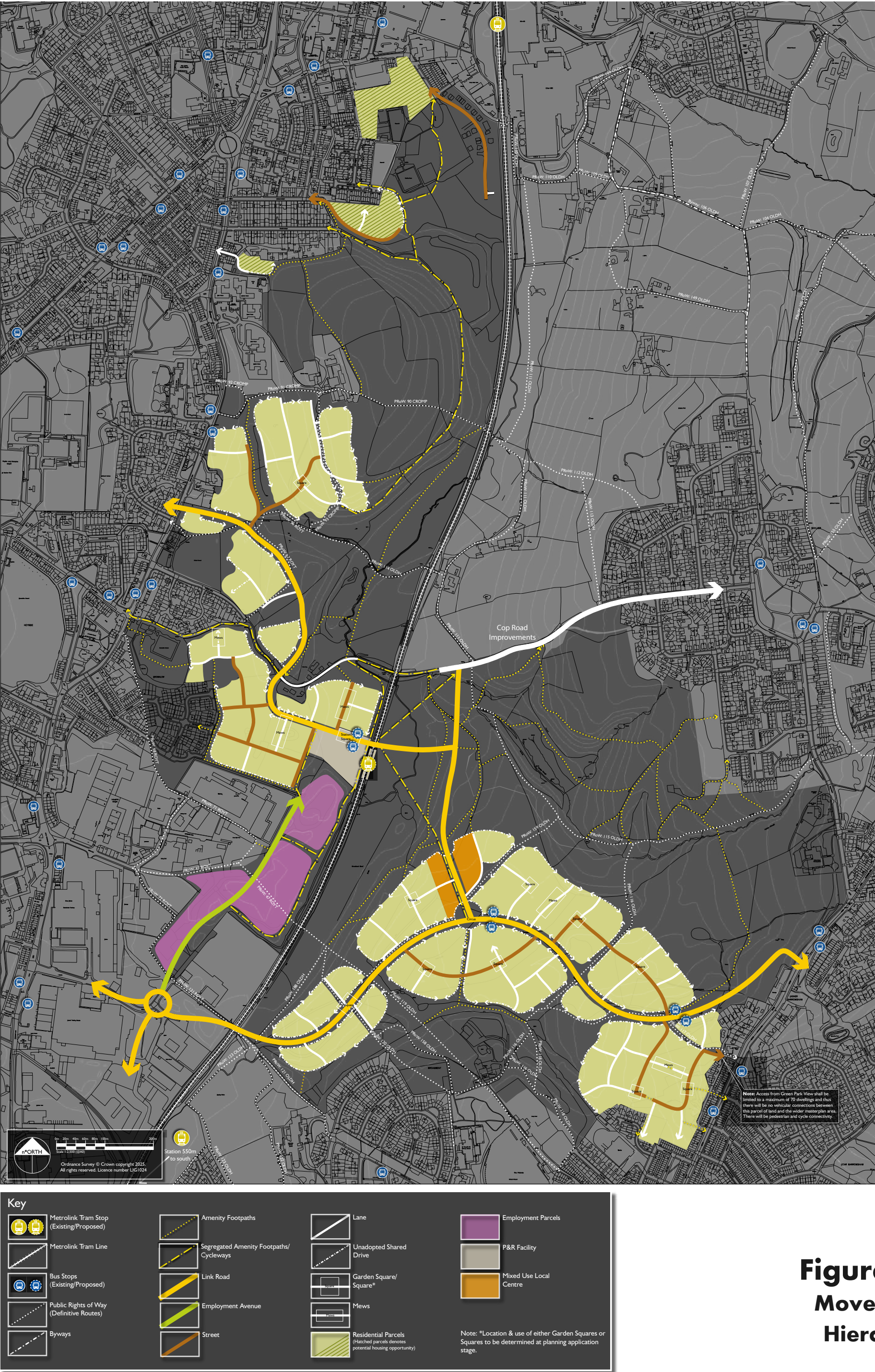
The coding covers scale and proportion, movement, hard and soft landscaping.

As stated in the National Model Design Code guidance notes streets and roads make up three-quarters of all public space. Those streets will therefore have a significant impact on people's lives. It is no coincidence that the street hierarchy also takes public spaces into account, they are one in the same.

One only has to look at film footage from towns and cities at the turn of the 19th Century to see that the street was a very different place to what it is now. Pedestrians ruled the street space and trams, horse drawn carts and the emerging motor vehicle were subservient to the thronging masses of pedestrians.

Whilst we're not anticipating such a level of pedestrian use in the streetscape, part of our aim for this development will be the creation of walkable neighbourhoods which are well connected to each other and the surrounding settlement to encourage and promote walking, wheeling and cycling.

The street and space hierarchy is detailed to suit the specific needs of the neighbourhoods within the masterplan with variations depending on locations.



**Figure 6.1**  
**Movement**  
**Hierarchy**



Street & Space Hierarchy

Link Road

**Enclosure:** The link road will be fronted by primarily homes, set behind shared drives and front gardens between 1 to 3 storeys in height.

**Frontage:** Buildings shall be orientated to face on to the link road, set behind shared drives and front gardens. Buildings shall not have direct vehicular access onto the link road.

**Surveillance:** Buildings shall have their primary elevations fronting onto the link road. Buildings on corners shall have their principle elevations onto the link road, but secondary elevations onto side streets must incorporate glazed elements to activate those elevations.

**Setbacks:** The building lines along the link roads shall be setback behind soft landscaped areas, gardens and shared drives, only stepping forward at key locations to frame views or announce arrival at gateways or into squares or other spaces.

**Footways/Cycleways:** Segregated footway/cycleway to both sides of the link road. Traffic calming provided by shared space elements in key locations.

**Servicing:** Deliveries and refuse collection primarily from side streets or service yards. Access to properties via side streets, shared drives or footpaths.

**On-Street Parking:** No on street parking.

**Verges:** Verges set between carriageway and footway/cycleways and planted with street trees.

**Green Infrastructure:** Street trees, verges and hedged gardens to building frontages provides green assets. Street trees should also be located to shade street furniture such as benches, secure bike stands and bus shelters.

**Blue Infrastructure:** Verges could incorporate a swale or ‘hydroplanter’, depending on site conditions/technical requirements.

**Bus Routes:** Link road accommodates a bus route and bus stops (designed to TfGM specification).

**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Connector Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance/Design Manual for Roads & Bridges Standards where applicable.**

**Note:** The final design and form of the Link Roads will be dependent on site specific technical constraints and the related uses that enclose and overlook the road.

Dimensions & Character	
Carriageway Width :	6.75 metres.
Footway/Cycleway:	4 metres (segregated).
Verge:	2 metres between carriageway and footway/ cycleway.
Junction Spacing:	40-65 metres adjacent/20-35 metres opposite.
Service Strip:	2 metres within footpath/cycleway (not in verges).
Frontage to Frontage Distance:	Between 31 - 43 metres.
Setback:	Between 7.5-13 metres from back of footway/ cycleways.
Max no. of Dwellings served:	Serves whole development plus connects wider adjoining settlements.
Design Speed:	
Target Speed:	30mph
Street Trees:	
Layout:	Large street trees and hedgerows set into verges.
Character:	Formal street trees and bounded by garden hedgerows and/or parkland railings.
Spacing:	15 metre spacing between street trees.
Design Details:	
On Street Parking :	No parking on link road.
Plot Access:	Indirect via shared drives and side streets.
Junction Radius :	10 metres for junctions onto major roads and 6 metres for streets and lanes.
Traffic Calming :	Created by areas of shared space public realm at key junctions and pedestrian crossing points.
Plot Boundary Treatment:	Parkland railings with native hedgerow (Holly). 2m brick wall to rear gardens/spaces where they front streets.
Productive Landscape:	Include fruiting trees in landscaped areas for blossom in spring and fruit in autumn.
Materials:	
Footway Surfacing:	Bitmac.
Carriageway :	Hot Rolled Bitmac wearing course.
Private/Shared Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.

See **Shared Drives** for their specific form and detailing. These tertiary routes will serve a maximum of 5 dwellings and will be detailed as a cul-de-sac.

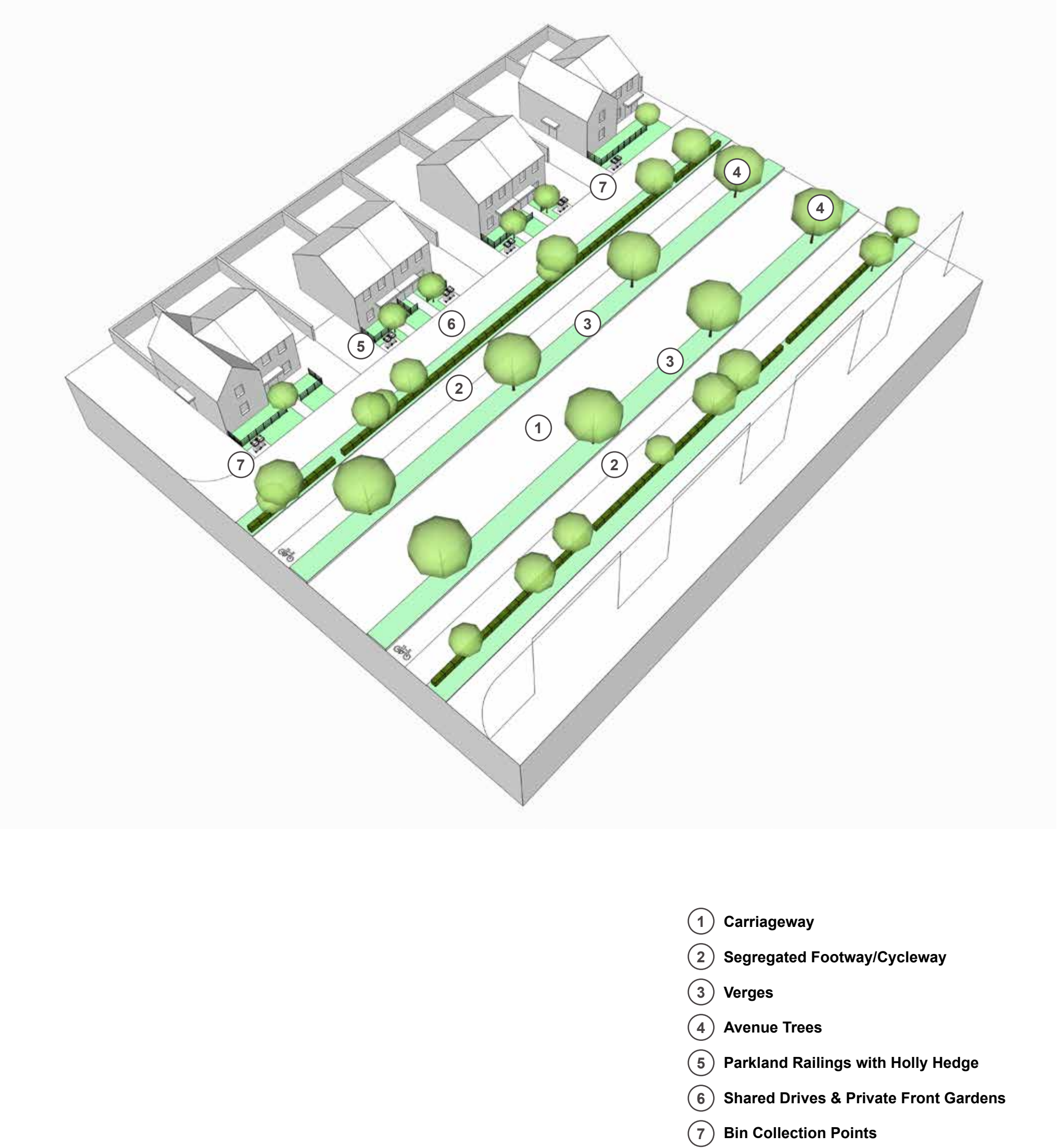


Figure 6.2 Link Road



Employment Avenue

**Enclosure:** The avenue will be fronted by large employment sheds, set behind landscaped frontages.

**Frontage:** Buildings shall front on to the avenue and take their main pedestrian accesses from it.

**Surveillance:** Buildings shall have their primary elevations (office elements) onto the avenue.

**Setbacks:** The building lines along the avenue shall be setback behind soft landscaped areas.

**Footways/Cycleways:** Segregated footway/cycleway to both sides of the avenue.

**Servicing:** Deliveries and refuse collection only from service yards.

**On-Street Parking:** All parking provided on each employment parcel and not on-street.

**Verges:** Verges set between carriageway and footway/cycleways and planted with street trees and could incorporate a swale or ‘hydroplanter’ depending on technical requirements.

**Green Infrastructure:** Street trees, verges and landscaped zones to building frontages provides green assets. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Verges could incorporate a swale or ‘hydroplanter’, depending on site conditions/technical requirements.

**Bus Routes:** No bus route on employment avenues.

**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance/Design Manual for Roads & Bridges Standards** where applicable.

**Note:** The final design and form of the Avenue will be dependent on site specific technical constraints.

Dimensions & Character

Carriageway Width :	7.3 metres.
Footway:	N/a.
Footway/Cycleway:	4 metres to both sides.
Verge:	2 metres.
Junction Spacing:	40-65 metres adjacent/20-35 metres opposite.
Service Strip:	2 metres within footpath/cycleway.
Frontage to Frontage Distance:	Between 26 - 36 metres.
Setback:	Between 5-10 metres from back of footways.
Max no. of Dwellings served:	Serves employment area only.

Design Speed:

Target Speed:	30mph
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Street Trees:

Layout:	Large street trees set into verges.
Character:	Formal street trees with soft landscaping and ‘Paldin’ mesh security fencing to employment frontages.
Spacing:	15 metre spacing between street trees.

Design Details:

On Street Parking :	No parking on avenue.
Plot Access:	Direct via service yard/car park access points.
Junction Radius :	10 metres for all junctions.
Traffic Calming :	Created by speed ramps at pedestrian crossing points.

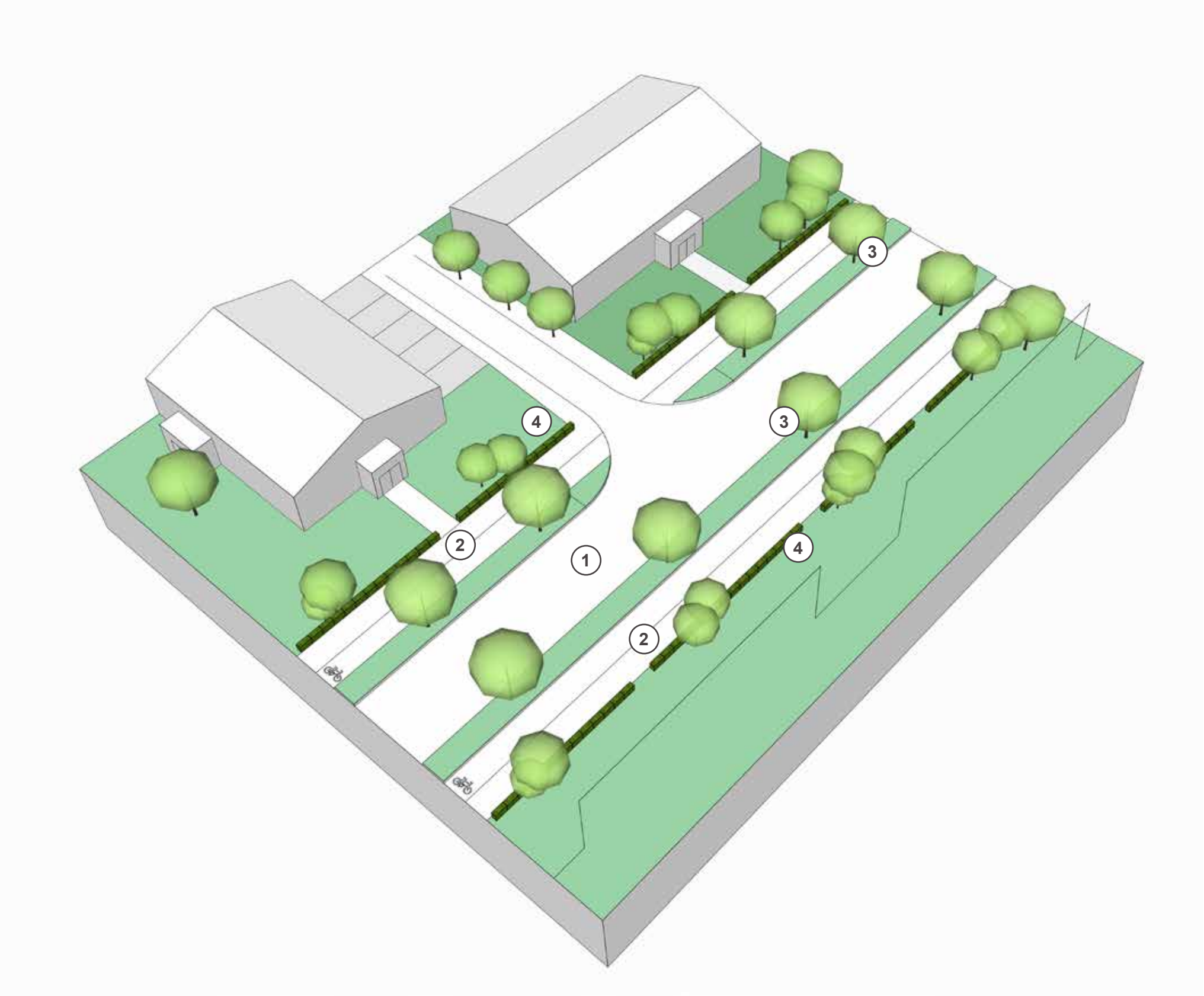
Plot Boundary Treatment:	‘Paldin’ mesh security fencing set into landscaped areas.
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Productive Landscape:	N/a.
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Materials:

Footway Surfacing:	Bitmac.
Carriageway :	Hot Rolled Bitmac wearing course.
Service Yards & Car Parks:	Concrete to service yards and Tegula Priora Permeable Paver (Traditional) to parking areas.

**Note:** Final material palette subject to agreement with Oldham MBC.



- ① Carriageway
- ② Segregated Footway/Cycleway
- ③ Avenue Trees
- ④ Security Fences & Soft Landscaping

Figure 6.4 Employment Avenue



Street

**Enclosure:** Streets will be enclosed by a mix of townhouse, semi’s and detached properties reflecting the proposed densities for those parcels.

**Frontage:** Buildings shall front on to the street, taking their main access from it. Building on corners adjacent to junctions may take their access from the side road so as to reduce conflicts between users.

**Surveillance:** Homes shall have their primary elevations onto the street to ensure natural surveillance from enclosing properties.

**Setbacks:** The building lines along the street shall be setback behind front gardens, apart from where the street enters a square or other public realm space and then the buildings will step forward to create pinch points and thresholds into that space.

**Footways/Cycleways:** Footways to both sides with cycling on carriageway.

**Servicing:** Deliveries and refuse collection on street. Bin collection points designed and integrated into streetscape. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** The street width allows on-street parking.

**Green Infrastructure:** Garden trees and native hedgerows to front gardens provides the green assets within the streets. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Gardens could incorporate a rain garden or ‘hydroplanter’ to ameliorate storm water flows from in-curtilage roofs and the permeable pavement driveways, depending on site conditions/ technical requirements.

**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character	
Carriageway Width :	5.5 metres.
Footway:	2 metres.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	25-60 metres adjacent/10-40 metres opposite.
Service Strip:	2 metres within footpath.
Frontage to Frontage Distance:	Circa 18 to 21 metres with pinch points no less than 12 metres.
Setback:	Between 1-6 metres from back of footways.
Max no. of Dwellings served:	Up to 400 homes.
Design Speed:	
Target Speed:	20mph
Street Trees:	
Layout:	Medium to small sized garden trees in boundary hedgerows and gardens.
Character:	Informal front gardens set behind footways.
Spacing:	Random spacing to garden trees.
Design Details:	
On Street Parking:	Allow for on-street visitor parking with some areas of parking bays.
Plot Access:	Direct from street, some may be shared or from side street.
Junction Radius:	6 metres.
Traffic Calming:	Created by areas of shared space public realm at key junctions.
Plot Boundary Treatment:	Native hedgerow (Hornbeam) with street trees (Field Maple) and high brick wall to rear gardens where they front streets.
Productive Landscape:	Include fruiting trees within front gardens for blossom in spring and fruit in autumn.
Materials:	
Footway Surfacing:	Bitmac wearing course.
Carriageway:	Hot Rolled Bitmac wearing course.
Private Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.



- ① Carriageway
- ② Footway
- ③ Garden Trees
- ④ Hornbeam Hedge
- ⑤ Private Drives
- ⑥ Limited Frontage Parking
- ⑦ Bin Collection Points

Figure 6.5 Street



**Lane**

**Enclosure:** The lanes will be fronted by primarily semi-detached and detached homes of 2 storeys in height set behind small front garden spaces or immediately to back of shared space.

**Frontage:** Buildings shall front on to the lanes, taking their main access from it. Buildings on corners may take their access from the side road so as to reduce conflicts between users.

**Surveillance:** Homes shall have their primary elevations onto the lane to ensure natural surveillance.

**Setbacks:** The lanes are informal in character and so buildings shall step back and forth with some having front gardens and others being immediately to back of footway.

**Footways/Cycleways:** Footway to both sides with cycling on carriageway.

**Servicing:** Deliveries and refuse collection on carriageway. Bin collection points designed into streetscape. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** The street width allows on-street parking.

**Green Infrastructure:** Garden trees and hedgerows to front gardens provides the green assets within the lanes, where space allows. Trees within highway where shared spaces and/or thresholds are proposed. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Gardens could incorporate a rain garden or ‘hydroplanter’ to ameliorate storm water flows from in-curtilage roofs and the permeable pavement driveways, depending on site conditions/technical requirements.

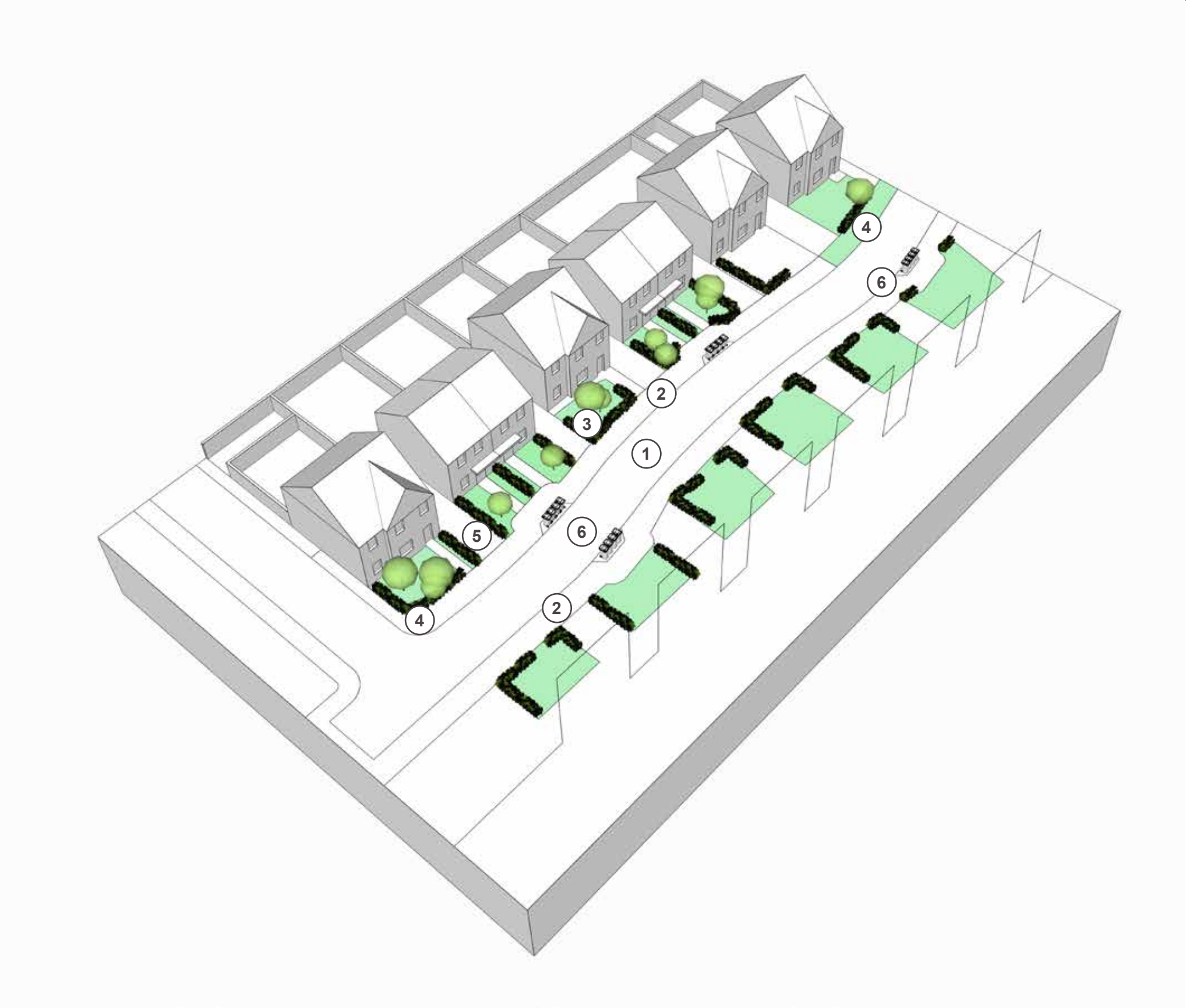
**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character	
Carriageway Width :	5.5 metres.
Footway:	2 metres to each side of carriageway.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	25-60 metres adjacent/10-40 metres opposite.
Service Strip:	2 metres within footpaths.
Frontage to Frontage Distance:	Circa 18 metres with pinch points no less than 12 metres.
Setback:	Between 0-6 metres from back of footways.
Max no. of Dwellings served:	Up to 50 homes.
Design Speed:	
Target Speed:	15-20mph
Street Trees:	
Layout:	Small sized garden trees in boundary hedgerows and gardens.
Character:	Intimate varied streetscenes with a stepping building line and intermittent informal front gardens.
Spacing:	Random spacing to garden trees with street trees in thresholds as part of traffic calming approach.
Design Details:	
On Street Parking:	Allow for on-street visitor parking with some areas of parking bays.
Plot Access:	Direct from lane, some may be shared or from side street.
Junction Radius:	6 metres.
Traffic Calming:	Created by areas of shared space public realm at key junctions.
Plot Boundary Treatment:	Native hedgerow (Field Maple) with street trees (Whitebeam) and high brick wall to rear gardens where they front streets.
Productive Landscape:	Include fruiting trees within front gardens for blossom in spring and fruit in autumn.
Materials:	
Footway Surfacing:	Bitmac wearing course.
Carriageway:	Hot Rolled Bitmac wearing course.
Private Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.



- ① Carriageway
- ② Footway
- ③ Garden Trees
- ④ Mixed Native Hedges
- ⑤ Private Drives
- ⑥ Bin Collection Points

Figure 6.7 Lane



Mews

**Enclosure:** The mews will be fronted by primarily townhouse and semi-detached homes of 2 to 3 storeys in height set behind small front garden spaces or immediately to back of shared space.

**Frontage:** Buildings shall front on to the mews taking their main access from it. Buildings on corners may take their access from the side road so as to reduce conflicts between users.

**Surveillance:** Homes shall have their primary elevations onto the mews to ensure natural surveillance.

**Setbacks:** The mews are formal in character and so buildings shall be set to a building line with some having front gardens/planters and others with hard surfaced parking bays.

**Footways/Cycleways:** Footways to both sides with cycling on carriageway. Footways defined by changes in level/surface materials/texture/colour and protected by trees/planters/build-outs or use of bollards as part of space design.

**Servicing:** Deliveries and refuse collection on carriageway. Bin collection points designed into streetscape. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** On street parking bays as part of shared space mews.

**Green Infrastructure:** Street trees within the mews in build-outs and pavements, garden trees and hedgerows to front gardens provides the green assets within the mews, where space allows. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Gardens could incorporate a rain garden or ‘hydroplanter’ to ameliorate storm water flows from in-curtilage roofs and the permeable pavement driveways, depending on site conditions/technical requirements.

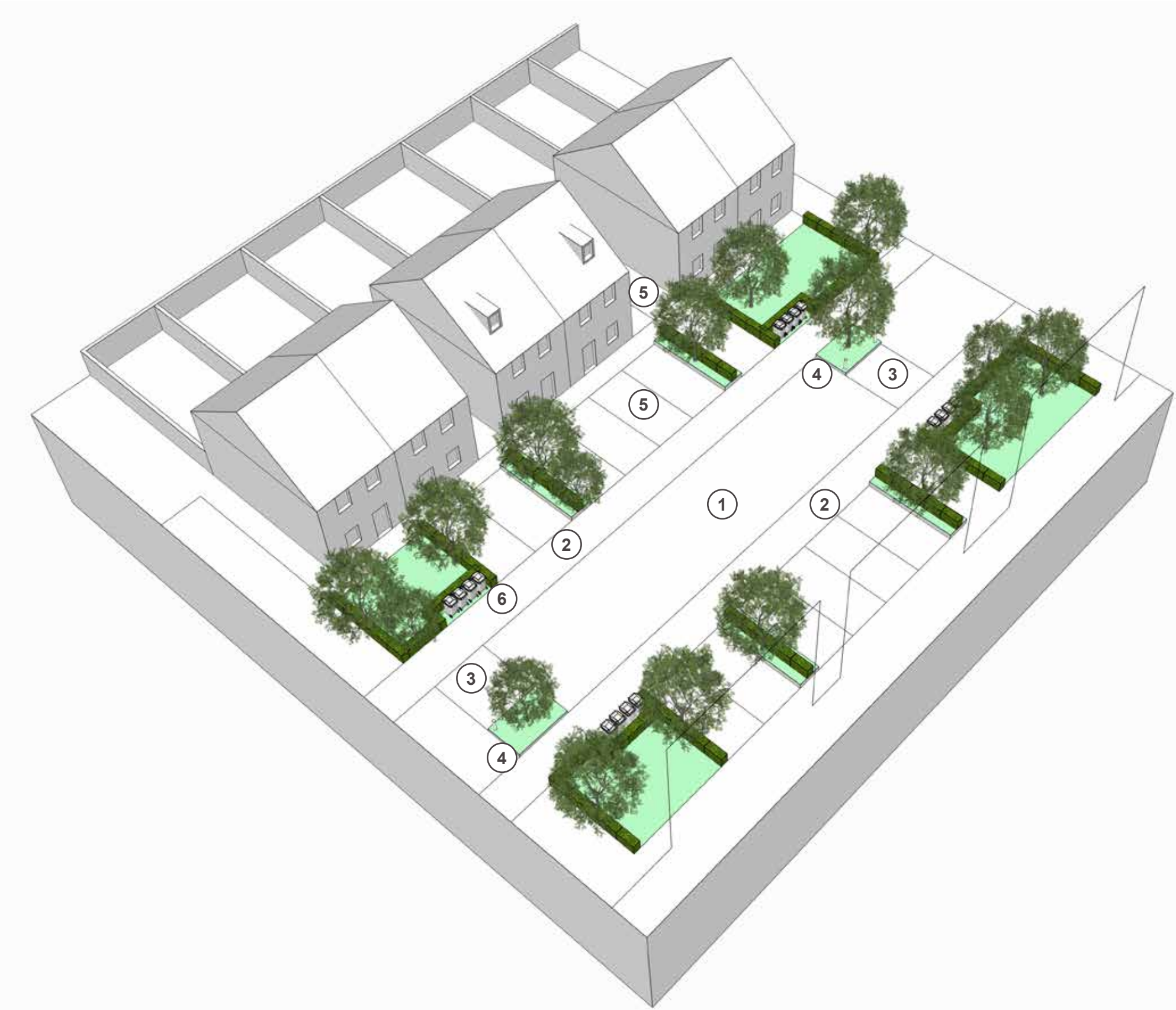
**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character	
Carriageway Width :	5.5 metres swept path within shared space.
Footway:	2 metres.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	25-60 metres adjacent/10-40 metres opposite.
Service Strip:	2 metres within footways.
Frontage to Frontage Distance:	Circa 18 metres with pinch points no less than 12 metres.
Setback:	Between 0-6 metres from back of refuge zones.
Max no. of Dwellings served:	Up to 30 homes.
Design Speed:	
Target Speed:	10-15mph
Street Trees:	
Layout:	Medium sized street trees with small sized garden trees in boundary hedgerows and gardens.
Character:	Formal and well enclosed mews space with consistent building lines and the streetscape made up of shared spaces, front gardens/raised planters.
Spacing:	Random spacing to garden trees with street trees in thresholds as part of traffic calming approach.
Design Details:	
On Street Parking:	Allow for on-street visitor parking within demarcated parking bays.
Plot Access:	Direct from lane via drives and bays or from side street.
Junction Radius:	6 metres.
Traffic Calming:	Shared space public realm.
Plot Boundary Treatment:	Use of planters and/or hedges (Box) to garden spaces with street trees (Birch).
Productive Landscape:	Include fruiting trees within front gardens for blossom in spring and fruit in autumn.
Materials:	
Footway Surfacing:	Tegula Block Paver (Heather).
Carriageway:	Tegula Block Paver (Traditional).
Private Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.



- ① Shared Surface Mews
- ② Footways
- ③ Build-outs & Thresholds
- ④ Trees/Street Food/Ornamental Planters
- ⑤ Frontage Parking & Private Drives
- ⑥ Bin Collection Points

Figure 6.8 Mews



Unadopted Shared Drive

**Enclosure:** The drives will be fronted by primarily semi-detached and detached homes of 2 storeys in height set behind front garden spaces.

**Frontage:** Buildings shall front on to the drives taking their main access from it. Buildings on corners may take their access from the side road so as to reduce conflicts between users.

**Surveillance:** Homes shall have their primary elevations onto the drive to ensure natural surveillance.

**Setbacks:** The shared drives are informal in character and so buildings shall step back and forth with some having front gardens and others being set behind parking bays.

**Footways/Cycleways:** No footways, service verges only.

**Servicing:** Deliveries and refuse collection on carriageway. Bin collection points designed into streetscape, close to adopted highways. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** On street parking bays or localised widening in key locations.

**Green Infrastructure:** Garden trees and hedgerows to front gardens provides the green assets within the drives. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Gardens could incorporate a rain garden or ‘hydroplanter’ to ameliorate storm water flows from in-curtilage roofs and the permeable pavement driveways. Swales could be set into the green spaces to intercept surface water from shared drives as part on SuDS Management Train. Final design dependent on site conditions/technical requirements.

**Carriageway:** Variable width carriageway with localised widening for passing places/manoeuvring.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character	
Carriageway Width :	4.5-6 metres generally with localised widening/bays to accommodate on-street parking/passing places/ manoeuvring space from driveways.
Footway:	N/a.
Footway/Cycleway:	N/a.
Verge:	2 metres to both sides of drive.
Junction Spacing:	N/a.
Service Strip:	2 metres within verges.
Frontage to Frontage Distance:	N/a.
Setback:	Between 2-6 metres from back of carriageway.
Max no. of Dwellings served:	Up to 5 homes.
Design Speed:	
Target Speed:	0-10mph
Street Trees:	
Layout:	Medium to small sized garden trees in boundary hedgerows and gardens. Larger trees in adjacent open spaces.
Character:	Strong green frontage to development with trees breaking up built form in front of and between homes.
Spacing:	Random spacing to garden trees and stands/copses of trees in open spaces.
Design Details:	
On Street Parking:	Allow for on-street visitor parking with some areas of parking bays.
Plot Access:	Direct from drive via side drives or from adjoining street.
Junction Radius:	2 metres.
Traffic Calming:	Shared space drive.
Plot Boundary Treatment:	Mixed native hedgerow to front gardens and high brick wall to rear gardens where they front streets.
Productive Landscape:	Include fruiting trees in front gardens, hedgerows and adjoining open spaces for blossom in spring and fruit in autumn.
Materials:	
Footway Surfacing:	N/a.
Carriageway:	Tegula Block Paver (Traditional).
Private Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.

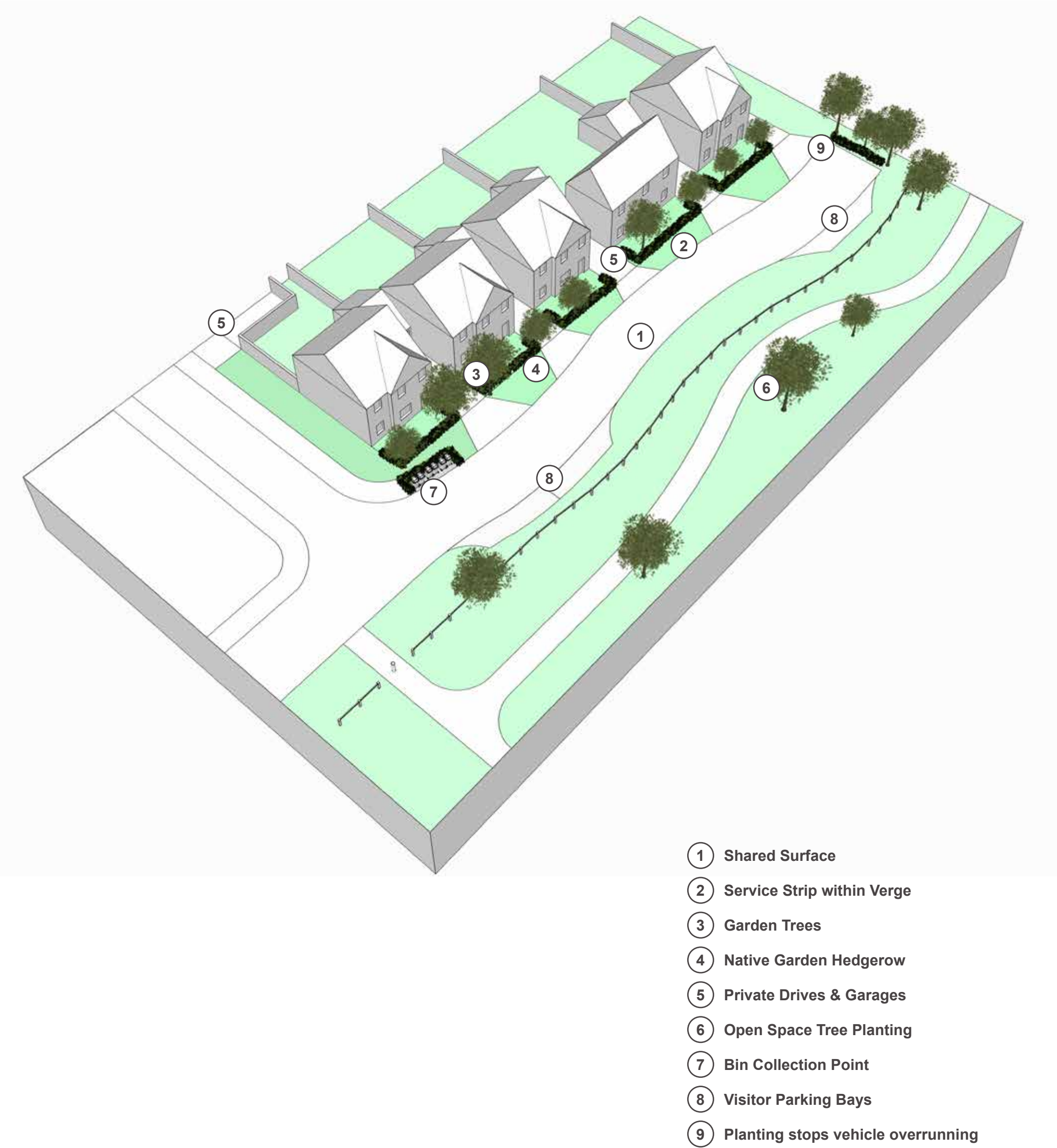


Figure 6.9 Unadopted Shared Drive



Garden Square

**Enclosure:** Strongly enclosed by surrounding built form and boundary treatments.

**Frontage:** Buildings shall have active frontages on to the garden square and if that is a secondary elevation it must be well detailed and have a strong active fenestration. Buildings on corners may take their access from the adjoining road.

**Surveillance:** Homes shall have active elevations onto the space to ensure natural surveillance.

**Setbacks:** Defensible space of no less than 1 metre width minimum will be provided to properties fronting the square.

**Footways/Cycleways:** Footpaths to both sides with cycling on carriageway.

**Servicing:** Deliveries and refuse collection on carriageway. Bin collection points designed into space. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** The street width allows on-street parking.

**Green Infrastructure:** Landscape elements of the square will be designed to reflect its intended use. Trees will offer dappled shade and a green backdrop/roof and be of a scale to suit the space. Street trees should also be located to shade street furniture such as benches, play equipment and secure bike stands.

**Blue Infrastructure:** Gardens and garden square could incorporate a rain garden/’hydroplanter’/swales to ameliorate storm water flows from in-curtilage roofs, the permeable pavement driveways and surrounding streets, as part on SuDS Management Train. Final design dependent on site conditions/technical requirements.

**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character

Carriageway Width :	5.5 metre perimeter streets to central green space.
Footway:	2 metres footways.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	See Streets.
Service Strip:	2 metres within footways.
Frontage to Frontage	Circa 12 - 70 metres.
Distance:	
Setback:	Circa 1- 6 metre defensible space to adjoining buildings frontages.
Max no. of Dwellings served:	Up to 150 Homes from surrounding streets/lanes.

Design Speed:

Target Speed:	0-5mph
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Street Trees:

Layout:	Medium to large sized garden trees in square.
Character:	Urban green space where trees offer green backdrop and dappled shade to users.
Spacing:	Tree spacing dependent on size of square.

Design Details:

On Street Parking:	Homes fronting onto the space requiring direct vehicular access shall include parking bays designed into space.
Plot Access:	Direct or from space.
Junction Radius:	6 metres.
Traffic Calming:	Paved thresholds with buildings stepping forward at thresholds to announce arrival.
Plot Boundary Treatment:	Parkland railing with Hornbeam hedge to front gardens and high brick wall to rear gardens where they front streets.
Productive Landscape:	Orchard trees and herb garden planters integrated into square design.

Materials:

Footway Surfacing:	Bitmac wearing course..
Carriageway:	Tegula Block Paver (Traditional) to thresholds with Hot Rolled Bitmac wearing course to rest of space.
Shared/Private Drives:	Tegula Priora Permeable Paver (Traditional).

**Note:** Final material palette subject to agreement with Oldham MBC.



- 1 Traditional Streets around Square
- 2 Buildings enclose & overlook Square
- 3 Street Trees
- 4 Central Green as part of Garden Square
- 5 Play Area
- 6 Open Space Tree Planting
- 7 Shared Drive
- 8 Thresholds on approaches to Square

Figure 6.10 Garden Square



Square

**Enclosure:** Strongly enclosed by surrounding built form and boundary treatments.

**Frontage:** Buildings shall have active frontages on to the square and if that is a secondary elevation it must be well detailed and have a strong active fenestration. Buildings on corners may take their access from the adjoining road.

**Surveillance:** Homes shall have active elevations onto the space to ensure natural surveillance.

**Setbacks:** Defensible space of no less than 1 metre width minimum will be provided to properties fronting the square.

**Footways/Cycleways:** Footpaths to both sides with cycling on carriageway.

**Servicing:** Deliveries and refuse collection on carriageway. Bin collection points designed into space. Access to rear gardens via drives or footpaths to bin store locations and garden sheds.

**Driveways & Frontage Parking:** Driveways to properties shall be 3.3 metres wide to accommodate both motor vehicles and access for wheelchairs and to bin and cycle stores etc. Frontage parking spaces shall be 2.4 metres wide with a 0.9 metre wide access path to one side. Where there is more than one space access paths can be shared between two spaces.

All driveways must be compliant with Oldham’s light duty vehicle crossing policy.

**On-Street Parking:** If parking required this shall be in designated bays or via drives designed into the square as part of the overall design (not an afterthought).

**Green Infrastructure:** Landscape elements of the square will be designed to reflect its intended use. Trees will offer dappled shade and a green backdrop/roof and be of a scale to suit the space. Street trees should also be located to shade street furniture such as benches and secure bike stands.

**Blue Infrastructure:** Gardens could incorporate a rain garden or ‘hydroplanter’ to ameliorate storm water flows from in-curtilage roofs and the permeable pavement driveways, depending on site conditions/ technical requirements.

**Carriageway:** Single lane in each direction.

**Secured by Design:** Careful consideration of management and maintenance will be required in close liaison with the Council’s Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

**Streets for All Street Type: Neighbourhood Street** - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester’s Streets for All Design Guidance**.

Dimensions & Character	
Carriageway Width :	5.5 metres.
Footway:	2 metres footways.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	See Streets.
Service Strip:	2 metres within footways.
Frontage to Frontage Distance:	Circa 12 - 30 metres.
Setback:	Circa 1 metre defensible space minimum to adjoining buildings frontages.
Max no. of Dwellings served:	Up to 150 Homes from surrounding streets/lanes.
Design Speed:	
Target Speed:	0-5mph
Street Trees:	
Layout:	Medium sized street trees in square.
Character:	Urban green space where trees offer green backdrop and dappled shade to users.
Spacing:	Tree spacing dependent on size of square.
Design Details:	
On Street Parking:	Homes fronting onto the space requiring direct vehicular access shall include parking bays designed into space.
Plot Access:	Direct off square or from side street..
Junction Radius:	Allow for 6 metres swept path but may not be heavily demarcated in paving surfaces.
Traffic Calming:	Pedestrian priority shared space.
Plot Boundary Treatment:	Low brick wall boundary to front gardens and high brick wall to rear gardens where they front streets.
Productive Landscape:	Herb garden planters integrated into square design.
Materials:	
Footway Surfacing:	Bitmac wearing course..
Carriageway:	Tegula Block Paver (Traditional) to thresholds with Hot Rolled Bitmac wearing course to rest of space.
Private Drives:	Tegula Priora Permeable Paver (Traditional).

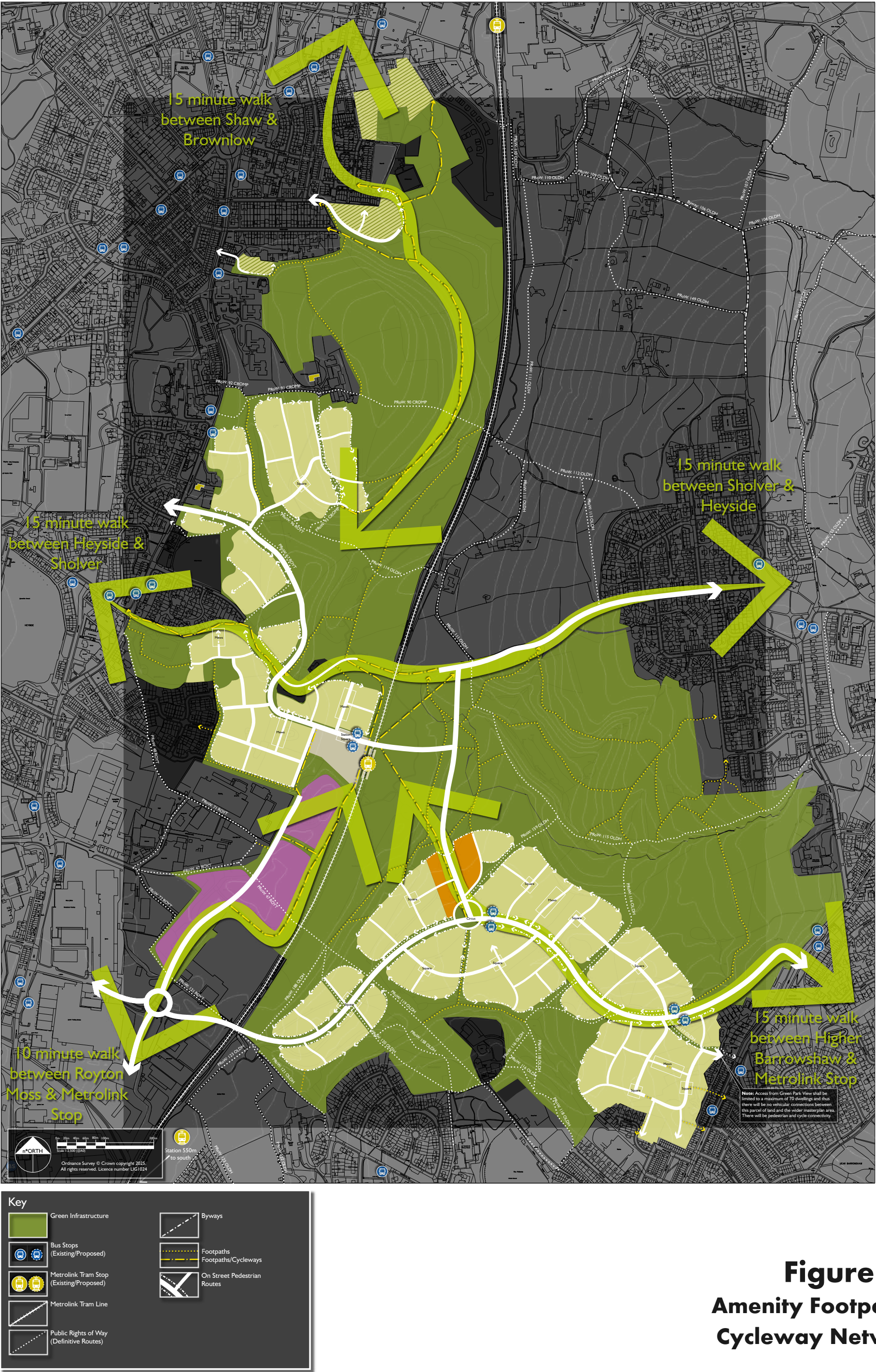
**Note:** Final material palette subject to agreement with Oldham MBC.



- 1 Carriageway
- 2 Footways
- 3 Thresholds on approaches to Square
- 4 Adjoining Streets & Lanes
- 5 Street Trees
- 6 Strong Enclosure
- 7 Integrated Frontage Parking
- 8 Street Food/Ornamental Planters
- 9 Bin Collection Points

Figure 6.11 Square





**Figure 6.12**  
**Amenty Footpath & Cycleway Network**

**The Amenty Footpath, Wheeling & Cycleway Network**

In addition to the footpaths, cycleways and shared spaces that run alongside or on the link roads, avenues, streets, lanes and through shared spaces, an amenity footpath, wheeling and cycleway network runs through the green infrastructure of the site and has been designed to connect out via the wider public rights of way and movement networks to surrounding neighbourhoods. Figure 6.12 highlights the locations of amenity footpaths, wheeling routes and cycleways.

Whilst many of the existing Pubic Rights of Way (PRoW's) and other routes run steeply up the valley sides, many of the routes proposed work with the contours so that the proposed routes have a more gradual gradient, to ensure walking, wheeling and cycling between places is more pleasurable and an attractive alternative to jumping into the car for local journeys. Figure 6.2 illustrates the general flow of the contours and the proposed routes either run along those contours or exploit shallower gradients whenever possible to encourage their use.

The illustration in Figure 6.12 sets out that travelling through the masterplan area, on foot, enables those users to get from Heyside to Sholver (east to west) in 15 minutes or from Shaw to Higher Barrowshaw in 25 to 30 minutes, wheeling and cycling will be much quicker.

**Secured By Design**

Secured by Design (SbD) is a police initiative to guide and encourage those engaged within the design, specification and building of new homes to adopt crime prevention measures.

The latest designing out crime guidance has been split into a series of separate documents relating to different forms of development and can be downloaded via the link below:

[www.securedbydesign.com](http://www.securedbydesign.com)

This guidance should be referenced alongside this coding as part of the design process and the approach adopted to designing out crime should clearly be set-out in the D&As.

Much of the SbD guidance is around good urban design and common sense covering such issues as the layout of new roads and houses. The layout should be:

- Visually open;
- direct;
- well used; and,
- retain defensible space between properties and the streets.

In addition routes should be legible within the hierarchy which is covered in chapter iii of this guide. Different routes and their public/semi private/private status should clearly be identified in the design of the streets by using features such as:

- Creating thresholds;
- using changes of road/pavement surfacing; and,
- narrowing a road visually by stepping the building line inwards, using walls and planting to emphasise a gateway.

However design teams must ensure that following Secured by Design principles is not to the detriment of good urban design. A balanced and practical approach must be adopted.

Some SbD principles around permeability restrict opportunities for pedestrian/cycle way connections due to their potential use as escape routes, anti-social behaviour or concerns over unseen access to properties. If good urban design is followed and such routes are well overlooked and well lit, with properties fronting out onto them then the associated risks are much reduced.

SbD offers comprehensive guidance on designing out crime aimed at both the masterplanning and detailed design stages. As stated above SbD must not be delivered at the expense of good urban design practice. They are not mutually exclusive and both can be delivered where a common sense approach is adopted.

**'Street' Food**

There are many retrofit community projects in existing cities, towns and villages around community food production. Some are related to 'Gorilla Greening' which are direct action community projects where disused or derelict sites are occupied and turned into community gardens or allotments and other projects are civic-led initiatives whereby planters and herbaceous borders in parks or other open spaces are given over to food growing community groups.

Rather than waiting for such initiatives to emerge out of the new community, developers will need to consider placing food growing and production into the heart of their proposals for each and every parcel of development. Developers, where suitable and appropriate, will be expected to incorporate fruit trees into gardens and orchards into squares and open spaces, 'productive planters' into mews and squares outside of the adopted highway.

Developers will also be required to provide 300mm minimum depth of a good quality topsoil to the rear gardens of the homes they develop to encourage home growing of fruit and vegetables. Food production not only benefits the health of the community but also provides nectar to pollinators, especially bees, and provides the community with the opportunity to interact with nature. Figure 6.13 illustrates the opportunity for community food production.



**Figure 6.13 Community Food Production**



Doorstep Play

A mix of play areas are proposed across the neighbourhood. Strategic play opportunities have been incorporated into the open spaces. Formal Neighbourhood Equipped Areas for Play (NEAPs), Locally Equipped Areas for Play (LEAPs) and Local Areas of Play (LAPs) which are set into the open spaces and overlooked by the surrounding homes.

As reflected in recent changes to the Highway Code streets and squares will be taken back from the motorcar and returned to the pedestrian as a resource for the communities own use. Children's play is just one aspect of this step-change, along with community events and food production, the latter described previously.

Street play shall be enabled by designing safe spaces into the street for the incorporation of play elements. Those elements could be a simple garden or natural space, seating zone etc.

Precedent images are illustrated here in Figure 6.14.



Figure 6.14 Doorstep Play

Car Parking

Local and national design guidance have long advocated the need for careful and thoughtful integration of car parking into new developments.

Parking can be a positive element, adding vibrancy to a streetscene, as long as its well designed and integrated into the layouts, using a toolbox of allocated and unallocated parking solutions.

Car parking within any setting is contentious. Car ownership and use are two separate issues. Many nations with low car usage still have a high level of car ownership.

The flexibility, opportunity and choice a car offers to an individual or a family in terms of movement has only been more emphasised during the pandemic and so cars and car parking needs to be designed and integrated into the neighbourhood.

Pedestrian and cycle permeability is at the heart of the design ethos and so it is hoped that whilst cars and car parking will be part of the movement strategy for all the neighbourhoods, the community will walk

and cycle within and out of the masterplan area, leaving the car at home.

Levels of car parking for each use will need to meet the standards required by Oldham Council, as set out in Appendix 12 of the Draft Local Plan (December 2023).

In terms of residential (Use Class C3) parking standards a 1 bed house requires 1 space per dwellings, 2-3 bedrooms 1.5 spaces per dwelling and a 4+ bedroom house requires 2 spaces per dwelling.

The parking standards should also be read in relation to cycle parking requirements ,which are dealt with over page.

Creative integration of cars into the streetscape and private curtilage of properties will be required. Heavy usage of frontage parking solutions does not lead to a balanced approach and affects the quality of the streetscenes a mix of solutions is therefore needed.

Figure 6.15 here illustrates that balanced approach to residential parking.



Figure 6.15 A Balanced Approach to Residential Car Parking





**Figure 6.16 Cycle Parking & Storage Precedent Imagery**

**Cycle Parking & Storage**

Convenient parking and storage of cycles is key to promoting their use. Good levels of secured and weatherproof bike storage related to apartments, commercial, retail and community space is required by these codes, as is on-street cycle racks in key locations around Beal Valley and Broadbent Moss for visitors utilising the shops, open spaces or visiting friends within the neighbourhood.

Potential solutions for all forms of cycle storage are set out in the precedent imagery in Figure 6.16.

Cycling for commuting and leisure has grown exponentially over the last few years and so cycling does not only need to be designed into the movement strategy for the site, but also be accommodated in terms of parking, both in the public realm and private curtilage of the homes.

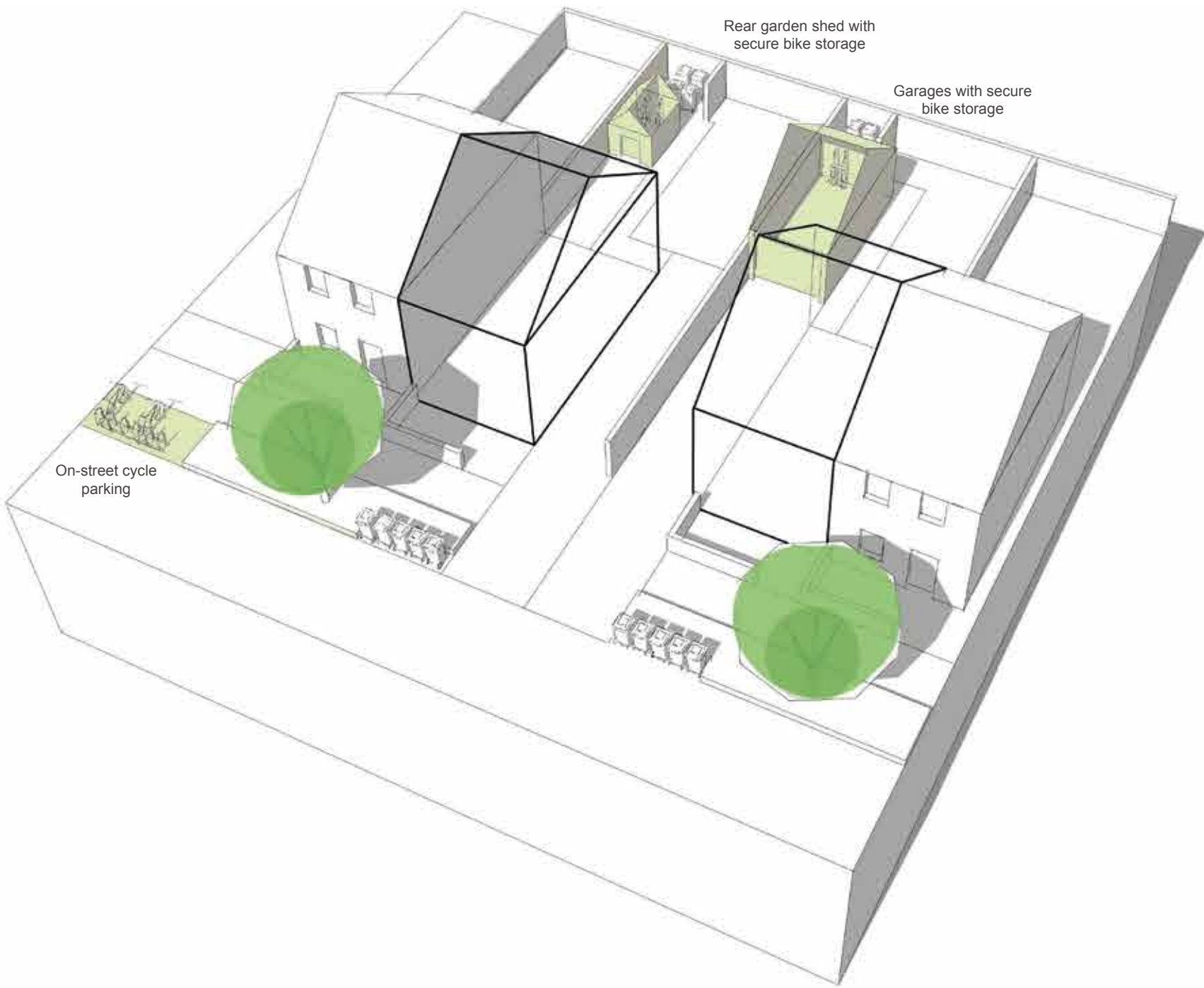
On street secure cycle stands are proposed in key locations such as the local centre or as part of key green spaces, as illustrated in Figure

6.17 here. Such stands would require shelter. Solutions incorporating shelters are illustrated above in Figure 6.16.

Cycle parking within the private curtilage of homes will be within garden sheds/stores in rear gardens or within car ports/garages in the form of cycle stands at floor level or vertical wall stands.

The cycle parking/storage solutions are illustrated in Figure 6.16, along with access routes from the public realm to the storage locations.

Apartments and industrial units will also require secure bike storage, either in the form of weatherproof lockers integrated into external communal spaces/service yards, the ground floor of the communal atrium/staff entrance or within the entrance hall to individual apartments, depending on the general design and layout, again such solutions are illustrated in Figure 6.16 above.



**Figure 6.17 Cycle Parking & Storage**

**Substations & Utilities**

Electricity sub and water pumping stations, on many occasions end up being an afterthought in the design of new neighbourhood. Sub and pumping stations need to be located for ease of access from the adopted highway and are usually erected on an open space frontage, on a key sight line. The design of utilities and their locations must be considered at the start of the design process and properly integrated into the layout with the other built forms of the development.

Access for emergency vehicles must also be considered in the design and layout of the neighbourhood. The street hierarchy coding has considered the needs of emergency vehicles in terms of access, manoeuvring and indeed in the space required for fire tenders to drop stabilising feet etc.

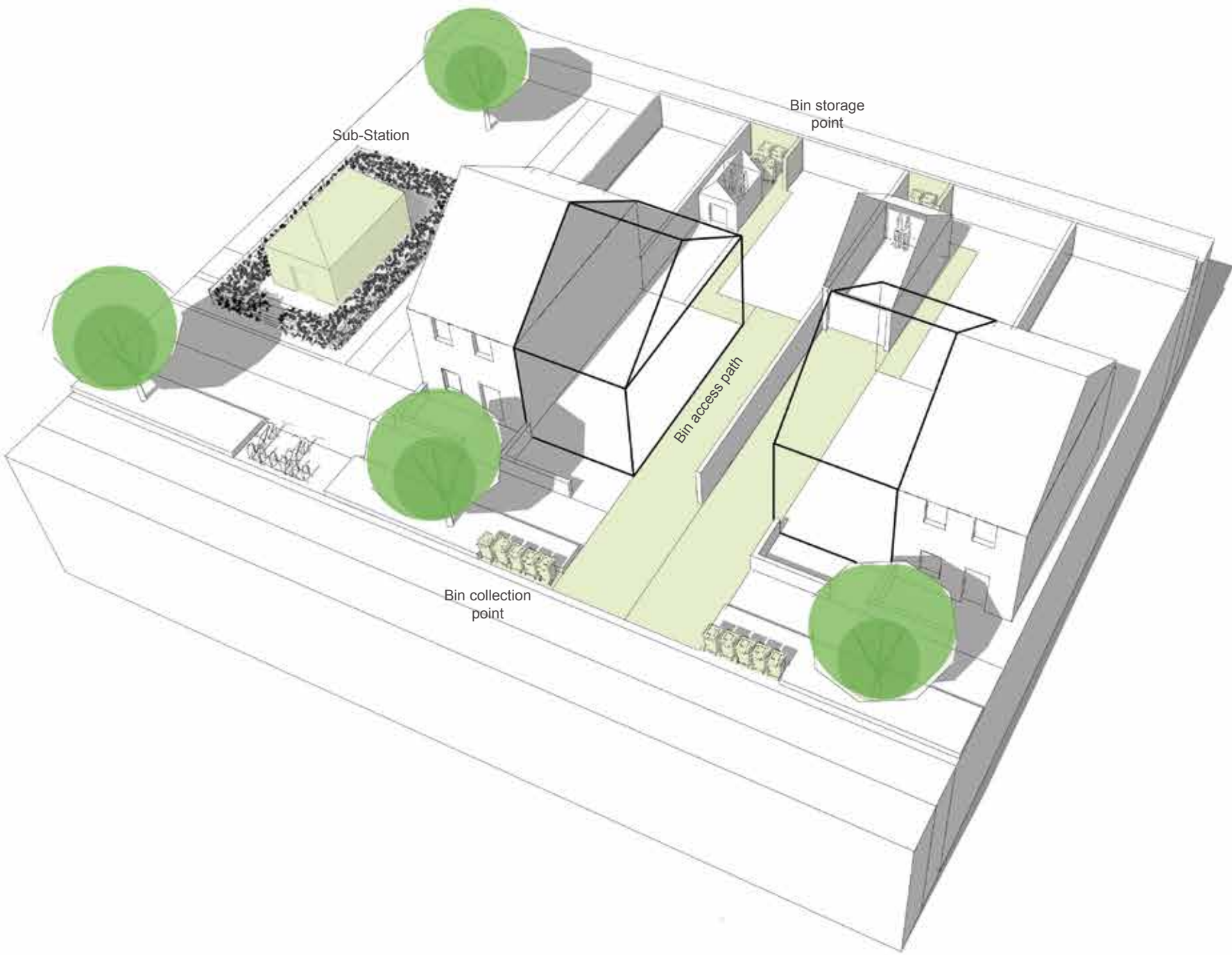
The design of utilities must be properly integrated into the layout with other building forms or integrated into the landscape with appropriate screening in the form of planting and walls/fences, as illustrated in Figure 6.17. The substation envelope must draw on the designs and materials used on the built form so it forms part of the streetscene.

**Bin Stores & Refuse Collection**

The street hierarchy has also taken into account refuse vehicles in terms of both movement and collection of bins. This coding also considers the location and storage of bins for individual residential properties, apartments and other communal uses, along with the design of 'bin day' collection points within the streetscape. All solutions must not be retrofitted to the layout and must be an integral part of the design process.

Wheelie bins located in front gardens or left on the streets create a poor streetscene and take away from the visual quality of the place.

Figure 6.17 illustrates the potential arrangement of bin store locations and the access routes between bin stores and the location of the bin collection points within the public realm so that bins are not left blocking footways or obstructing the streets. The collection points should be within 50 metres of each property and so should be centrally located serving circa 3 to 5 properties.



**Figure 6.18 Substations, Bin Stores & Refuse Collection**



# 7. CODING: BUILT FORM



# Built Form

**Built form** goes hand-in-hand with a **high quality public realm** to create a **three-dimensional place** made up of development blocks, streets, spaces and buildings. Broadbent Moss will have a development pattern governed by the character areas, uses and retained site features, using the landscape, public realm, density of development, building types and forms to create the sense of place. In terms of the homes and buildings they should be well-designed to be functional, accessible and sustainable, supporting the health and wellbeing of their users so that they are of an adequate size, fit for purpose and adaptable over the longer term.

## Land Use Mix

### Land Use Mix

Places that are sustainable include a mix of uses that support a community in its everyday activities including living, working and playing. Those uses must include local services and facilities to support daily life, a mix of housing types and tenures to suit new residents at all stages of their lives and housing that is well integrated so that it is tenure blind and socially inclusive.

Broadbent Moss, as a whole, has a varied mix of uses proposed including shops, employment opportunities, community facilities and homes. These, along with an extensive green infrastructure network; providing spaces for amenity use and habitats for wildlife creates a comprehensive suite of facilities for new and existing residents to use and enjoy.

The proposed uses and their distribution is illustrated in Figure 7.1.

## Compact Forms of Development

### Residential Density

The residential densities reflects the typical urban grain of a traditional settlement with incremental densities radiating out from the local centre and Metrolink Stop (high density) to lower density on the fringes of the development, as illustrated in Figure 7.3.

Density is a key factor in creating a legible layout and informing the desired character areas; along with other elements of built form, boundary treatments, planting, public realm and retained natural features.

### Employment Density

The density of commercial development is governed by a range of factors including the proposed uses, retained landscape features and how building footprints will be set onto the development parcels, whilst according with the design coding, as set out in these chapters.

An industrial/logistics employment site, by it's very nature, will include large footprint built form with massing dependent on end uses. However, to counteract this they will be set into a strong green infrastructure network.

Density in terms of Plot Ratio; the proportion of the site area occupied by building footprint, is set out in Table 07:01. Storey heights are controlled by the building heights parameters plan, as illustrated in Plan 7.2 and as described later in this chapter.

### Urban Grain

The character of an area is also influenced by the variety of building forms to create a rhythmic flow to the urban grain of a neighbourhood. The urban grain is derived from the size and configuration of the plots as well as the space between plots. That space between plots can be either in the form of the dwellings private front and rear gardens or areas of open space and public realm adjoining other uses.

At Broadbent Moss the Local Centre retail and community uses would be located at the ground floor with the potential for higher density apartments at the upper floors overlooking a strong public realm which would include forecourts and squares in which the community can meet.

Commercial Plot Ratios:		
Commercial Use:	Use Class:	Plot Ratio:
Offices	E	0.3
Light Industrial	E/B2	0.7
Logistics	B8	0.5

**Note:** Density in terms of Plot Ratio; the proportion of the site area occupied by building footprint.

## Table 7.1 Plot Ratios

This higher density heart could sit alongside elderly accommodation facilities, potentially in the form of independent living apartments/maisonettes and extra care bedrooms, depending on demand and the business model of the operator. This elderly provision requires easy access to the retail and community facilities for those residents, and when combined with the local centre, creates a high density core to the surrounding residential neighbourhoods.

Those adjoining residential neighbourhoods would have a more domestic residential scale with smaller plots accommodating terraced properties around the feature squares and larger semi-detached and detached plots located on the outward facing fringes of the neighbourhoods, adjoining the open spaces and wider green infrastructure, creating a softer transition from the settlement edge to green space and wider landscape beyond.

The neighbourhood focused around the proposed Metrolink Stop will be of a higher density than the adjoining residential neighbourhoods and enclose a series of more urban avenues, streets and lanes, providing a different form of development to the lower density neighbourhoods across the tram lines to the east.

The commercial employment plots at Royton Moss would be of a larger scale; including a mix of commercial uses with larger floor plate industrial and logistical sheds set within the green infrastructure network.

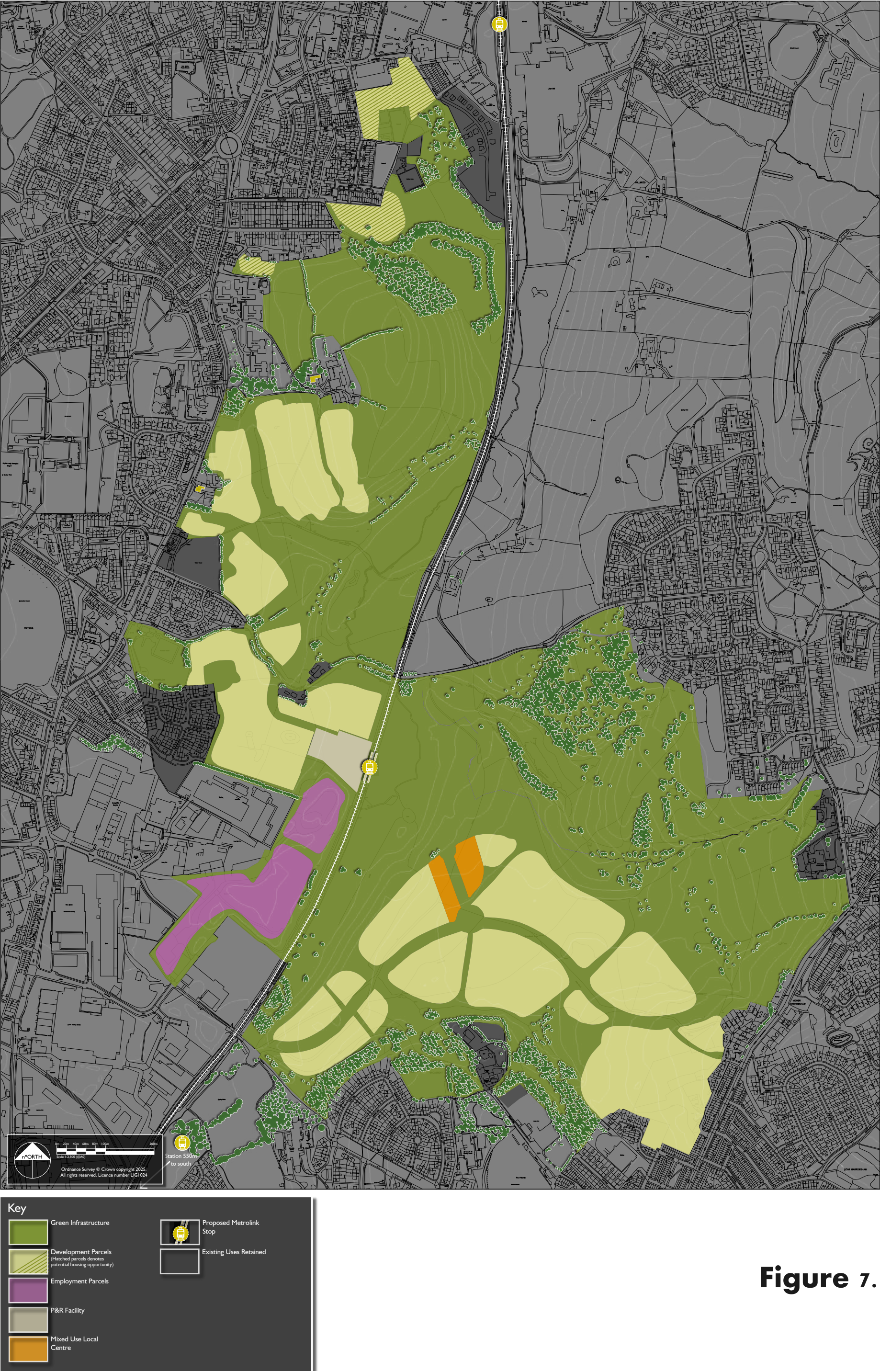
This variety of densities, massing and treatments to the public realm make up the urban grain of the masterplan area and contribute to variety in terms of the character areas which aids in identity and legibility of the proposed neighbourhoods.

## Built Form

### Blocks

Development blocks that are established by the movement network define the edge of the public realm, create a three dimensional place and create different levels of enclosure to the street, depending on the intensity of development proposed. The residential blocks proposed at Broadbent Moss, take the form of perimeter blocks with outward facing built form that creates a clear definition between public and private space, as illustrated in Figure 7.2.

The commercial uses shall overlook the adjoining streets and green spaces, with their active frontages and façades fronting onto them.



**Figure 7.1 Land Use**





**Figure 7.2 Illustrative Block Structure Building Lines**

Enclosure of the streets and public realm has been referenced in previous paragraphs and that enclosure is generally defined by the frontages of the buildings that overlook them.

The building line represents the alignment of the principle elevation of a building in relation to the street or public realm and its position contributes to the intended character of the neighbourhood.

Building lines within Broadbent Moss have been set out as part of the street and public realm hierarchy in Chapter 6 with the ‘setback’ illustrating and stating the distance between the footpaths and building lines along each street type or within key public realm spaces.

Building lines shall be generally consistent but buildings may be set back or forward of the standard building line location to create ‘incidents’ in the street i.e. announcing arrival into a square or mews or ensuring a focal building stands out from its neighbours.

**Height, Massing & Scale**

The transition from rural to urban is not only governed by two dimensional layouts but also in the third dimension in terms of the landscape and built form. Landscape is dealt with separately in Chapter 5.

The existing built form within the surrounding area is primarily two storeys in height and thus the development on the fringes of the site, overlooking the green spaces, shall be primarily 2 storeys with 2.5 to 3 storey units used as header or focal buildings to break up rooflines on long frontages, on corners, squares, mews or along visual axis’s, as illustrated in Figure 7.4 over page.

The local centre, located in the heart of the eastern neighbourhoods will be of a higher density, mixed use nature with built form of a greater massing, rising up to 3 storeys more generally.

Those neighbourhoods that adjoin the local centre could therefore include additional 2.5 to 3 storey units to provide a transition in massing between the outer suburbs and the local centre.

Outside of the commercial built form at Royton Moss and the local centre, building heights can be used alongside consistent building lines and increases in density to create key public realm nodes within the

layout, such as within the squares and mews, without having to utilise buildings greater than two and a half storeys. This can also ensure such spaces are not cold and overshadowed by the surrounding buildings.

Commercial building heights will be dictated by their end use, but they should not overshadow or create visual amenity issues for existing or proposed residential neighbourhoods and should be of a similar scale and massing to existing adjoining employment built form.

Heights and massing will need to be considered carefully where commercial built form encloses spaces to ensure those spaces are not permanently overshadowed and cold. Building designs must ensure solar gain can be exploited to encourage the use of seating areas, cafés, outdoor meetings and training areas. Equally overheating must be carefully considered in summer with the use of shade features on buildings and trees in public spaces.

**Housing Quality**

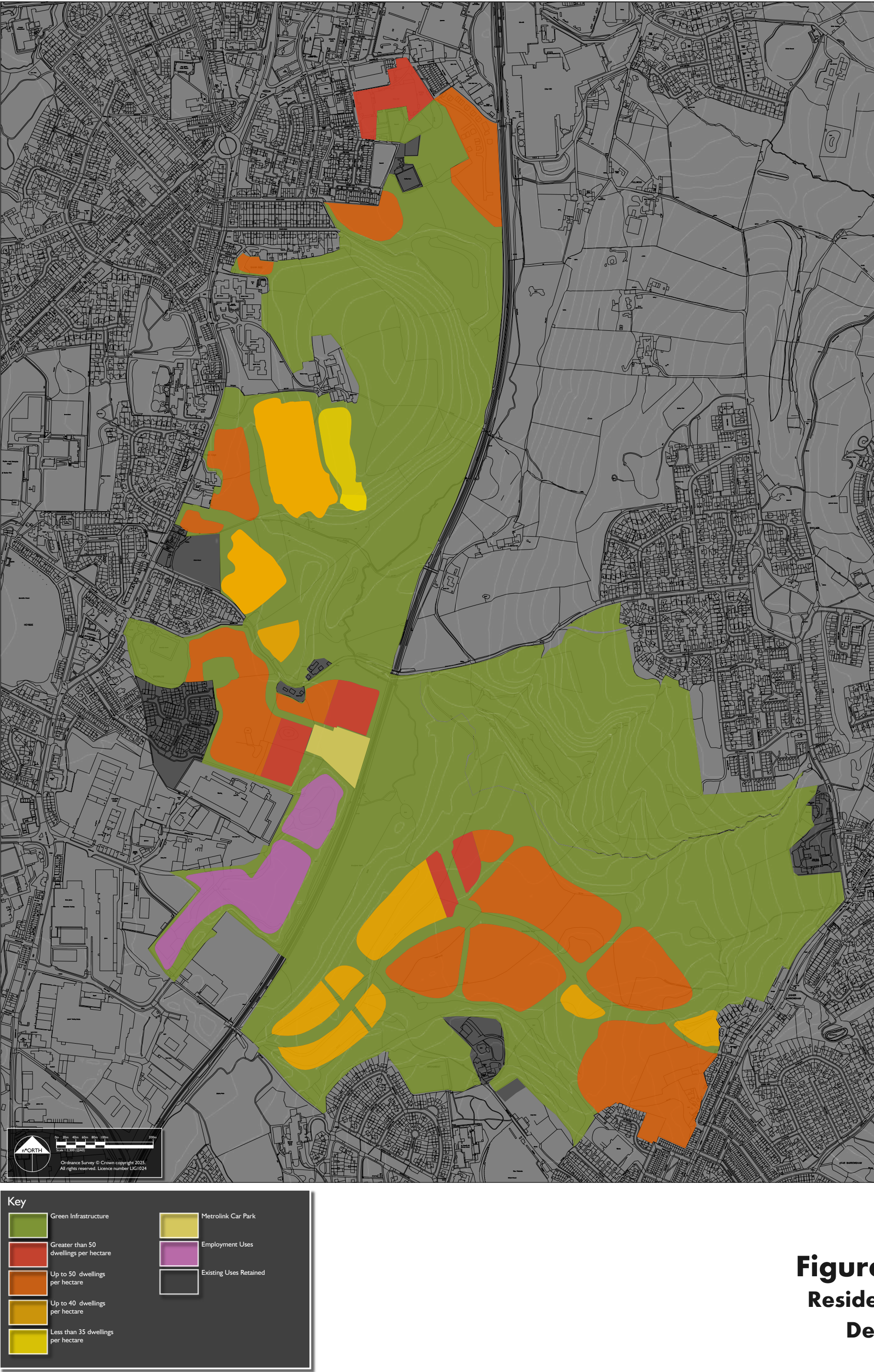
**Space Standards**

Nationally Described Space Standards (March 2015) are a minimum requirement for internal space within new dwellings and are based on the internal gross floor area. The standards also include dimensions of key areas of the home such as bedrooms, storage and floor to ceiling heights, thus helping to ensure new homes contribute to the health and wellbeing of occupants.

The Nationally Described Space Standards are set out below in Table 7.2.

Number of Beds	Number of Bed Spaces (Persons)	1 Storey Homes	2 Storey Homes	3 Storey Homes	Built-in Storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p		70		2.0
	4p		79		
3b	4p		84	90	2.5
	5p		93	99	
	6p		102	108	
4b	5p		97	103	3.0
	6p		106	112	
	7p		115	121	
	8p		124	130	
5b	6p		110	116	3.5
	7p		119	125	
	8p		128	134	

**Table 7.2 Space Standards**



**Figure 7.3 Residential Density**



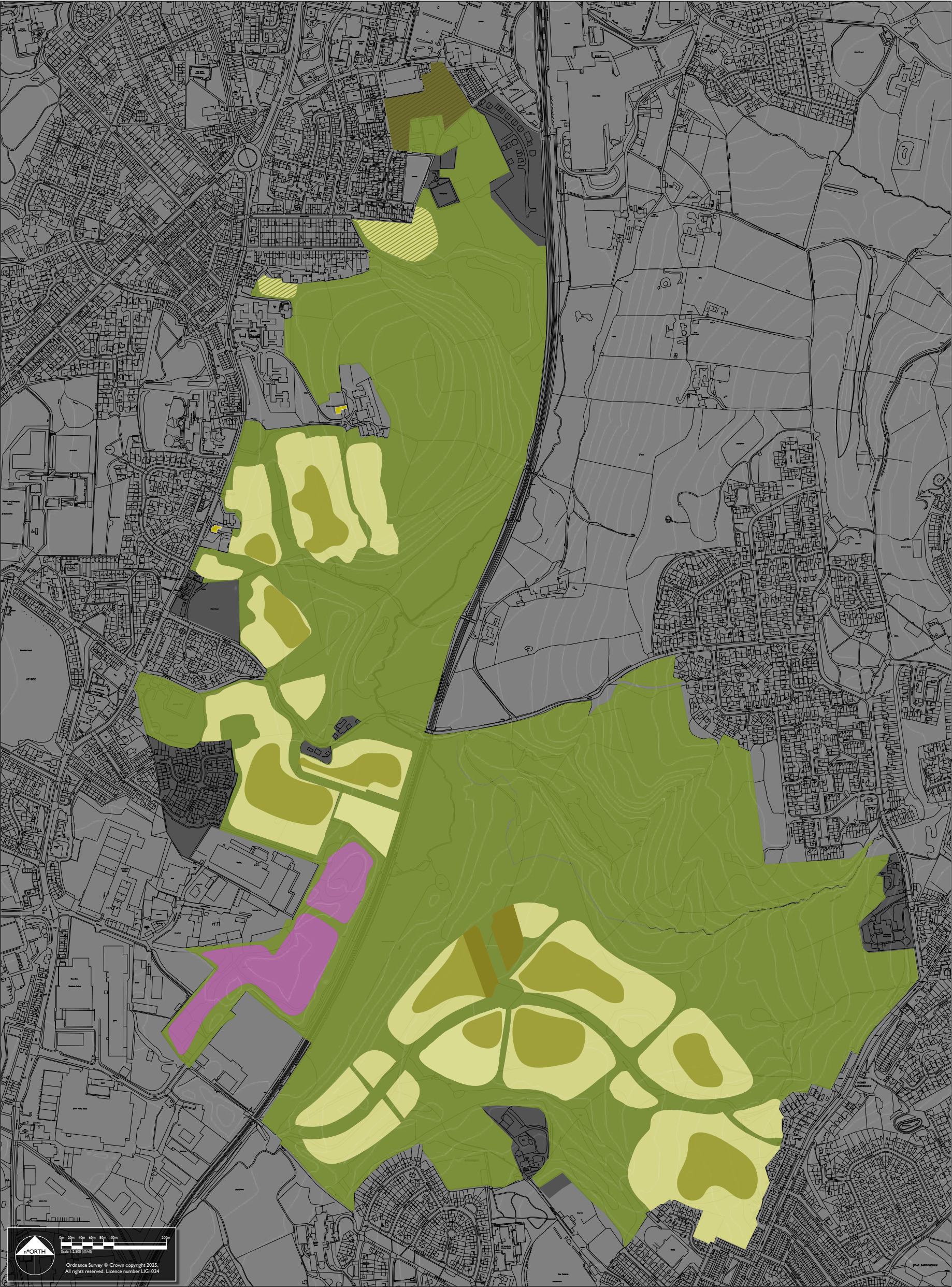


Figure 7.4  
Building Heights

Accessibility

Homes within the neighbourhood need to be easily reached, entered and used by everyone regardless of age and physical ability.

Homes also need to be flexible to meet the changing needs of individuals and families as they grow so that they can continue to be part of the community that they associate with, aiding in their physical wellbeing and the social cohesion of the area.

At the national level Building Regulations (Part M, Volume 1) specify three categories of accessibility:

M4(1) Category 1: Visitable Dwellings

M4(2) Category 2: Accessible & Adaptable Dwellings

M4(3) Category 3: Wheelchair User Dwellings

**Visitable dwellings** requires that reasonable provision should be made for people to gain access to and use the dwelling and its facilities.

**Accessible & adaptable** dwelling must also ensure the provision made is sufficient to meet the needs of occupants with differing needs such as older or disabled people and the dwelling must be adaptable to address changing needs over time.

**Wheelchair user dwellings** must not only meet the requirements of a Category 1 dwelling but as an **optional** requirement make sufficient provision to allow simple adaptation of the dwelling to meet the needs of occupants who use wheelchairs or already meet that need without adaptation.

All the properties within Broadbent Moss shall be designed and constructed to meet **Category 1: Visitable Dwellings** with all 55+ dwellings also meeting **Category 2: Accessible & Adaptable Dwellings**. The **M4(3) Category: Wheelchair User Dwellings** shall apply to the Assisted Living and Extra Care Facilities only.

Tenure Blind

All house types, no matter if they are open market or discounted affordable/shared ownership homes, shall use the same materials palette and incorporate the same detailing across the range.

Affordable homes must be pepper-potted in small groups across the neighbourhood which aids in their management by the Registered Social Landlord (RSL).

Health & Wellbeing

The Home Environment

A considerable amount of time is spent daily in the home and this has only increased in light of the recent pandemic.

Internal home quality and its immediate surroundings directly affect the health of the population and especially those from more vulnerable groups. The specific elements related to health and wellbeing in terms of the design of homes and buildings include daylight, aspect, privacy, security and access to private amenity space are set out below.

Natural Light, Aspect & Privacy

Homes should be created that have adequate levels of natural light, including direct sunlight whilst not creating oven-like conditions by employing good quality ventilation. Properties should also not be overlooked and provide privacy and personal space for the residents.

Homes shall have good internal layouts that maximise access to natural daylight including windows of adequate size to ensure good internal lighting whilst not overheating the property.

Homes should have a good outlook with views out into their gardens or the public realm rather than just the gable ends of adjoining properties.

This Code and specifically Figure 6.6 includes guidance on separation distances and reduced separation distances in the interest of good urban design and place making:

1. Minimum front to front distances of 18m so that a legible street hierarchy can be created with street widths used as part the street identity within the street hierarchy.
2. Creation of localised pinch points with reduced front to front distances of 12m minimum to emphasise a threshold, slow traffic speeds, frame views or announce arrival as part of a gateway.

The inclusion of defensible space in the form of front gardens or privacy strips or non-habitable rooms to the front of properties provides additional privacy to rooms overlooking the public realm.

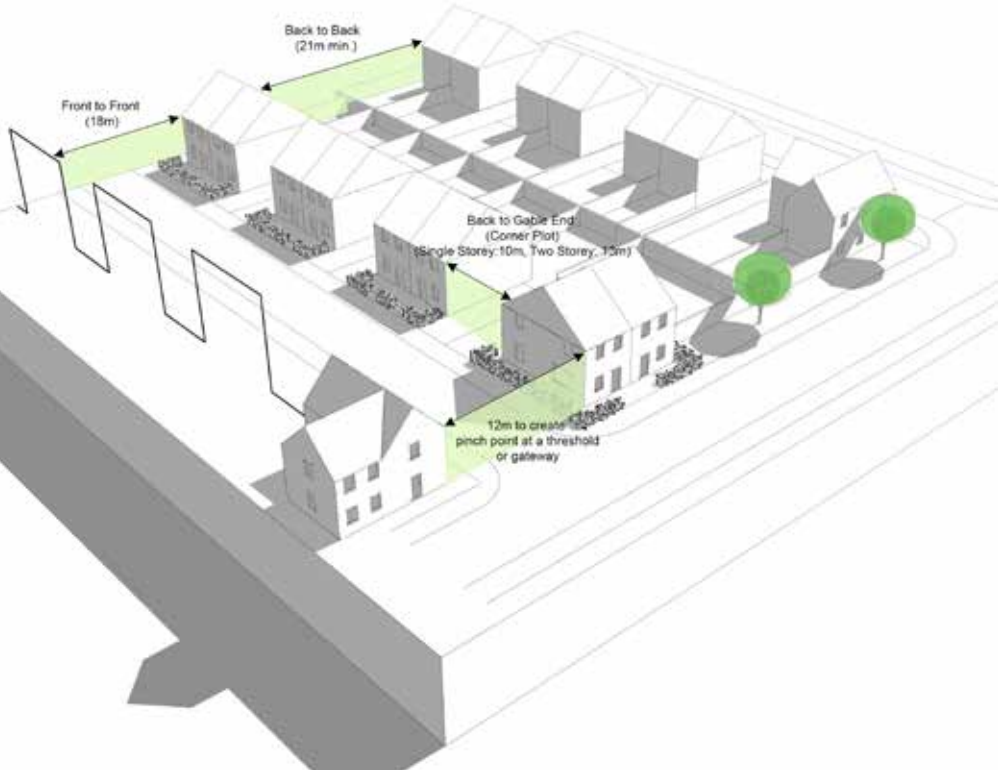


Figure 7.5 Separation Distances  
Security

Secured by Design has been dealt with in Chapter 6 previously in terms of Urban Design. Here the coding focuses on the security relating to each home.

The use of outward facing informal blocks provides a level of security to each property in the block by using the house itself as a boundary between the public and private realm. This also ensures that windows from each property overlook the public realm providing natural



surveillance as illustrated in Figure 7.6.



Figure 7.6 Security & The Home

Properties on the corner of blocks must be dual aspect and overlook both areas of public realm that they front onto and also create strong well fenestrated elevations to both streets they overlook as illustrated in Figure 7.7. This detailing is also required to prominent rear elevations on corner plots.

All boundary walls that define the rear garden from the street must be at least 1.8 metres tall. Front garden boundaries should utilise either a 1.2 metre high railing/wall or use a thorny/prickly hedging species that will grow to at least 0.9 metres high (see street hierarchy in Chapter 6.0 for frontage boundary treatments).

Parking must be on plot where possible and/or overlooked by the property or adjoining neighbours for added security.

All these aspects are illustrated in Figure 7.6.



Figure 7.7 Dual Aspect Homes

Private Amenity Space

Access to external private space is very important for peoples wellbeing, as stated in the introduction to this code.

Gardens shall be a minimum size of 50 square metres, exceptions can be made for higher density parcels, where there is good access to amenity spaces. In such locations smaller gardens are appropriate to ensure good urban design principles can be employed. Front gardens/privacy strips shall be provided to the minimum depths indicated previously in Chapter 6.0 as part of the street hierarchy. The typical approach to the provision of private amenity space is illustrated in Figure 7.8.



Figure 7.8 Private Amenity Space

Resource & Energy Conservation

Well designed places conserve natural resources including buildings, land, water, energy and materials. Developments must be designed to respond to climate change in terms of minimising their impact on the environment and also mitigating the effects of global warming within neighbourhoods.

The Greater Manchester Combined Authority has prepared Design Guidance for Net Zero (March 2025) which focuses on how to design buildings to achieve the net zero ambitions and outcomes set in GMCA policy. The guidance focuses on built form and defines what net zero is, provides key performance indicators for energy and carbon requirements of residential & commercial developments of different sizes, sets out what design solutions are available to maximise energy efficiency of built form, explores material uses in buildings to reduce embodied carbon through recycling, compact building forms, use of efficient light weight building structures and use materials that are durable and have a longer lifespan.

The guidance also explores the design of buildings in relation to overheating risk and whilst the guidance explores technological solutions to overheating the paragraphs below also explore site layout and orientation in relation to energy efficiency and use of planting etc. to aid in cooling the site and built form and so should be read in conjunction with both the movement and the green infrastructure chapters.

New Urbanism

New Urbanism has its routes in the Garden City movement but is very much about creating compact and walkable neighbourhoods which are well related to other facilities such as jobs, shops and community facilities, thus reducing demand for energy and promoting health and wellbeing.

Compact neighbourhoods ensure land is used efficiently thus providing space for a strong green and blue infrastructure network which incorporates planting to absorb CO2, offer shading to the public realm, capture particulate pollution, sustaining or creating new ecosystems and providing the space for sustainable drainage management trains.

Well designed places conserve natural resources including buildings, land, water, energy and materials. Developments must be designed to respond to climate change in terms of minimising their impact on the environment and also mitigating the effects of global warming within neighbourhoods.

Passive Design

Ensuring good levels of daylight into a development reduces the need for artificial light with passive solar gain reducing the need for space heating and increasing the duration that areas of public realm can be used through the day as illustrated in Figure 7.9.

The key to optimising the solar potential is to orientate buildings broadly south which then creates a street pattern running east to west. The spatial parameters illustrated in the spatial code incorporate this arrangement of streets and spaces and have been continued at this more detailed design stage to create a scheme that fully exploits passive solar gain.

In addition to the layout the development blocks need to take best advantage of solar potential with habitable rooms benefiting from natural light and solar gain. Storey heights, street and garden depths all play a part in the exploitation of passive solar gain and natural light and these are explored in this character area coding.

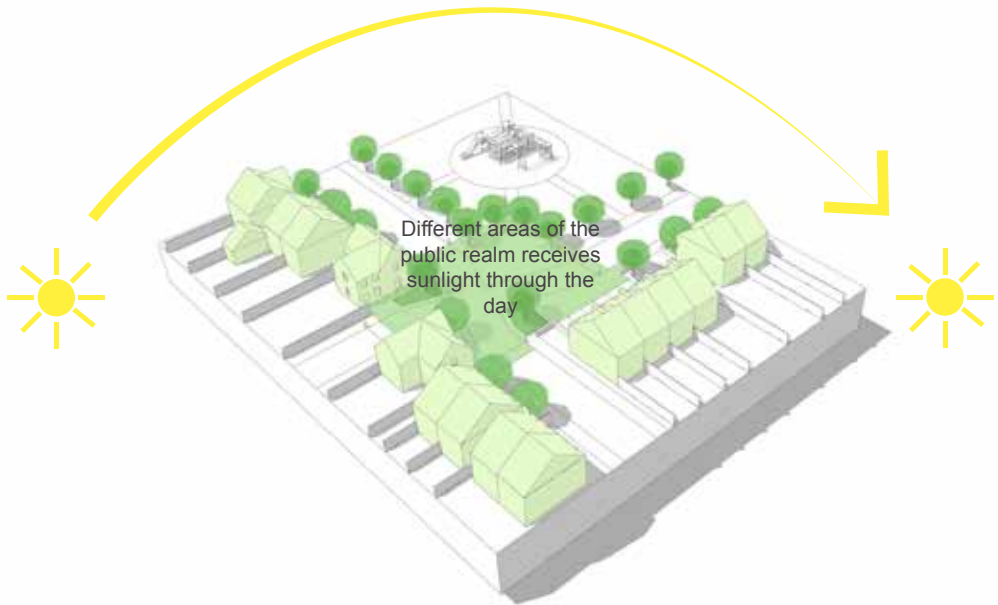


Figure 7.9 Passive Solar Gain

Active Energy Conservation Design

Energy efficiency is dealt with through the updates to Part L of the Building Regulations, but these requirements should be seen as the minima.

Once passive elements have been considered, building design should focus upon a fabric first approach to maximising energy efficiency. This is based on the premise that reduced resource demand will lead to more sustainable living and a smaller carbon footprint for new development.

Emerging policy dictates the need to switch to electric vehicles and thus requires residential properties to incorporate electric vehicle charging points into the layout of parking bays and garages.

Embodied energy is the energy consumed by the processes associated with the production of materials used in the construction of the building as well as the energy used in the actual building process itself.

Reducing embodied energy is achieved by using low energy materials, recycling, efficient use of materials, reducing waste, designing buildings that can be easily disassembled and designing buildings that are easily adaptable. All these elements must be taken into account during the design and detailing of the layout and the proposed homes.

Low Carbon Heat

The GMCA have prepared a companion document to Design Guidance for Net Zero which provides guidance for developers preparing planning applications on how to deliver heating systems which are low carbon, cost effective and affordable for residents. The guidance 'Low Carbon Heat' (March 2025) summaries the many types of heating systems at different scale with a focus on the solutions that are likely to be compliant with Net Zero.

The guidance also explores low carbon heat networks and how they can be the lowest carbon and most effective solution for planning applications.

As is made clear in the guidance, the exploration and development of proposals for low carbon heat networks are to be explored at the application stage and so whilst this solution is acknowledged here in the masterplan, it shall be developed in more detail at that later stage in the development process.

Housing Mix

Housing for All

The housing needs for this location have been used to determine the mix within the site which includes 1 to 5 bed family homes.

The level of affordable housing provision shall be in accordance with the Local Plan Policy requirements, subject to viability.

The Section 106 affordable element of the housing mix shall be pepper-potted across the site in groups of 3 to 5 homes to aid in their management by the Registered Social Landlord partner chosen by the developer, unless otherwise guided by the Registered Provider.

Affordable units shall be tenure blind drawing on the same materials palette and house types as the rest of the residential areas. As part of that tenure blind approach car parking shall also be a balanced mix



between the various parking solutions as set out later in this code.

The design of buildings includes their size, shape and configuration, their relationship to their surroundings as well as their internal layout. All of this is dealt with elsewhere in this code. It is also important to consider the way that all the buildings are designed, the elevations, the fenestration and how it relates to the street, the design of the roof, detailing and materiality.

Building Identity

Buildings Design Principles

The proposed buildings should respond to the height and building line principles as set out earlier in this and other chapters of this code. The coding does not just apply to homes but also to all the buildings proposed within the masterplan area.

These primary building design principles are independent of style and fundamental to ensuring the buildings work as part of the wider vision for the neighbourhoods.

**Meeting the Ground:** It is important to ground all the buildings into their setting and streetscape/public realm in which they sit.

In terms of domestic properties simple terraced/townhouse dwellings will have a plain doorway as part of the main elevation's fenestration with a simple cantilever porch, whilst larger dwellings use a mix of open, enclosed or recessed porches, creating a small vestibule before entering the main dwelling.

Main entrances into commercial buildings will be required to be directly off the primary street they front.

Commercial building entrances should be easily identifiable in the building facade through the use of a porch, atrium or recessed detail in the elevation to delineate the entrance from the rest of the façade.



Precedent 7.1 Entrances

These principles are illustrated in Precedent 7.1.

The ground floor of the commercial buildings could use an alternative material to the upper floors or be set on a plinth to add interest to the elevations of the building, as illustrated in Precedent 4.2, Page 64.

The building set-backs from the street and front boundary treatments are dealt with in the street hierarchy in Chapter 4.0.

**Meeting the Sky:** Roofscape and skyline are important features in the townscape and streetscape and are in part governed by the use of varies storey heights of buildings which has been dealt with in this code.

It is intended that there is no set consistent roofline or eaves line which will contribute to the informal and organic character of Broadbent Moss which also responds to the topography of the site. The use of gables also contributes to the variety of the roofscape.

Opportunities for green roofs on the single storey buildings and domestic garages/carports should be explored to provide habitats for wildlife, act as a sponge for rain water and provide additional green infrastructure. In order for them to be visible as part of the roofscape they should be combined with a shallow pitch so they contribute to the townscape visually. Green roofs are set out within the Blue Infrastructure section of this code in Chapter 5 as part of the SuDS management train.

**Composition:** The façade needs to create a logical and interesting fenestration to the elevations of the buildings whilst also relating to the daylight needs of the internal spaces and their uses.

The fenestration should be graduated with ground floor windows being taller than those of the first floor with any 2.5 to 3 storey homes having smaller height windows than the first floor. Similar arrangements for commercial buildings are illustrated in Precedent 7.4.

**Windows:** Elevations should have a wall to window ratio of between 15-40%. However, in ensuring enough daylight reaches habitable rooms and buildings exploiting solar gain for sustainability, health and



Precedent 7.2 Building Plinths

wellbeing, buildings should look to achieve a wall to window ration closer to the upper end, whilst also taking account of requirements relating to Building Regs, Part O overheating.

**Articulation:** Many modern buildings do not have a reveal to windows and doors which is in part governed by the detailing employed to minimise cold bridging of cavities etc. However, a shadowline to doors and windows has benefits visually; emphasising and articulating the fenestration and so if windows and doors can be pushed back within the building envelope to create a shadowline then this should be done. Alternatively, windows and doors can be highlighted using detailing around the window which brings the surround forward of the elevation, such as using an artsone cill, jambs and head or a timber surround which creates the desired shadowline without compromising the thermal performance of the building envelope.

Additional articulation can be created by using porches and bays which come forward or step back from the principle building line, as described in other sections of this code.

Detailing & Materials Palette

The detailing and materials for residential properties within Beal Valley and Broadbent Moss shall draw on a mix of the typical materials found in the local area, as well as contemporary materials and detailing:

- Blue roof tile,
- Red/brindle multi facing brick to façades,
- Red engineering brick for d.p.c. and as cills to windows,
- Banded courses of brickwork at first floor,
- Proud brick detailing panels to façades using both red/brindle multi facing brick and engineering brick,
- Fibre Cement Cladding Boards, and
- Rough Cast Render panels in combination with Cladding Boards.



Palette 4.1 Residential Materials

The materials and detailing for the commercial development at Broadbent Moss within the façades include:

- Brick (Red/Brindle Multi facing Brick/Red Engineering Detailing Brick)
- Rain Screen Cladding
- Engineered/Structural Glass
- Green Walls/Trellis

The roofing material palette to be used includes:

- Flat Roof Membrane Systems
- Brown & Green Roofs
- Metal Sheet (Box Section in light/mid grey)

Contemporary materials and building systems will be used alongside the traditional palette to aid in creating variety and encourage modern reinterpretations of the local vernacular to ensure pastiche architecture is not developed on the site.



Palette 4.1 Commercial Materials







# Phasing

**Mixed-use developments** that create new neighbourhoods, have the ability to create **vibrant places** from the **earliest stages** of delivery. This development has been phased in such a way that the early phases will open up a site for the new **Metrolink Stop** within a few years of commencing development on site, which in turn will enable additional infrastructure to be developed so that by Phase 6 the road infrastructure will be in place to enable the local centre to be developed with **enough footfall** by that time, from the new community and users of the Metrolink Stop, to ensure its **vibrancy and viability**.

## Infrastructure & Development Phasing

Broadbent Moss and Beal Valley will be the largest single allocation of new homes in the Borough over the next decade. Whilst some parts are connected to existing infrastructure and can be brought forward more quickly, most of the new homes to the east of the Metrolink line will be dependent on the implementation of major highway schemes and new public transport facilities and will involve extensive re-modelling of land.

In addition to providing a vital supply of new homes, the project will transform accessibility in this part of the Borough and deliver wider benefits including well managed open spaces and new local facilities. However, the package of infrastructure works is extensive and complex, and it will the need to be carefully planned. It would also not be feasible to implement the associated work up-front and before any new homes come on stream. Each part of the allocation(s) will therefore need to deliver their component of the integrated infrastructure plan as the scheme unfolds. This will also ensure that new homes are delivered in the short, medium and long term to meet Oldham's needs.

Phase	Yr 1 2026	Yr 2 2027	Yr 3 2028	Yr 4 2029	Yr 5 2030	Yr 6 2031	Yr 7 2032	Yr 8 2033	Yr 9 2034	Yr 10 2035	Yr 11 2036	Yr 12 2037	Yr 13 2038	Yr 14 2039	Yr 15 2040
Phase 1	75	80	40	40	40	41									
Phase 2			40	50	50	50	50	45							
Phase 3															
Phase 4															
Phase 5						30	35	70	70	36					
Phase 6									70	70	70	70	19		
Phase 7											70	70	70	69	
Phase 8			40			40			40			40			26
Cumulative Total	75	155	275	365	455	616	701	816	996	1102	1172	1352	1441	1511	1606

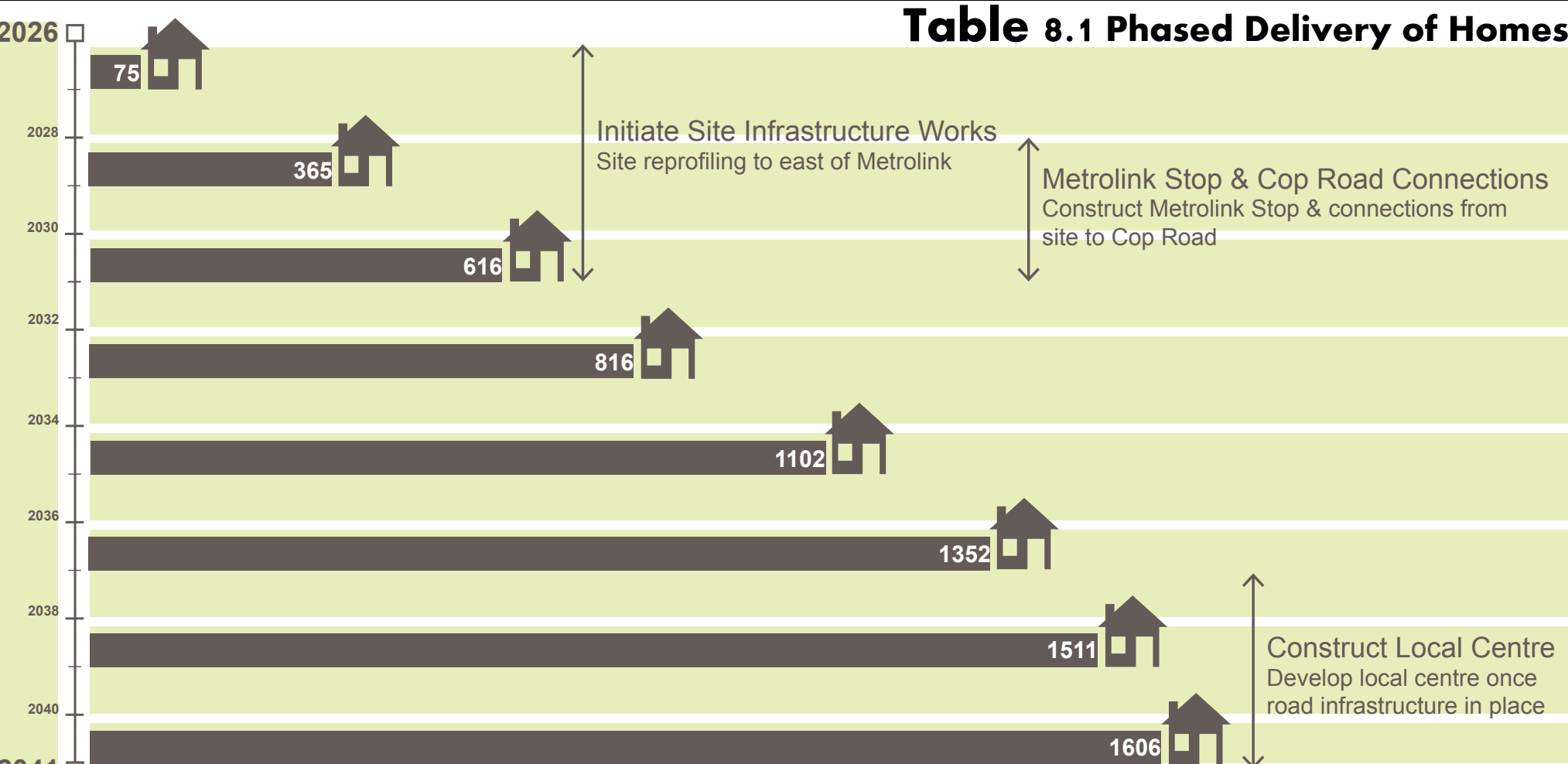


Figure 8.2 15 Year Delivery Programme

A phasing plan that starts from the west and in part from the south east – where it is possible to unlock development early – and then builds momentum to the east of the Metrolink line is therefore planned. The timescales set out below could naturally vary depending on market conditions and other factors, but it illustrates how the development is likely to be sequenced.

We will also work closely with the local education authority to identify the best way of meeting the education needs generated by the development in accordance with PfE JPA10 and JPA12. If identified as required provision will be made for a new primary school on site.

### Phase 1

New homes have recently been built to the south of Heyside Park and there is an opportunity to bring forward the adjoining land towards the Metrolink line as an early phase of development through this Masterplan. The land has the scope for around 241 homes, and it can be designed to accommodate the section of Spine Road between the proposed Cop Road Tram Stop and Bullcote Lane. It will also be laid out and designed

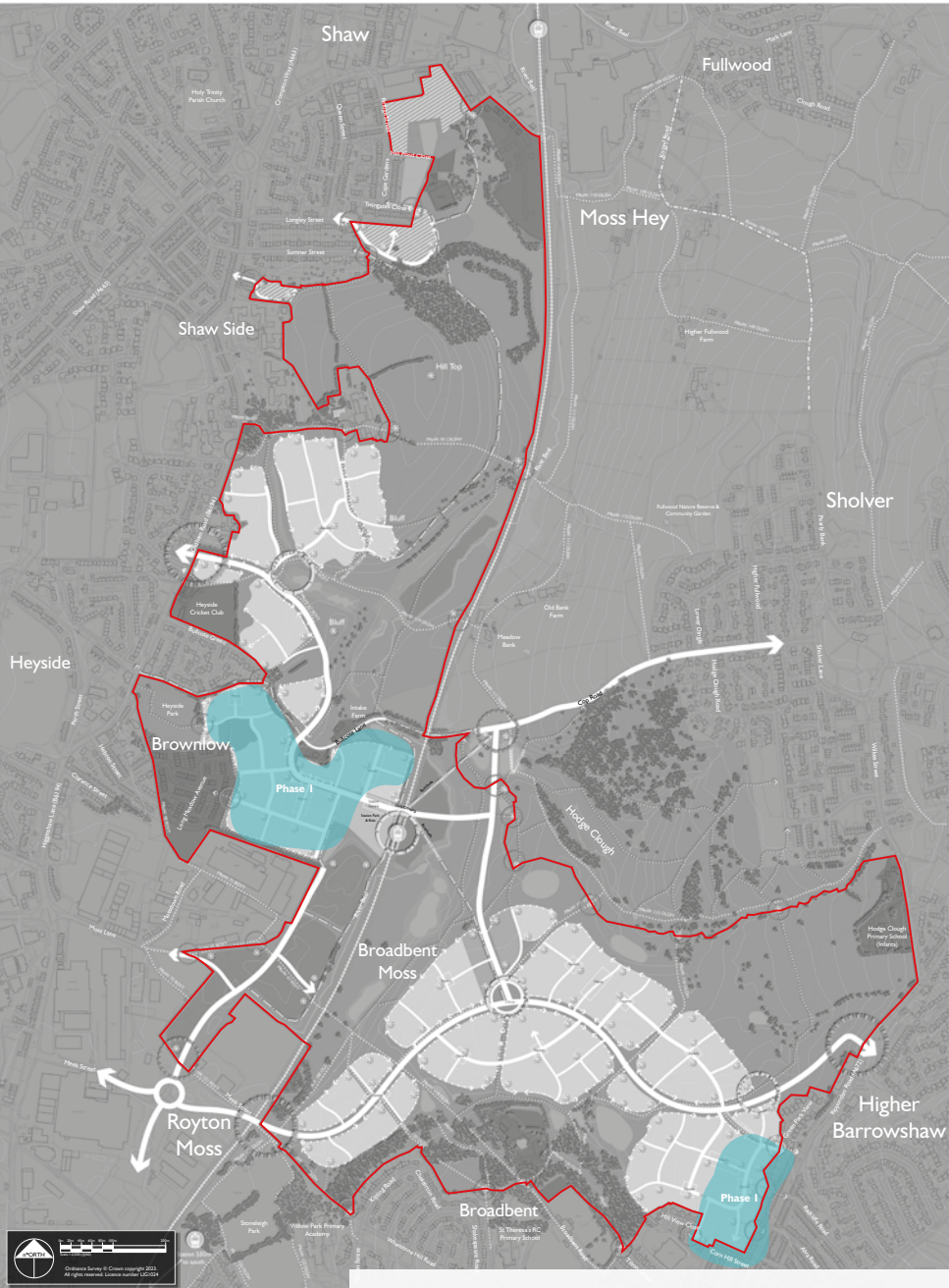


Figure 8.3 Phase 1

around the land required to construct and operate the Metrolink Stop/ Park & Ride.

The landowners are keen to progress this as soon as possible in order to build momentum and start generating a supply of much needed new homes, including affordable homes. This Phase could commence in 2026 (Year 1) and be completed in late 2031 (Year 6). It would involve an interim highway arrangement that connects the site (and its section of Spine Road) to Oldham Road (B6194) via Bullcote Green and Bullcote Lane. Phase 1 will also include the delivery of substantial off site highway improvements, including the introduction of new footpath along Bullcote Lane to the Heyside junction.

Access to the new homes in Phase 1 would ultimately be diverted to the new highway that will connect to Shawside via a new junction in Phase 2 (see below).

In addition to the land adjoining the proposed Metrolink Stop there is also the opportunity to serve an initial phase of up to 70 homes off Green Park View to the south east, without the need for the construction of the Link Road. In order to speed up delivery of homes this opportunity has been included in Phase 1.

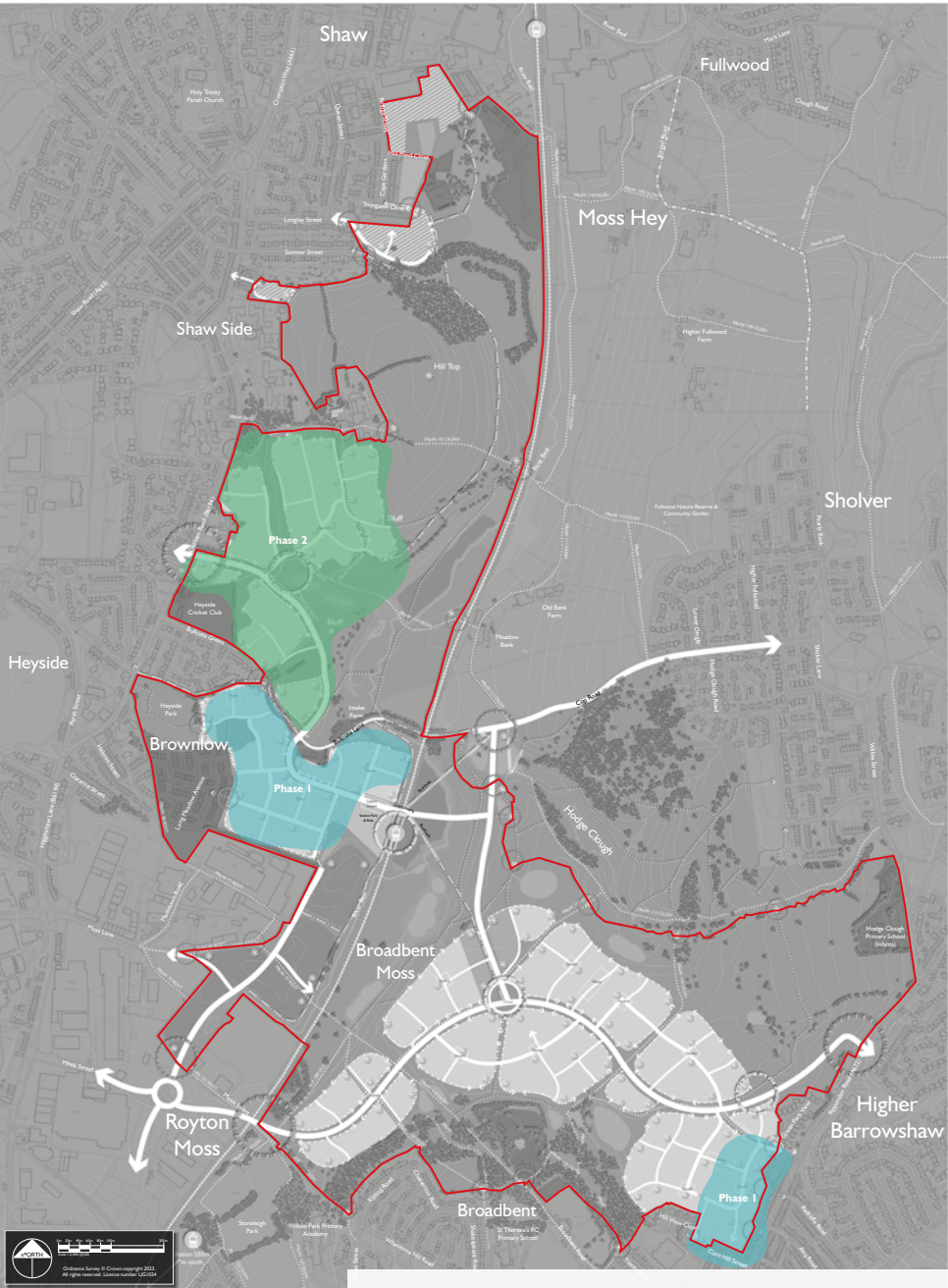


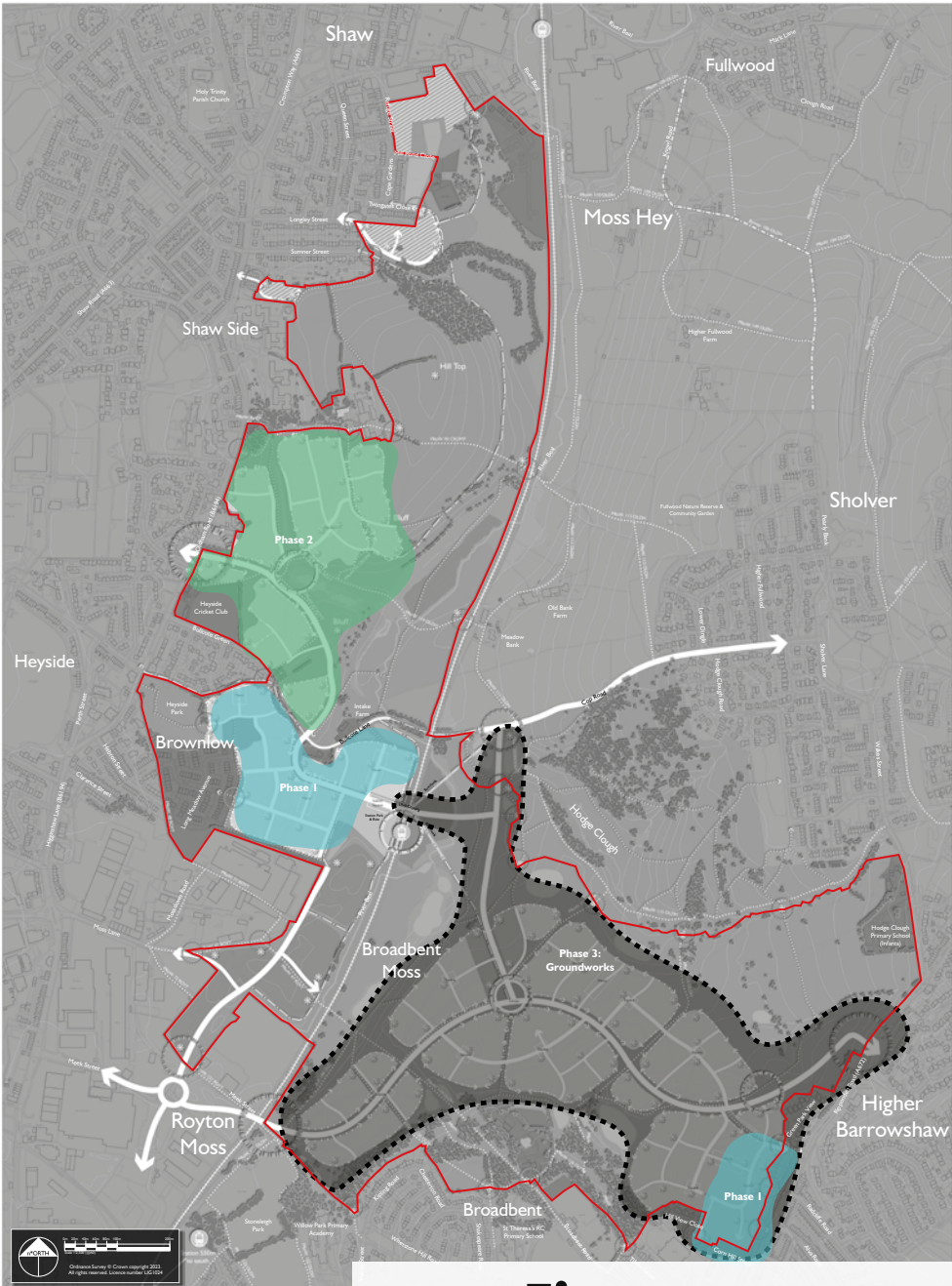
Figure 8.4 Phase 2

### Phase 2

The land to the north of Bullcote Lane in the Beal Valley would follow-on from and overlap with, the land to the south. It would deliver the section of Spine Road that ultimately connects the proposed Tram Stop to Oldham Road via a new junction at Shawside. It will also deliver open space and drainage improvements adjacent to the River Beal.

Approximately 285 new homes will be built in this Phase between 2028 (Year 3) and 2032 (Year 7), leading to a cumulative total of 526 homes across the western side of the allocation at that time.

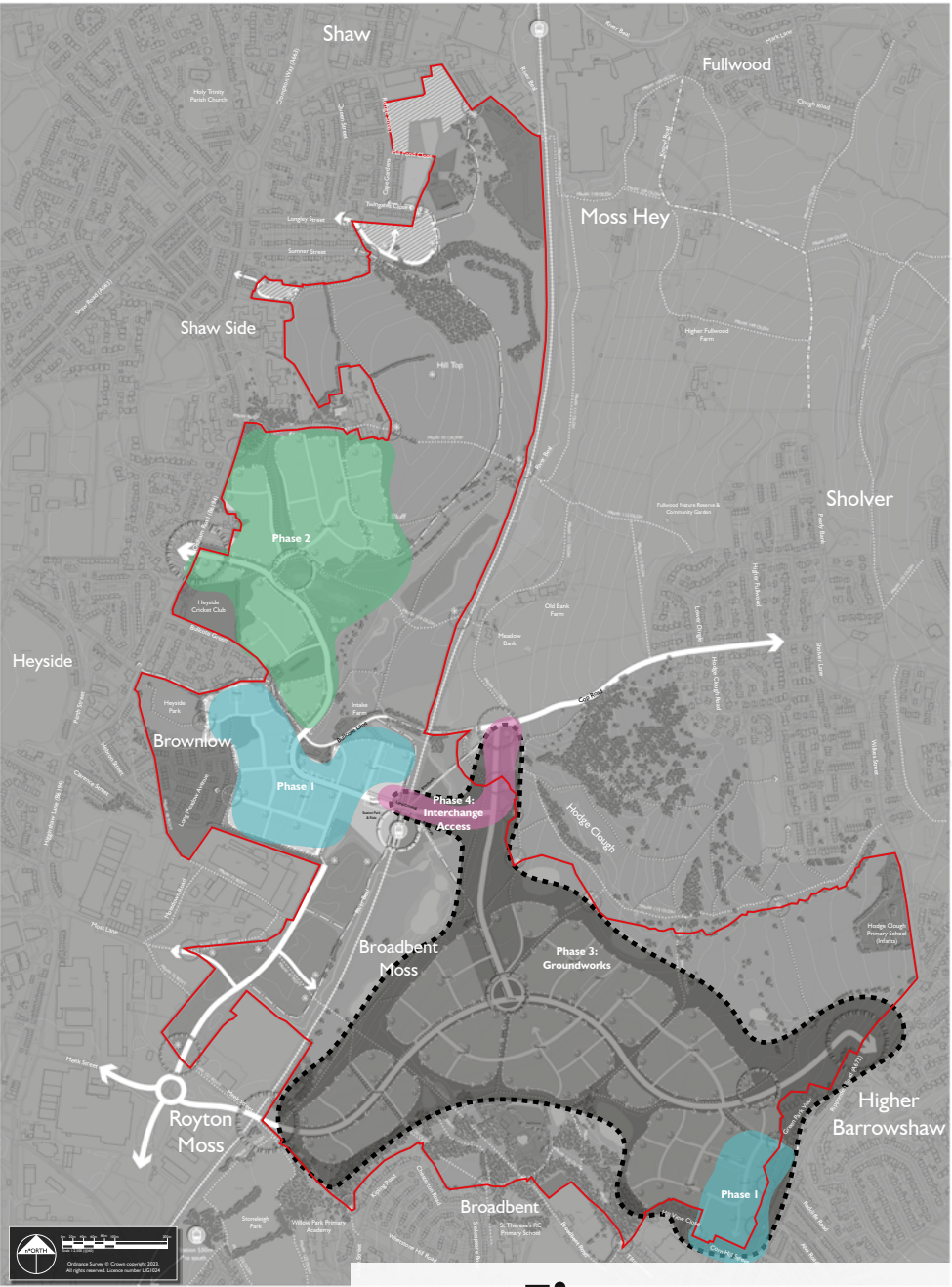




**Figure 8.5 Phase 3**

**Phase 3**

Phase 3 involves the complex process of preparing the land to the east of Metrolink for the proposed infrastructure and housing development. This will involve planning for and then physically implementing a major scheme to re-profile the site to accommodate the east-west Spine road and the proposed new junction to Ripponden Road. Planning for this will commence early in the Masterplan period – overlapping with Phases 1 and 2 – with a target for completing the work by the end of 2030 (Year 5).

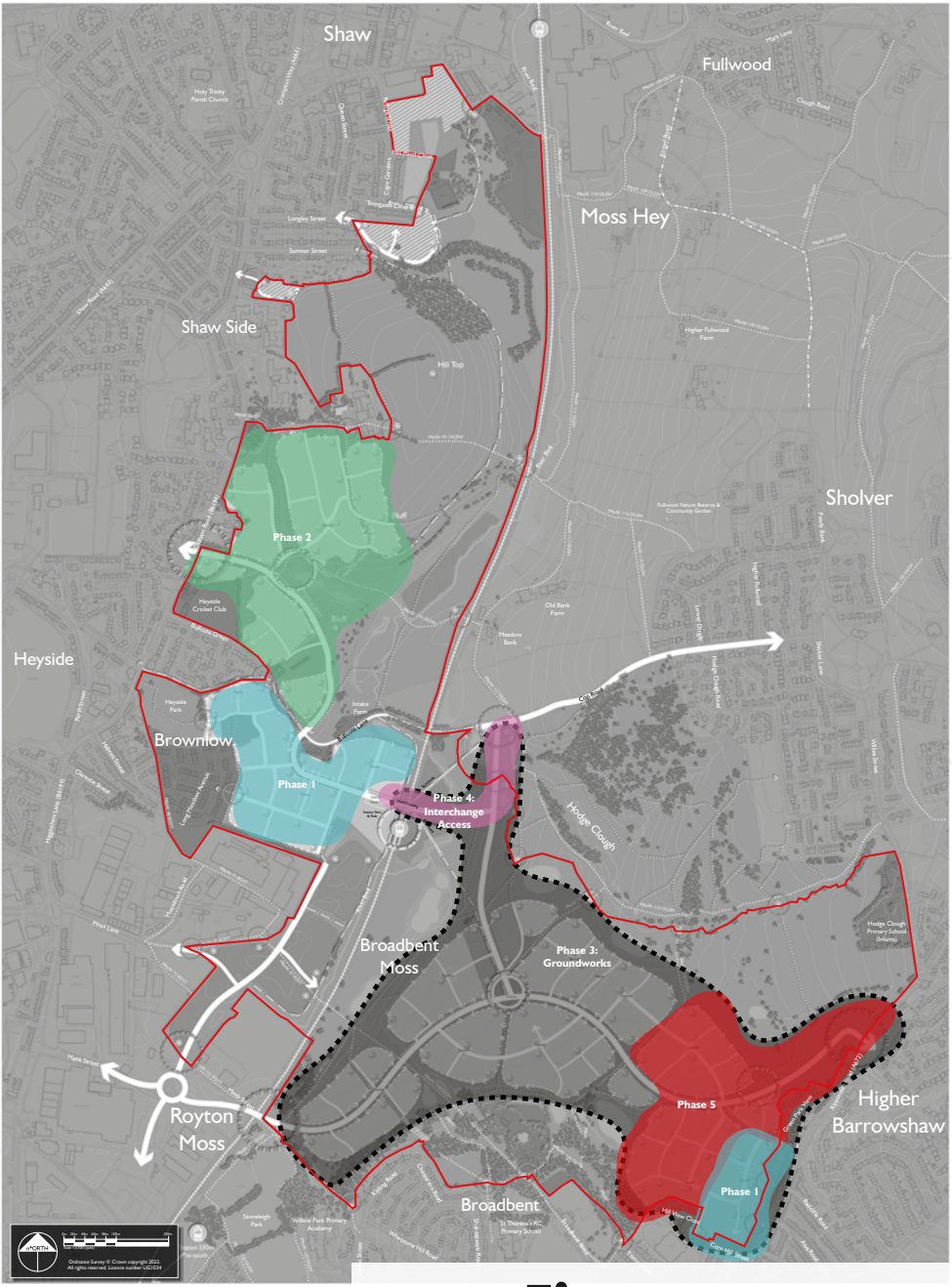


**Figure 8.6 Phase 4**

**Phase 4**

This will involve implementing the proposed Cop Road Metrolink Stop (subject to feasibility, funding strategy and business case) in the position indicated on the Masterplan. The western section of Link Road will be in place by 2029 (Year 4), and this will provide access to the track to construct the Metrolink Stop. This Phase will also overlap with the plans to prepare the ground to east, with the implementation of an early stage of groundworks to accommodate a highway connection between Cop Road and the proposed at grade crossing of the Metrolink track. The at grade crossing will be subject to formal approval by TfGM. This will facilitate the closure of the existing Cop Road bridge for vehicles, with east-west traffic from Shawside and Sholver / Moorside being diverted across the Metrolink track and through the Phase 1 and 2 area. This will also provide residents with a direct access to the Tram Stop and the associated Park and Ride facility from the east, as well as providing a high-quality Active Travel route along Cop Road/Bullcote Lane.

The aim will be to have all the necessary infrastructure in place and an operational new Stop by the end of 2030/31 (Year 5/6).

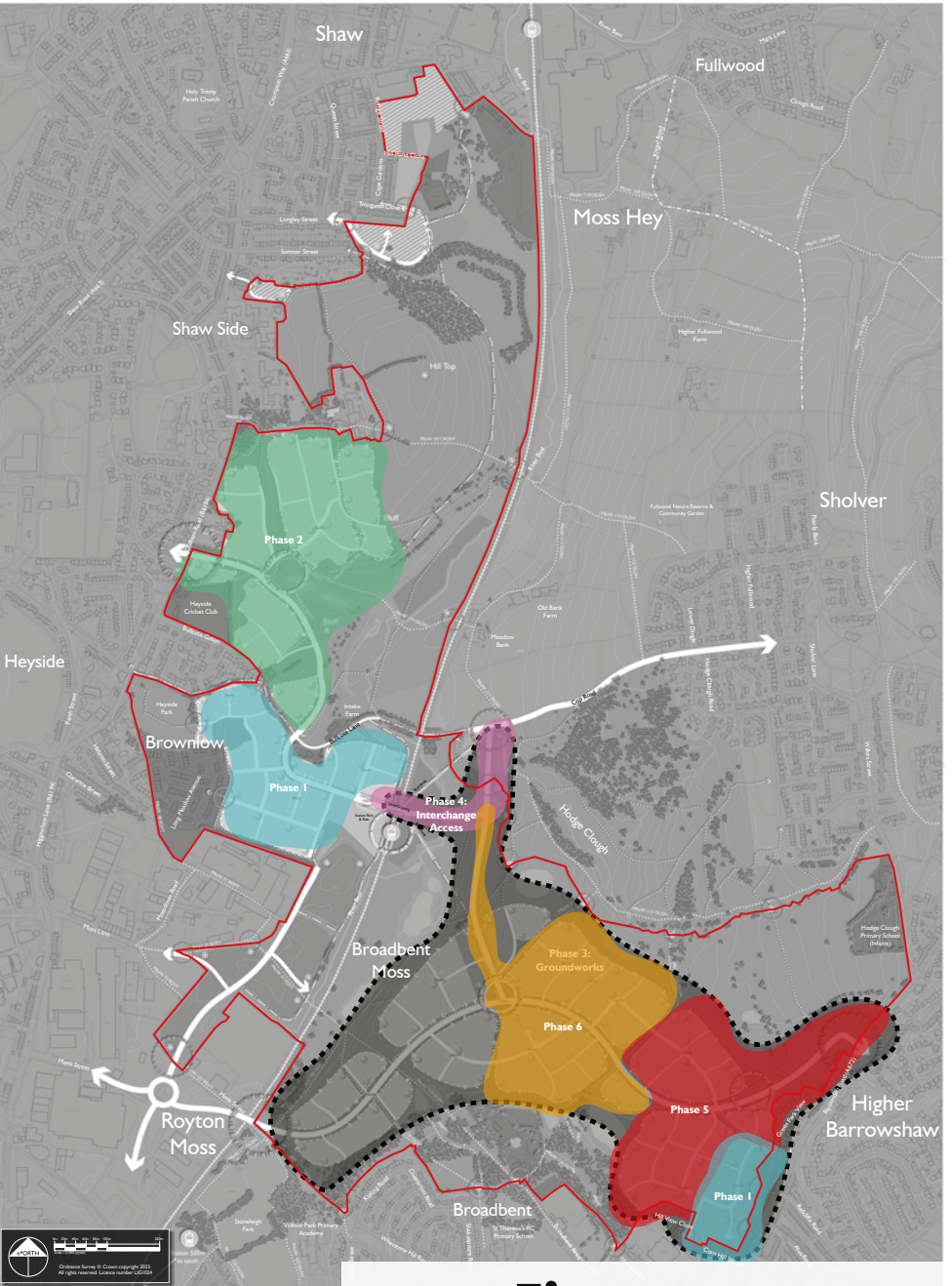


**Figure 8.7 Phase 5**

**Phase 5**

The plan is to open-up the Ripponden Road frontage as soon as the groundworks have been completed in the eastern section. There might also be possibilities to deliver some limited early phases of development through existing connections to Ripponden Road, although the bulk of the 316 homes in Phase 5 will be dependent on constructing the new junction with Ripponden Road. Phase 5 will also deliver a section of the Spine Road that will ultimately connect Ripponden Road (A672) to the B6194 in the next Phase (see below). Landscape and ecology improvements in the area between the new development and Derker will also be delivered in Phase 5.

This phase is expected to commence in 2031 (Year 6) and conclude in 2035 (Year 10). Including completions to the west of Metrolink in the Beal Valley and Bullcote Lane area, the cumulative number of homes at the conclusion of this phase will be circa 842 (excluding any windfall sites, see Phase 8).



**Figure 8.8 Phase 6**

**Phase 6**

This will involve completing the Link Road between Ripponden Road in the east and Oldham Road at Shawside in the west via the surface crossing at the Metrolink Stop. The extended highway would also connect to Cop Road and therefore open-up the possibility of a new bus service provision through the site that links Moorside, Sholver and Higher Barrowshaw to the Metrolink Stop and surrounding areas.

Phase 6 will also deliver circa 299 homes between 2034 (Year 9) and 2038 (Year 13), which will bring the cumulative number of homes served by this now complete highway and public transport corridor to 1,141 homes. It is envisaged that significant proposals to enhance the open land to the south of Cop Road along the Hodge Clough will form part of this phase, along with measures to enhance the River Beal and flood attenuation. There will also be new and enhanced habitats to increase Biodiversity and safer and more attractive recreational opportunities for new and existing residents.



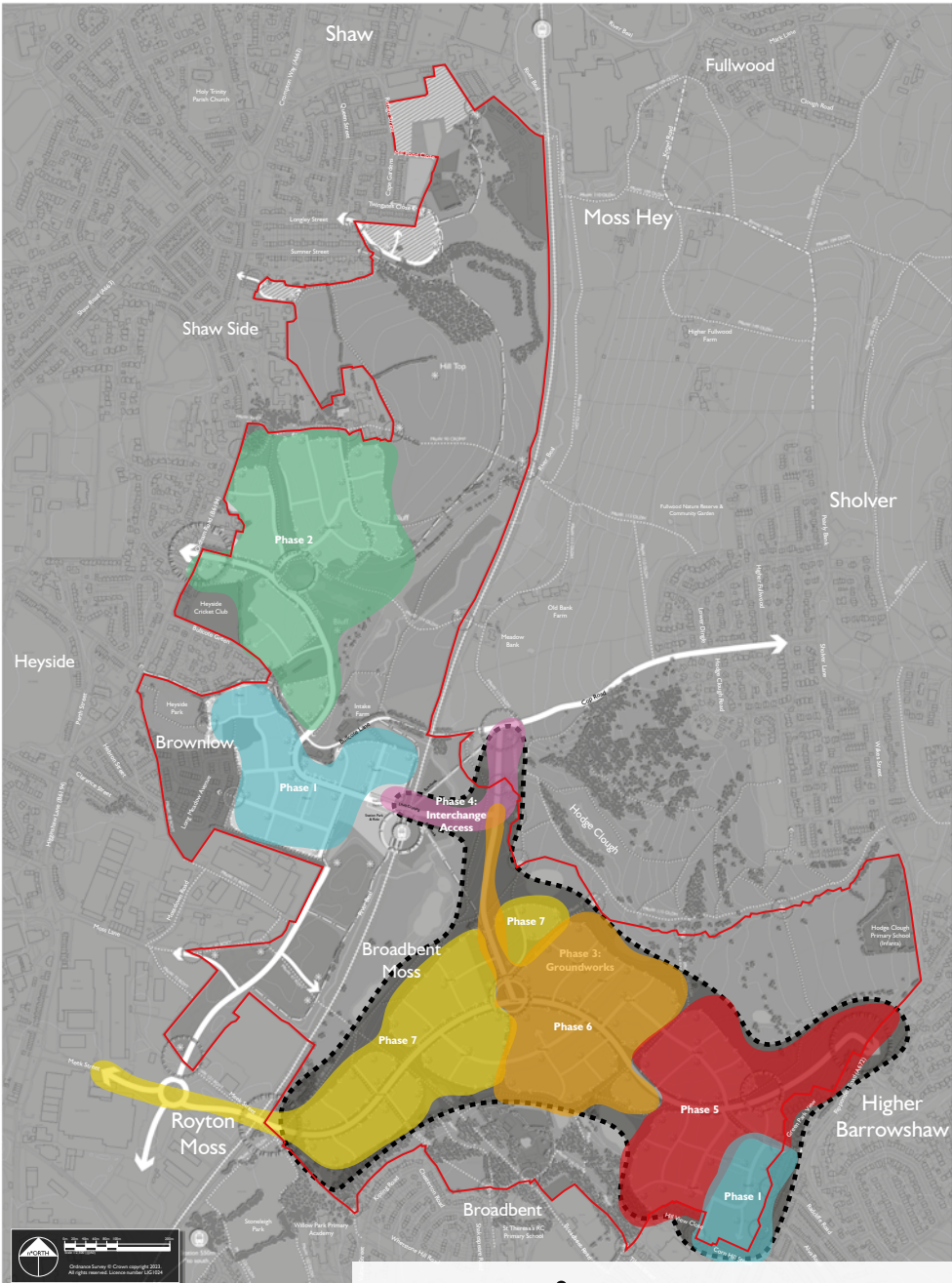


Figure 8.9 Phase 7

**Phase 7**

Further development within the Masterplan area is likely to be dependent on extending the Link Road further with a new road bridge across the Metrolink line at Meek Street. This would connect the scheme to Higginshaw Lane and provide an additional route for traffic heading to and from the B6194. This will disperse traffic generated by new and existing homes – especially for trips that are linked to the town centre – and open-up the possibility of entirely new bus services between Sholver / Moorside and the town centre. The completion of the Infrastructure Plan will also help relieve congestion at the Bottom O’ Th’ Moor section of the A62 by providing a major new east west route in this part of the town.

Phase 7 will deliver an additional 279 homes and the new Local Centre between 2037 (Year 12) and 2040 (Year 15). The new facilities will be strategically placed at the confluence of the new highway infrastructure and the section of Link Road that was completed in Phase 6 and be within a short walking distance of the Metrolink Stop. The cumulative new homes by 2040 within the main allocations will therefore reach 1,420.

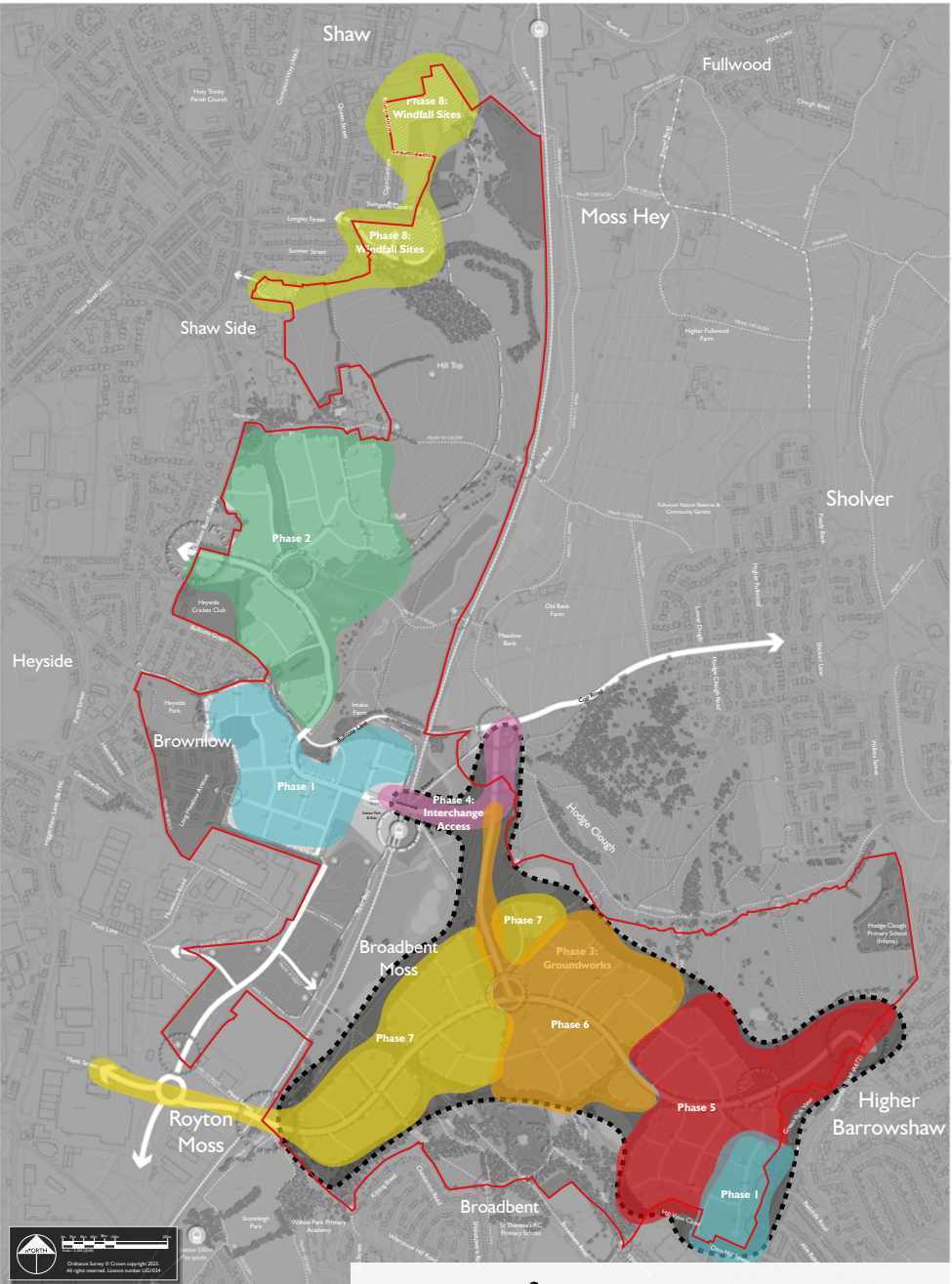


Figure 8.10 Phase 8

**Phase 8**

Some parts of the Beal Valley allocation close to Shaw have the potential to come forward at any time within the phasing of the Masterplan as they are not dependent on the integrated Infrastructure Plan. These ‘windfall’ sites have the capacity to accommodate circa. 186 new homes and if delivered, it would bring the overall number of housing completions by 2040 to 1,606.

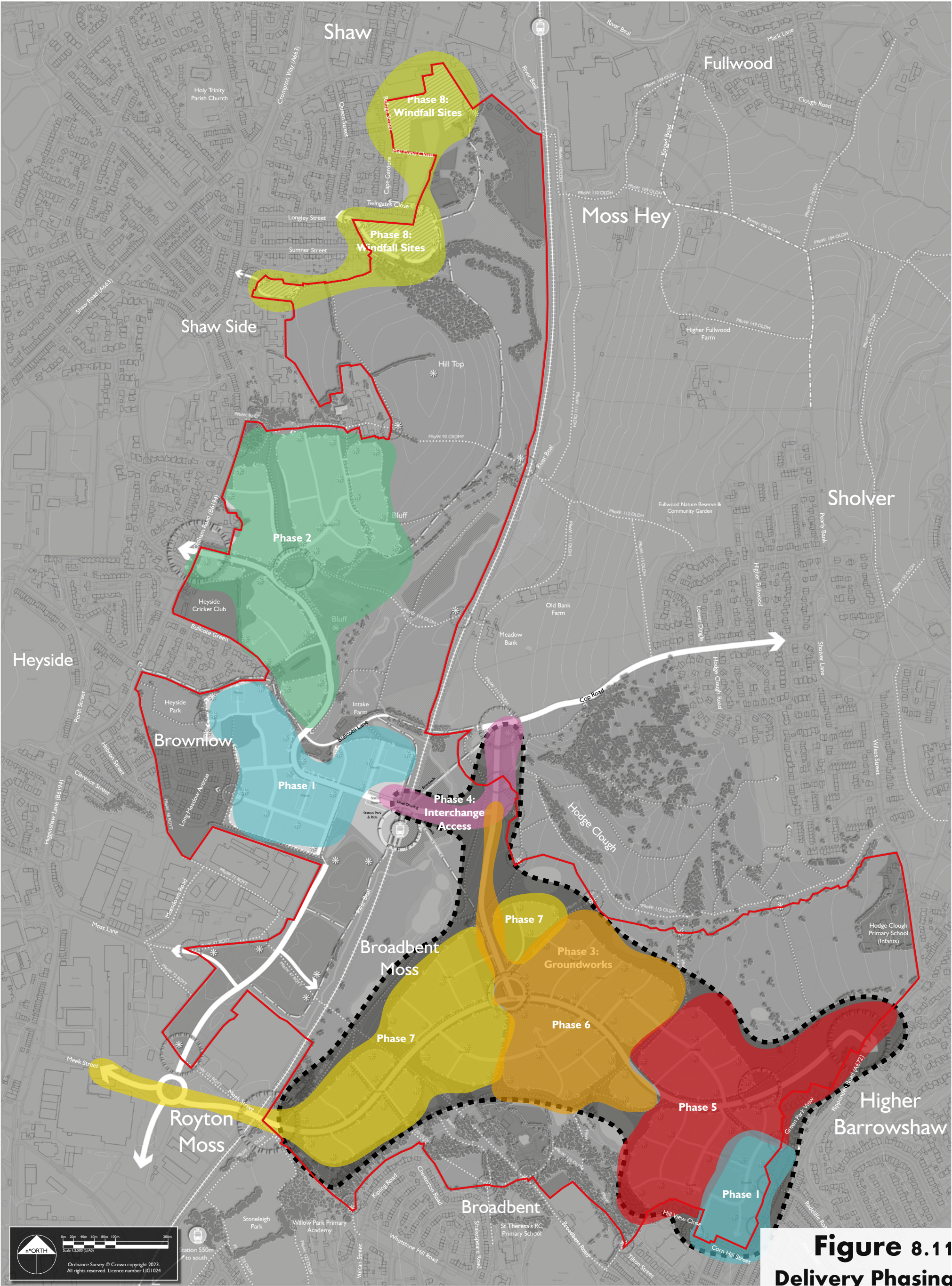


Figure 8.11  
Delivery Phasing  
Plan



Long-Term Stewardship

The future management and operation of this extensive area of land will require careful assessment. It is essential that the land remains safe and attractive for people to use and that it delivers the required ecology outcomes, so future stewardship arrangements will need to be financially viable and sustainable.

Creating a habitat bank that has 'surplus' gains for other development sites in Oldham and the wider area will therefore be important and the consortium will also consider incorporating an estate charge to new homes in order to generate a permanent income stream.

Engaging voluntary groups and the local community over the future management of the land will create a sense of ownership and also reduce the reliance on suppliers. This will involve working with the Council and voluntary groups to build local capacity and maximise these opportunities, together with exploring future capital and revenue streams that could enhance the opportunity.

Decisions over the long-term stewardship of the open land will need to be taken at the appropriate time but this will focus on the following options:

- A transfer to the local authority with an appropriate package of funding/ revenue
- The creation of a bespoke not-for-profit community company to hold and manage the land
- A transfer of the land to a specialist company that has the capacity and experience to manage it in the long term

Biodiversity Net Gain - Habitat Bank Potential

The total site area within the two PfE allocations extends to 81.78 hectares with another 18.90 hectares within the retained Green Belt to the south of Cop Road. The proposed development area is circa. 50.53 hectares so the extent of retained/enhanced Green Infrastructure within and local to the masterplan covers over 100 hectares. Most of this lies within the ownership of the consortium.

This will provide a platform to deliver the mandatory Biodiversity Net Gain (BNG) for the new developments that are proposed within the masterplan area, with the potential for other local developments to also utilise this habitat bank resource for their developments also.

It will also present a major opportunity to advance the objectives of Greater Manchester's Local Nature Recovery Strategy (LNRS) to create a greener city region where nature flourishes and people have better access to the natural environment to enhance their wellbeing. Areas adjacent to the Beal have already been identified by GM as important Nature Opportunity Areas with potential river and wetland enhancements so it is of strategic importance.

Early phases of development may come ahead of potential BNG offsetting habitats within the masterplan area being ready to accept them. In those cases the preference, as set out in national policy, is for habitat banks to be used within the borough of Oldham where they are available and registered with DEFRA/Natural England.

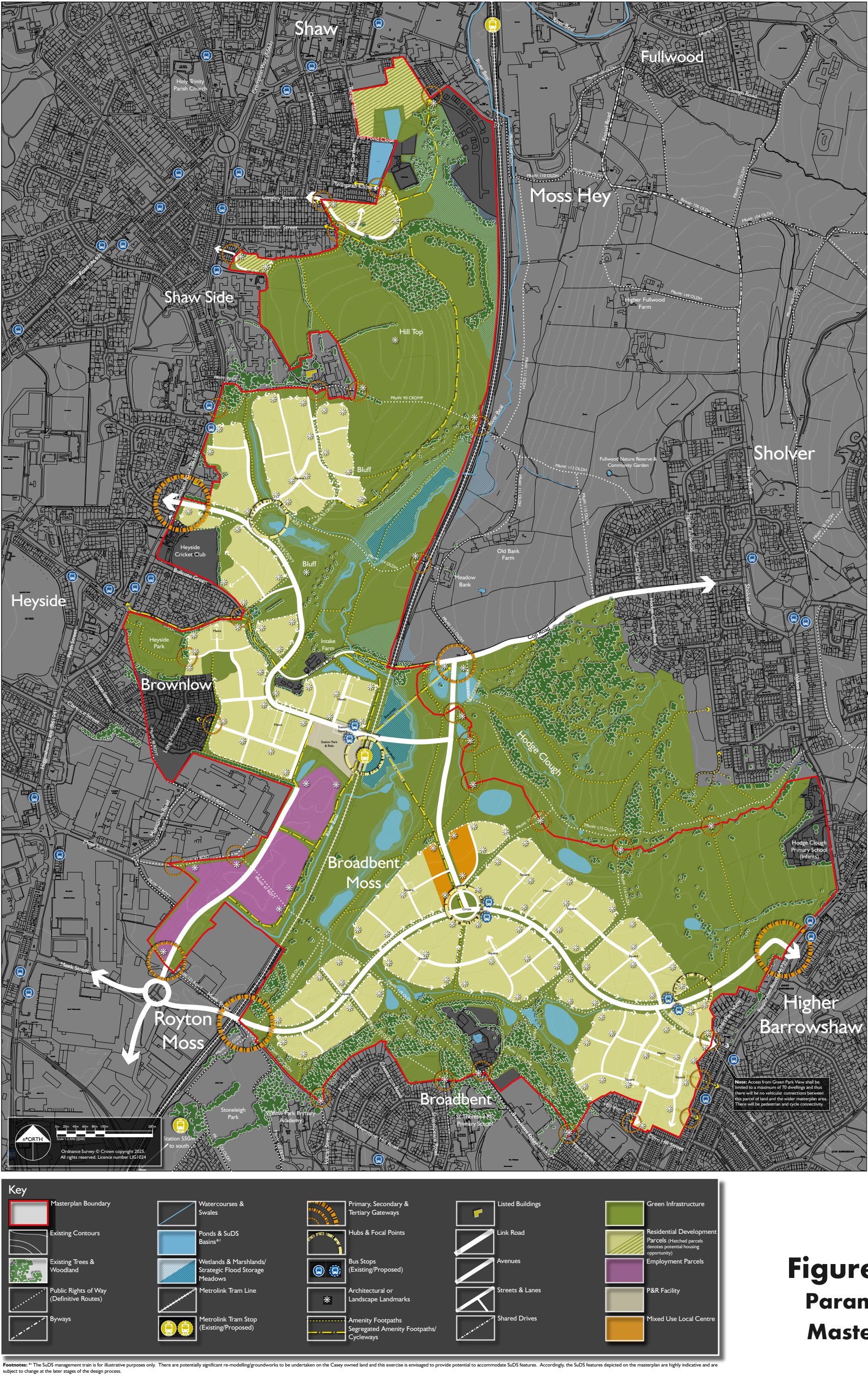


Figure 8.12  
Parameters  
Masterplan



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