

PLANNING COMMITTEE Agenda

Date	Wednesday 11 February 2026
Time	6.00 pm
Venue	Council Chamber, JR Clynes Building, Oldham, Greaves Street, Oldham, OL1 1AL
Notes	<ol style="list-style-type: none">1. Declarations of Interest- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Alex Bougaté or Constitutional Services at least 24 hours in advance of the meeting.2. Contact email for this agenda is Constitutional Services - constitutional.services@oldham.gov.uk3. Public Questions - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Friday, 6 February 2026.4. Filming - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

Membership of the PLANNING COMMITTEE
Councillors Akhtar, Z Ali, Cosgrove, Davis, Harkness, Hince (Chair), Hobin, Hurley, A Hussain, S. Hussain, Iqbal, Islam, Lancaster, Murphy, Nasheen and Woodvine

Item No

- 1 Apologies For Absence
- 2 Urgent Business

Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time

To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 3 - 6)

The Minutes of the meeting of the Planning Committee held on 17th December 2025 are attached for Members' approval.
- 6 FUL/354904/25 - Land at Butterworth Lane, Chadderton, Oldham (Pages 7 - 48)

Full planning application proposing the erection of a residential development with associated infrastructure, including landscaping, public open space, drainage, car and cycle parking, and access from Butterworth Lane.
- 7 OUT/355327/25 - Linens Ltd, Ram Mill, Gordon Street, Chadderton, Oldham, OL9 9RH (Pages 49 - 70)

Outline planning application (landscaping reserved) for the change of use of floors 2, 3 and 4 of former Ram Mill building to create hotel accommodation (C1) comprising 75 double bedrooms and 105 hotel aparthotel units with dedicated flexible work areas together with common space and service areas
- 8 FUL/355367/25 - 3 Kevin Avenue, Royton, Oldham, OL2 6AH (Pages 71 - 80)

Change of use to a 6 bed house in multiple occupation (HMO) and a first floor extension over garage.
- 9 Appeals Update Report (Pages 81 - 82)



PLANNING COMMITTEE
17/12/2025 at 6.00 pm

Present: Councillor Peter Davis (Vice-Chair in the Chair)
Councillors Akhtar, Z Ali, Charters (Substitute for Cllr Islam),
Cosgrove, Harkness, Hobin, A Hussain, S Hussain, Iqbal,
Lancaster, Murphy, Nasheen and Woodvine

Oldham
Council

Also in Attendance:

Alan Evans – Group Solicitor (Environment)
Stephen Gill – Senior Planning Officer
Abiola Labisi – Senior Planning Officer (Development Management)
Martyn Leigh – Development Management Team Leader
Wendy Moorhouse – Principal Transport Officer
Peter Richards – Assistant Director Planning, Transport and Housing Delivery
Laila Chowdhury – Constitutional Services

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Hince (Chair), Hurley and Islam (Substitute Councillor Charters).

2 URGENT BUSINESS

There were no items of urgent business received.

3 DECLARATIONS OF INTEREST

There were no declarations of interests received.

4 PUBLIC QUESTION TIME

There were no public questions for this meeting of the Planning Committee to consider.

5 MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the meeting of the Planning Committee held on 5th November 2025 be approved as a correct record.

6 FUL/353940/25 - Land To The South Of Lilac View Close And West Of Knowl Road, Shaw, Oldham

APPLICATION NUMBER: **FUL/353940/25**

APPLICANT: BLJD Land

PROPOSAL: Residential development of 21 No. dwellings with associated landscaping and access arrangements.

LOCATION: Land to the South of Lilac View Close and to the West of Knowl Road, Shaw.

It was MOVED by Councillor Harkness and SECONDED by Councillor Woodvine that the application be REFUSED (against Officer recommendations).

On being put to the vote 6 VOTES were cast IN FAVOUR OF REFUSAL and 7 VOTES were cast AGAINST with 1 ABSTENTION.

It was MOVED by Councillor S Hussain and SECONDED by Councillor N Iqbal that the application be APPROVED, with an amendment to condition 15.

On being put to the vote 7 VOTES were cast IN FAVOUR OF APPROVAL and 6 VOTES were cast AGAINST with 1 ABSTENTION.

DECISION: That the application be GRANTED subject to the prior completion of a section 106 agreement relating to the provision of affordable housing and open space management and subject to the conditions referred to in the report and the amended condition 15 as detailed below and the Assistant Director for Planning, Transport and Housing Delivery be authorised to issue the decision

Condition 15 - No tree or shrub clearance or demolition of any building on site shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to works and written confirmation provided that no active bird nests are present on or adjacent to the site boundary, which has been agreed in writing by the Local Planning Authority.

REASON - In the interest of biodiversity, in accordance with relevant provisions of Section 15 of the National Planning Policy Framework.

NOTES:

1. That an Objector, Applicant and Ward Councillors attended the meeting and addressed the Committee on this application.

7. FUL/354869/25 - Land To The South Of Rosary Road, Oldham, OL8 2RW

APPLICATION NUMBER: **FUL/354869/25**

APPLICANT: Isla Brady – Vistry Group

PROPOSAL: Erection of a residential development with associated access, parking, amenity spaces and landscaping.

LOCATION: Land to the south of Rosary Road, Oldham, OL8 2RW

It was MOVED by Councillor Charters and SECONDED by Councillor S Hussain that the application be APPROVED.

On being put to the vote, it was UNANIMOUSLY cast IN FAVOUR OF APPROVAL.

DECISION: That the application be GRANTED subject to the prior completion of a section 106 agreement relating to off site open space provision and subject to the conditions as outlined in the report and in the Late List and the Assistant Director for Planning, Transport and Housing Delivery be authorised to issue the decision.

NOTES:

1. That the Applicant attended the meeting and addressed the Committee on this application.
2. In reaching its decision, the Committee took into consideration the information as set out in the Late List attached at Item 9.

8 APPEALS UPDATE

RESOLVED that the Appeals Update be noted.

9 LATE LIST

RESOLVED that the information as contained in the Late List be noted.

The meeting started at 18:00 and ended at 19:56

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Agenda Item 6

APPLICATION REPORT – FUL/354904/25 Planning Committee 11th February 2026

Registration Date: 7th August 2025
Ward: Chadderton South

Application Reference: FUL/354904/25
Type of Application: Full

Proposal: Full planning application proposing the erection of a residential development with associated infrastructure, including landscaping, public open space, drainage, car and cycle parking, and access from Butterworth Lane.

Location: Land At Butterworth Lane, Chadderton, Oldham

Case Officer: Dave Richards
Applicant: Rowland Homes
Agent: Chris Sinton, Asteer Planning LLP

1. INTRODUCTION

1.1 This application is presented to Planning Committee in accordance with the Scheme of Delegation as it relates to a Major application for residential development which involves the Council as the landowner.

2. RECOMMENDATION

2.1 It recommended that the application is delegated to the Assistant Director Planning, Transport & Housing Delivery to grant planning permission subject to the conditions set out in this report and to the terms of the Section 106 agreement which covers the following matters:

- **Public Open Space:** Financial contribution of £586,262.90 to address identified deficiencies in provision for children and young people and outdoor sports facilities. Final allocation to be agreed with the Parks and Greenspaces team. 50% of the contribution to be paid prior to first occupation, with the remainder payable prior to occupation of 50% of the dwellings.
- **Education:** Financial contribution of £1,407,737.10 to support the provision of 69 primary school places within the local pupil planning area. 50% of the contribution to be paid prior to first occupation, with the remainder payable prior to occupation of 75% of the dwellings.
- **Transportation:** Financial contribution of £6,000 towards the installation of a TfGM-monitored CCTV camera at the Broadway/Hollinwood Avenue junction to support traffic management. Contribution to be paid prior to first occupation.

2.2 All affordable homes will be managed by a Registered Provider and will be secured

outside of the Section 106 agreement via the land deal between the applicant and the Council. This approach has been agreed with the Council and is considered a more efficient mechanism for securing delivery, ensuring that the higher level of affordable housing is delivered in full.

3. SITE DESCRIPTION

- 3.1 The application site at Butterworth Lane, Chadderton, comprises approximately 4.4 hectares of previously developed land, formerly occupied by the South Chadderton Free School. The site has remained vacant since the school's closure in 2017 and subsequent demolition in 2020.
- 3.2 It lies within the settlement boundary and is situated in a predominantly residential area with excellent accessibility to public transport, local amenities and services.

4. THE PROPOSAL

- 4.1 The proposed development comprises the erection of 149 residential dwellings on the application site. The scheme includes a 40% provision of affordable housing, equating to 60 units, significantly greater than the Council's adopted policy on affordable housing delivery.
- 4.2 The proposed mix of dwellings includes a range of 2, 3 and 4-bedroom properties, delivered in a variety of built forms including an apartment block, mews/terraced, semi-detached and detached houses. Properties will be 2, 2.5 and 3 storeys. A detailed schedule of accommodation is provided in Table 5.1 of the Planning Statement, summarised as follows:
 - Open Market Housing: 89 units, comprising a mix of apartments and houses (House types: Rennes, Ordsall, Mapleton, Ashgate II, Oakwell, Townley, Buck, Heskin, Bonington, and Ascot).
 - Affordable Housing: 60 units, consisting of 2 and 3 bed semi-detached properties / mews (House types: Lowry, Gladstone, Oakwell and Blackwell).
- 4.3 As landowner, the Council has confirmed its intention to exceed Local Plan policy requirements by delivering 40% affordable housing, in line with Annex 2 of the NPPF. The affordable housing offer has been informed by the Local Housing Needs Assessment (LHNA) and comprises the following mix:

21 three-bedroom semis/mews – to be delivered as Social Rent or Affordable Rent;
18 two-bedroom semis/mews – to be delivered as Social Rent or Affordable Rent;
21 three-bedroom semis – to be delivered as Shared Ownership.
- 4.4 This tenure profile aligns with the LHNA-recommended split of 65% social/affordable rented and 35% affordable home ownership.
- 4.5 The scheme utilises materials predominantly consisting of red multi brickwork with buff-coloured art stone detailing to heads and cills, complemented by natural mortar. The architectural detailing, including projected stretcher courses and brick-on-edge coping, contribute to a quality finish and continuity throughout the site. Windows will consist of

white PVCu window frames and French doors, with gloss black cottage-style front doors. Fascia, soffits, and bargeboards will be in white PVCu and rainwater goods will be in black PVCu.

- 4.6 The site layout around the main access point from Butterworth Lane has been improved to create a better sense of arrival. An impressive Oak tree near the site entrance has been retained and made a feature. A connected internal street network provides efficient vehicular circulation while also integrating pedestrian and cycle movement throughout the site and pedestrian connections on Hollinwood Avenue, Semple Way and beyond.
- 4.7 The detailed landscaping proposals include the planting of 92 new trees across the site. The landscaping scheme also incorporates areas of private and communal amenity space and low-level planting to soften the built form. Off-site biodiversity will offset the development of the site and would be delivered by a third-party provider.
- 4.8 The public open space to the rear (north) of the site has been enhanced following negotiations to improve usability and create informal opportunities for play and recreation. The revised design introduces trim-trail style equipment and natural features such as timber boulders, encouraging imaginative play and active movement along the green corridor. Additional benches and litter bins have been incorporated to provide resting points. These enhancements represent a positive step towards delivering a more inclusive and functional open space that complements the landscaped setting.
- 4.9 The site's spinal roads will be offered for adoption under a Section 38 agreement. Foul and surface water drainage systems will be adopted by a water authority or a New Appointments and Variations (NAV), with public open space areas managed by a private maintenance company funded by future residents, to be secured by condition.
- 4.10 During the course of the application, the scheme has been amended several times to address consultee feedback, including:
 - Reconfiguration of the site layout to provide design and highway compliance
 - Enhancement of public open space with informal play features and seating
 - Retention and protection of the mature Oak tree at the site entrance
 - Improved connectivity to surrounding pedestrian and cycle routes.

- 4.11 The proposal complies with Local Plan policy requirements on Affordable Housing, Public Open Space, Education contribution and Biodiversity Net Gain. All homes will meet Nationally Described Space Standards and include dwellings built to M4(2) accessible and adaptable standards.

Environmental Impact Assessment

- 4.12 The development would comprise an Urban Development Project within Class 10(b) of schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 4.13 It would not however exceed the applicable threshold of more than 150 dwellings or five hectares. The site is not located within a formally designated "Sensitive Area" as defined by the Regulations. However, it does lie adjacent to the Rochdale Canal, which is designated as a Site of Special Scientific Interest (SSSI) and a Site of Biological Importance (SBI). This proximity has been fully considered as part of the application

through ecological assessments and a Habitats Regulations Assessment (HRA).

- 4.14 As the result of amendments to the application drainage strategy, the development is not considered to result in significant adverse effects on the integrity of the Rochdale Canal or other environmental receptors. In response to capacity concerns within the canal network, an alternative drainage arrangement is proposed whereby surface water will discharge to the public sewer at a controlled rate, avoiding any discharge to the watercourse and removes any environmental impact. Any on site construction impacts can be dealt with by way of condition. Accordingly, while the proposal requires an assessment of environmental impact, these do not trigger the need for a formal Environmental Statement under the EIA Regulations.

5. PLANNING HISTORY

- 5.1 The application site has a long-established educational use, with a series of planning permissions granted over several decades primarily relating to the alteration of the existing buildings. More recently, prior approvals have been granted for the demolition of buildings associated with the former South Chadderton and Collective Spirit Schools (DM/335838/14 and DM/344844/20). None of the previous permissions are considered to constrain the current proposal.

6. RELEVANT PLANNING POLICIES

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that decisions on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise. The statutory development plan for Oldham currently comprises:

- The Places for Everyone Joint Development Plan Document (PfE) (2024)
- The Joint Core Strategy and Development Management Policies Development Plan Document (Joint DPD) (2011)
- The Joint Waste Development Plan Document (Waste DPD) (2012)
- The Proposals Map (2011), including designations from the former Unitary Development Plan where policies are saved

- 6.2 The following policies are considered relevant to the determination of this application:

Places for Everyone

Policy JP-S1: Sustainable Development

Policy JP-S2: Carbon and Energy

Policy JP-S4: Flood Risk and the Water Environment

Policy JP-S5: Clean Air

Policy JP-S6: Resource Efficiency

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development

Policy JP-H2 - Affordability of New Housing

Policy JP-H3 - Type, Size and Design of New Housing

Policy JP-H4 - Density of New Housing

Policy JP-G1: Landscape Character
Policy JP-G2 Green Infrastructure Network
Policy JP-G3: River Valleys and Waterways
Policy JP-G7: Trees and Woodland

Policy JP-P1 Sustainable Places

Policy JP-C5: Streets for All
Policy JP-C6: Walking and Cycling
Policy JP-C8: Transport Requirements of New Development

Core Strategy

Policy 1: Climate Change and Sustainable Development
Policy 9: Local Environment
Policy 22: Protecting Open Land
Policy 23: Open Spaces and Sports

National Planning Policy Framework (NPPF, 2024)

6.3 The NPPF sets out the Government's planning policies for England and how they should be applied. The following paragraphs are particularly relevant:

- Paragraphs 7–11: Presumption in favour of sustainable development.
 - Paragraph 61: Significantly boosting the supply of homes and meeting housing needs.
 - Paragraphs 96–103: Creating healthy, inclusive and safe places; access to high-quality open space; and planning positively for community facilities.
 - Paragraph 116: Development should only be refused on highways grounds if impacts are severe.
 - Paragraphs 124–129: Effective use of land and optimising site potential.
 - Paragraphs 131–136: High-quality design, tree-lined streets, and climate resilience.
 - Paragraphs 196–197: Ensuring sites are suitable considering ground conditions and contamination.
- Other guidance includes Planning Practice Guidance, National Design Guide and National standards for sustainable drainage systems (SuDS).

6.4 On 16 December 2025, the Government issued a consultation on revised changes to the NPPF. The consultation period runs until 10 March and the proposed changes do not currently form part of the NPPF.

Other Guidance and Supplementary Planning Documents (SPDs)

6.5 Several SPDs provide guidance on the interpretation and implementation of Local Plan policies. While some are dated, they remain material considerations:

- Residential Design Guide SPD (2007) – Sets out principles for high-quality residential design, including layout, scale and amenity standards.
- Public Realm Design Guide SPD (2007) – Provides guidance on the design and construction of streets and public spaces, forming part of the Urban Design Guide SPD.

- South Pennine Moors SAC/SPA SPD – Supplements PfE Policy JP-G5, ensuring development does not adversely affect protected habitats within 400m of SAC/SPA boundaries or functionally linked habitats within 2.5km.
- Holcroft Moss Planning Obligations SPD – Supplements PfE Policy JP-C8, requiring assessment of air quality impacts on Holcroft Moss SAC for developments requiring a Transport Assessment.
- Greater Manchester Local Nature Recovery Strategy (LNRS) - Adopted in September 2025 under the Environment Act, the LNRS sets priorities for nature recovery and informs biodiversity enhancement measures.

Interim Planning Position Papers

- 6.6 These papers provide additional guidance and are material considerations, though they carry less weight than SPDs:
- Affordable Housing – Clarifies implementation of the Council's affordable housing position under policy 10, including thresholds, tenure mix, and delivery mechanisms.
 - Other Protected Open Land (OPOL) – Guidance on assessing proposals affecting OPOL.
 - Education Contributions – Sets out methodology for calculating developer contributions for school places.
 - Open Space – Provides guidance on assessing open space contributions, including usability standards and maintenance costs, supplementing Policy 23.
 - Supporting Oldham's Economy – Clarifies measures to mitigate the loss of employment sites under Policy 14.
- 6.7 The site is currently unallocated within the Development Plan but lies within the built-up area of Chadderton. In terms of other designations, to the site's eastern boundary is Rochdale Canal which is designated as a Site of Specific Scientific Interest ("SSSI") and a Site of Biological Importance ("SBI"). A recreational route runs alongside the canal and crosses it to the northeast of the Site. All of the above designations in proximity to the site fall into the Wrigley Head, Failsworth Green Corridor and Link which is covered by Policies 6 and 21 of the Joint DPD.
- 6.8 The site is allocated in the Greater Manchester Identified Housing Land Supply (ref. SHA0976) as potentially being able to accommodate 180 dwellings towards housing supply. This is replicated in the Council's Strategic Housing Land Availability Assessment with capacity set of 180 dwellings.

7. CONSULTATIONS

Highways Officer	No objections subject to conditions. The highway layout has been revised following detailed negotiations to address concerns over geometry, parking arrangements, and pedestrian safety. Main changes include relocation of spaces away from junctions, improved parking dimensions, provision of reversing areas and footway links to front doors. The extent of dropped kerbs has been rationalised. Turning heads have been tracked for refuse and emergency vehicles and a Road Safety Audit completed. Conditions will secure the approved layout, a Construction Traffic Management Plan and Travel
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	Plan monitoring.
Environmental Health	No objections subject to condition. A revised NIA was submitted during the application process to address potential impacts from the adjacent school and nearby road network. The Environmental Health Officer confirmed acceptance of the proposed glazing and ventilation strategy across the site, including the requirement for whole-house mechanical ventilation (MVHR) for Plots 51–73 and 84–85. The EHO also accepted the acoustic barriers identified within the NIA. However, the EHO advised that either on-site noise measurement is required or, alternatively, a 2.1-metre acoustic barrier must be provided to the garden boundaries of Plots 141–145 and 148 to ensure acceptable garden noise levels. Conditions will secure implementation of these measures.
Land Contamination	No objections subject to conditions. Phase 1 and Phase 2 investigations and a detailed Remediation Strategy confirm contamination risks can be managed. Moderate risk to human health and low to moderate ground gas risk (CS2 classification) were identified. Measures include removal of unsuitable materials (peat/soft clay), turnover to natural soils, clean cover system validated to YALPAG guidance, and gas protection (beam and block floors, membrane, ventilated void). Pre-commencement requirements include calibration certificates for gas monitoring equipment, membrane specification, and installer qualifications. Validation reporting and protocols for unexpected contamination will be secured by condition.
Education	No objections subject to mitigation. The development is forecast to generate demand for additional school places within the Chadderton planning area. Primary capacity is constrained, and a contribution of £1,407,737.10 is required for 69 primary places. Secondary provision has been discounted at this stage due to lack of targeted need.
GM Ecology Unit (GMEU)	No objections subject to conditions and the mandatory BNG condition. The site's proximity to the Rochdale Canal SAC requires robust safeguards. Updated assessments confirm risks during construction and post-development can be mitigated through an Ecological Construction and Environmental Management Plan (eCEMP), covering canal protection and precautionary measures for mammals, nesting birds, reptiles, and amphibians. Conditions will also secure a wildlife mitigation strategy, lighting design, and biodiversity enhancements. A 30-year Habitat Management and Monitoring Plan and off-site biodiversity credits will be secured via Section 106 to

	achieve the statutory 10% net gain. Informative recommended for nesting birds.
Trees Officer	No objections subject to conditions. The amended layout has been improved although the development remains close to the rooting areas of T1 and T2. The updated Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) are acceptable. Compliance will be secured via condition.
LLFA	No formal comments received. <i>Officer note:</i> The correct approach regarding the drainage strategy and compliance with the SuDS hierarchy have been explored. Infiltration has been assessed and confirms restricted discharge rates, separation of foul and surface water systems and mitigation for sewer surcharge risk. Technical details, including cross-sections, have been agreed to protect the embankment. Conditions will secure implementation of a detailed drainage design.
Policy (POS)	No objections subject to conditions and mitigation following amended plans. The development results in the loss of former school playing fields, triggering Policy 23 requirements. The ward is deficient in multiple open space typologies, and the scale of development necessitates both on-site provision and off-site contributions. Revised plans include a landscaped green corridor with informal play features, benches, and bins, but fall short of full usability standards. A financial contribution of £586,262.90 will be secured via Section 106 to enhance existing provision at a suitable site in consultation with Parks team. Conditions will require a detailed open space plan and long-term maintenance arrangements.
Canal and River Trust	No Objections subject to conditions and an informative. Initial concerns regarding slope stability, surface water discharge, and landscaping were addressed. The Trust has reviewed extended cross-sections and is satisfied the development will not impose adverse loading on the canal cutting. No objection is raised subject to conditions securing final surface water drainage details to prevent runoff to the canal, full landscaping specifications for wildflower grassland to avoid shading, and a pre-commencement Construction Environmental Management Plan to control dust and silt migration. An informative is requested advising compliance with the Trust's <i>Code of Practice for Works Affecting the Canal & River Trust</i> and liaison with its Works Engineering Team prior to works.

Natural England	No objections in principle to amended drainage strategy. Surface water is proposed to be diverted away from the Rochdale Canal SSSI. Potential impacts have been assessed through a Habitats Regulations Assessment. With the removal of surface water discharge, Natural England accept in principle the development will not adversely affect the integrity of the designated site subject to a Construction Environmental Management Plan, drainage controls, and lighting strategy.
United Utilities	No objections in principle subject to conditions. Initial concerns were raised regarding the drainage strategy and compliance with the National Standards for Sustainable Drainage Systems (2025) and investigation of the drainage hierarchy. Consultation was then sought with UU to accept a connection into their surface water sewerage network at greenfield rate and was agreed subject to further investigations into their surface water network. Conditions will secure implementation of the sustainable drainage scheme.
National Highways	No objection is raised, subject to recommended conditions. National Highways has confirmed that the development will not have a severe impact on the Strategic Road Network. The advice highlights the need to support modal shift and carbon reduction in line with NPPF paragraphs 77, 109, 110, and 115.
Sport England	Object as a non-statutory consultee. Concerns related to identified shortfalls in pitch capacity for football, cricket, and rugby within the West and South sub-areas. <i>Officer note:</i> Mitigation has been agreed through a substantial off-site contribution secured via Section 106 to enhance outdoor sports provision at Granby Street Fields, or the nearby school playing field, subject to the S106.
G M Police	No comments. <i>Officer note:</i> Due to the scale of the development, a Crime Impact Statement (CIS) was requested and has since been provided by a qualified security professional. The CIS confirms that the layout incorporates Secured by Design principles, including natural surveillance, defensible space, and secure boundary treatments. A condition will secure compliance with the recommendations set out in the CIS to ensure the development promotes safety and reduces opportunities for crime.
Transport for Greater	No objections subject to conditions and contributions.

Manchester (TfGM)	Initial concerns regarding trip generation methodology and junction capacity have been addressed through updated Transport Assessment and modelling. A developer contribution of £6,000 will be secured for CCTV monitoring at the Broadway/Hollinwood Avenue junction to support real-time traffic management. Conditions will require a Construction Traffic Management Plan, TRO review, and improvements to pedestrian and cycle infrastructure, including tactile paving, dropped kerbs, and footway resurfacing. Secure cycle parking and a full Residential Travel Plan will also be implemented.
Coal Authority	No objections. The site lies within a Development High Risk Area, but the submitted Coal Mining Risk Assessment confirms no probable shallow workings and no significant stability risks. The report, prepared by a competent body, demonstrates that underlying coal seams are thin and of no economic significance. On this basis, the Coal Authority is satisfied that ground conditions are suitable for development and raises no objection.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised as a major development by neighbour notification letters, display of three site notices and publication of a press notice.
- 8.2 In response, initially 34 representations were received against the submitted plans objecting to the development on the following grounds:

Highways

- Concerns over sole access via Butterworth Lane, proximity to a primary school, and lack of alternative access points from Hollinwood Avenue or Semple Way.
- Anticipated increase in vehicle movements leading to congestion on local roads including Broadway, Hollinwood Avenue, and Semple Way.
- Insufficient on-site parking for residents and visitors, with potential overspill onto surrounding streets.

Officer Note: Concerns regarding sole access via Butterworth Lane and its proximity to a primary school are addressed in paragraphs 14.3 and 14.8, which confirm that the proposed access meets national visibility and geometry standards and can operate safely. Anticipated congestion on Broadway, Hollinwood Avenue and Semple Way is considered within paragraphs 12.17–12.22, where the Transport Assessment and junction modelling demonstrate that, with mitigation, the development would not result in severe residual impacts on the local or strategic highway network. Parking adequacy and potential overspill onto surrounding streets are addressed at paragraphs 14.4 and

14.5, which confirm that parking provision meets indicative standards and that cycle parking is incorporated across the development. Conditions requiring implementation of the approved layout, a Construction Traffic Management Plan, and Travel Plan measures are set out in paragraphs 12.23 and 14.9, ensuring appropriate mitigation during both the construction and operational phases.

8.3 Amenity

- Increased noise from traffic and construction, particularly affecting properties near the proposed access and the M60 boundary.
- New dwellings positioned close to existing homes, including bungalows, with concerns over overlooking and loss of daylight.

Officer Note: Concerns regarding overlooking, loss of daylight and the proximity of new dwellings to existing homes are addressed in paragraphs 15.1–15.3, which confirm that separation distances have been reviewed and amended during the application process to safeguard privacy, daylight and outlook for neighbouring residents. Where necessary, dwellings have been reoriented or repositioned to minimise overlooking and overshadowing, ensuring that the scheme provides acceptable relationships with surrounding properties, including existing bungalows. Issues raised about increased noise from traffic as well as construction-phase noise, are addressed in paragraphs 15.4–15.5 and in more detail within the dedicated Noise section at paragraphs 18.1–18.3. The Noise Impact Assessment demonstrates that acceptable internal and external noise levels can be achieved and secured by condition. Construction noise will be managed through a Construction Environmental Management Plan (CEMP), as outlined in paragraphs 15.5 and 18.2. Concerns about air quality are addressed within paragraphs 19.1–19.4, which confirm that predicted pollutant levels will remain below national thresholds.

Infrastructure

- Lack of capacity in local schools, GP surgeries, and dental practices to accommodate additional residents.

8.4 Officer Note: Concerns regarding school capacity, GP availability and dental provision are addressed in the Infrastructure section at paragraphs 12.1–12.10. The development's impact on primary education has been fully assessed, and paragraphs 12.3–12.6 confirm that a contribution of £1,407,737.10 for 69 primary school places has been secured through the Section 106 agreement in line with the LEA's methodology. Secondary education contributions are not required, reflecting the absence of a targeted need (paragraph 12.4). Healthcare concerns are considered at paragraphs 12.7–12.10. Affordable housing issues raised in representations are addressed in paragraphs 12.11–12.15. The scheme delivers 40% affordable housing, significantly above policy requirements. Delivery will be secured through the land transaction arrangements agreed with the Council. Overall, as set out in paragraphs 12.1–12.31, the development provides proportionate mitigation for its impact on education and makes no unacceptable demands on healthcare infrastructure

Character and design

- Perception that the scale and density of the development is excessive and out of character with the surrounding area.

- Absence of dedicated play areas or green infrastructure within the proposed layout.
 - Concern that the proposal does not align with local planning policies or community expectations.
- 8.5 Officer Note: Concerns regarding scale, density and visual impact are addressed in paragraphs 13.1–13.13, which confirm that the site is previously developed land within an established residential area and identified in the SHLAA as suitable for housing. The layout, building heights and architectural detailing have been designed to reflect the surrounding residential grain, with amendments made to improve separation distances, frontage relationships and integration with neighbouring properties (paragraphs 13.4–13.6). Matters relating to play space and green infrastructure are addressed in paragraphs 13.11 and 12.24–12.31, confirming provision of a landscaped green corridor, new tree planting and on-site amenity space, supported by a substantial off-site open space contribution.
- Environmental
- Potential harm to local wildlife habitats, including species associated with the nearby canal and green corridors.
 - Fears of worsening air pollution due to increased traffic volumes and loss of green space.
 - Concerns about increased surface water runoff and potential flooding, particularly affecting lower-lying properties.
- 8.6 Officer Note: Concerns about harm to wildlife, canal habitats and ecological corridors are addressed in paragraphs 16.1–16.13, supported by a Habitats Regulations Assessment which confirms that risks to the Rochdale Canal SAC/SSSI can be effectively mitigated through a Construction Environmental Management Plan,. Biodiversity Net Gain will be achieved through on-site planting and secured off-site habitat units. Air quality concerns are covered at paragraphs 19.1–19.4, where the submitted assessment confirms pollutant levels will remain below national thresholds during construction and operation. Issues regarding surface water runoff and flood risk are considered at paragraphs 20.1–20.6, which confirm that all surface water will discharge to the public sewer at a controlled rate, supported by on-site attenuation, avoiding impacts on the canal and ensuring no increased flood risk to surrounding properties.
- 8.7 Upon receipt of amended plans, a further round of notification was undertaken with neighbouring properties adjacent to the site. Four responses were received. One resident acknowledged improvements to spacing and landscaping but noted that properties directly overlook houses on Thorley Close; this is addressed under the Amenity section. Three further objections reiterated concerns expressed with the submitted proposals. These matters are summarised above and within the individual assessment sections below.

ASSESSMENT OF THE PROPOSAL

9. MAIN CONSIDERATIONS

9.1 The main determining issues for consideration in respect of this application are as follows:

- Principle of development
- Sustainability
- Infrastructure
- Design and character
- Impacts on amenity
- Highway safety and parking provision
- Ecology and biodiversity net gain
- Trees and landscaping
- Flooding
- Drainage
- Archaeology
- Noise
- Air quality
- Pollution
- Energy
- Planning obligations
- Overall planning balance

9.2 For the purposes of considering the balance in this application, planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

10. PRINCIPLE OF DEVELOPMENT

10.1 The application site was formerly occupied by the South Chadderton Free School. The site has remained vacant since the school's closure in 2017 and demolition in 2020. It lies within the settlement boundary and is located in a predominantly residential area with acceptable access to public transport, local amenities and services.

10.2 The NPPF places significant weight on the use of suitable brownfield land within settlements for housing. Paragraphs 124 and 125(c) specifically support proposals that make efficient use of land and promote regeneration, particularly where the site is well-connected and capable of delivering homes without substantial harm. PfE Policy JP-H1 sets out a stepped housing requirement for Oldham, rising to 680 homes per year between 2025 and 2030. The proposed development will make a meaningful contribution to this target and supports the borough's strategic growth objectives.

10.3 The site is identified in the Council's Strategic Housing Land Availability Assessment

(SHLAA, 2025) as suitable, available and deliverable for residential development within the next 4 years, with an indicative capacity of 149 dwellings.

- 10.4 The development proposes 149 dwellings, including a mix of 2, 3 and 4-bedroom homes, with 40% affordable housing provision. This exceeds the policy requirement and responds directly to the identified need in the western sub-area of Oldham, as evidenced in the 2024 Local Housing Needs Assessment. The scheme also supports the delivery targets set out in Places for Everyone Policy JP-H1 and complies with Joint Core Strategy Policies 1 and 3, which require development to be sustainably located and contribute to a balanced housing market.
- 10.5 While the proposed development delivers a net residential density below the minimum threshold set out in PfE Policy JP-H4 (50 dwellings per hectare), this position is considered justified in this instance. The site's constraints, including its irregular shape, proximity to the Rochdale Canal SSSI and SBI and the need to retain the existing character of the area and the green buffer to the rear of the site, limit the extent to which higher densities can be achieved without compromising other development plan requirements. Furthermore, the scheme responds to identified local housing needs, including a strong demand for family-sized homes, which cannot be delivered at higher densities without undermining the character and functionality of the development. The proposed layout achieves a balance between efficient land use, high-quality design, and integration with the surrounding area, and is therefore considered to comply with the flexibility allowed under JP-H4 where site-specific and market factors justify a lower density.
- 10.6 Sport England has raised concerns regarding the historic use of the site as school playing fields, referencing its Playing Fields Policy and paragraph 104 of the NPPF. The site has not been used for formal sport for over five years and is not allocated for such use in the adopted or emerging development plans. Following re-consultation, the applicant has committed to a substantial off-site contribution to enhance outdoor sports provision, likely either to be on the adjacent school playing fields or at the nearby Granby Street Fields, including funding towards new changing facilities.
- 10.7 These works are intended to mitigate the loss of former playing field land and deliver wider benefits for sport and recreation within the ward. At the time of writing, Sport England has not confirmed whether the proposed off-site mitigation satisfies one of its policy exceptions. However, it is important to note that Sport England is not a statutory consultee in this case. The Council's Policy Team has reviewed the revised proposals and removed its objection, concluding that the off-site enhancements represent an appropriate and proportionate response to identified deficiencies in outdoor sports provision.
- 10.8 Several representations object to the principle of development on grounds including perceived overdevelopment, loss of green space, and the potential pressure on local infrastructure such as education, transport and healthcare provision. These matters are addressed in detail later in this report under the Infrastructure section, where mitigation measures and planning obligations are set out.
- 10.9 While the site has remained undeveloped since the demolition of the former school, it is not designated as protected open space, and its allocation in the SHLAA and brownfield status reflects its strategic role in meeting identified housing need.
- 10.10 The proposed development is considered acceptable in principle. It makes efficient use of previously developed land in a sustainable location, delivers a high-quality residential environment and aligns with both national and local planning policy objectives. The

scheme will make a meaningful contribution to meeting Oldham's housing need.

11. WIDER SUSTAINABILITY CONSIDERATIONS

- 11.1 National and local planning policy places strong emphasis on promoting sustainable patterns of development and reducing reliance on the private car. PfE Policy JP-C1 seeks an accessible transport network, prioritising sustainable modes and minimising the need to travel. PfE Policy JP-C6 requires safe, attractive and integrated walking and cycling infrastructure and JP-C8 ensures new development meets transport needs sustainably through active travel and public transport provision. Joint DPD Policy 1 promotes climate change adaptation and sustainable development in accessible locations.
- 11.2 The site benefits from good connectivity to local services and public transport, with bus stops on Broadway and Hollinwood Avenue located within approximately 400–450 metres (a five-minute walk) and local amenities located in reasonable proximity to the site. National Cycle Network Route 66 runs adjacent to the site, providing traffic-free links to Oldham, Chadderton and Failsworth, while Hollinwood Metrolink stop is situated around 1.4 kilometres away (a 18-minute walk) offering frequent services to Manchester and Rochdale. In addition, Moston Rail Station is approximately 1 kilometre (a 12 minute walk) from the site, providing direct connections to Manchester Victoria and Rochdale.
- 11.3 Overall, the site's connectivity ensures that future residents will have realistic alternatives to car travel. It aligns with PfE Policies JP-C1, JP-C6 and JP-C8 and Joint DPD Policy 1.

12. INFRASTRUCTURE

- 12.1 The NPPF highlights the importance of ensuring that new housing is supported by sufficient infrastructure to enable sustainable development. Developments must assess and mitigate impacts on healthcare, education, transport and utilities. Where additional pressure is likely, mitigation must be secured to prevent unacceptable strain on existing services.

Education

- 12.2 The NPPF identifies education infrastructure as a critical component of sustainable development. Paragraph 100 requires local planning authorities to ensure a sufficient choice of school places is available to meet the needs of existing and new communities, and to work proactively with education providers to resolve infrastructure needs early in the planning process.
- 12.3 In accordance with Policies 1 and 2 of the Oldham Joint DPD and PfE Policy JP-P5, contributions are sought where residential development is expected to place additional pressure on school capacity. Contributions must be proportionate to the scale of demand generated and necessary to ensure that education infrastructure remains fit for purpose.
- 12.4 The proposed development is expected to generate demand for additional primary school places within the Chadderton planning area, which is already operating with

very limited spare capacity. A contribution has therefore been calculated, resulting in a financial obligation of £1,407,737.10. This figure reflects the clear and evidenced pressure on primary provision and the proximity of Whitegate End Primary School. Secondary provision has been discounted at this stage due to the absence of a targeted and defensible need.

- 12.5 Contributions have been secured through the Section 106 agreement, calculated in accordance with the LEA's funding formula. This figure represents a robust and tested amount that satisfies the legal tests for planning obligations, being necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind. The amount will be used to improve, remodel or enhance facilities at an affected school. The contribution will be secured through the Section 106 agreement and worded to allow investment in mainstream provision and, where appropriate, specialist SEND facilities.
- 12.6 A number of representations raise concerns about the capacity of local schools to accommodate additional pupils arising from the development. These concerns are acknowledged and have been addressed through this contribution. The development successfully mitigates the impact for the proposed dwellings on education provision in accordance with Policies 1 and 2 of the Joint DPD and PfE Policy JP-P5.

Healthcare

- 12.7 The NPPF highlights the importance of ensuring that new housing is supported by sufficient infrastructure, including healthcare, to enable sustainable development. Paragraph 101 of the NPPF requires local planning authorities to work proactively with health bodies to resolve infrastructure needs early in the planning process. PfE Policy JP-P6 and Policy 25 of the Joint DPD similarly requires, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate.
- 12.8 Local medical services are provided via c (0.8 miles) and Butler Green Health and Pharmacy (1.3 miles), both of which are currently accepting new patients. Dental services are available at New Moston Dental Centre, alongside other private dental operators in the surrounding area. A number of pharmacies are also located within a 1-mile radius, ensuring adequate access to primary healthcare services for future residents.
- 12.9 Several representations raise concerns about the capacity of local healthcare services, including GP and dental provision. These concerns are noted, but the Council has consulted NHS Oldham, who have offered no comments and no financial contributions are required in this instance. It should also be recognised that healthcare infrastructure is generally primarily funded through central government allocations and national taxation, rather than through individual planning applications. The strategic approach to healthcare planning taken at the plan-making stage ensures that capacity is monitored and addressed at the regional level. This is coordinated through the Greater Manchester Integrated Care System, which oversees long-term planning and investment in health services across the borough.
- 12.10 The proposed development is considered acceptable in terms of healthcare provision and compliant with PfE Policy JP-P6.

Affordable Housing

- 12.11 The NPPF requires local planning authorities to ensure that developments contribute to meeting identified housing needs, including affordable housing. Paragraphs 61 and 66 emphasise the importance of delivering a mix of tenure types that reflect local demand and support inclusive communities. PfE Policies JP-H1 and JP-H2 support maximising the delivery of additional affordable homes. In line with the Council's Housing Delivery Interim Planning Position Paper (2025), the threshold for affordable housing provision is now applied to all major developments, to provide an appropriate level of affordable housing provision.
- 12.12 The application includes 60 affordable dwellings, equating to 40% of the overall total. The affordable housing mix has been informed by the Council's Local Housing Needs Assessment (LHNA) and includes:
- 21 three-bed semis/mews – Social rent / Affordable rent
18 two-bed semis/mews – Social rent / Affordable rent
21 three-bed semis – Shared Ownership
- 12.13 Some representations question the scale and type of housing proposed, including concerns about tenure mix and the potential impact on community cohesion. The application directly responds to the acute need for family-sized affordable homes in Chadderton. The affordable homes are integrated throughout the site and will be delivered in partnership with a Registered Provider, ensuring quality and long-term stewardship. The affordable homes will be aligned with the LHNA recommendation of 65% social/affordable rented and 35% affordable home ownership. The mix also responds to the acute need for three-bedroom affordable homes in Chadderton.
- 12.14 All affordable homes will be secured outside of the Section 106 agreement via the land deal between the applicant and the Council. This approach has been agreed with the Council and is considered a more efficient mechanism for securing delivery, ensuring that the higher level of affordable housing is delivered in full.
- 12.15 The proposal therefore complies with the NPPF, PfE Policies JP-H1 and JP-H2 and the Council's position on housing delivery set out in the Interim Planning Position Paper which sets out updated guidance on affordable housing thresholds, tenure mix, and delivery mechanisms. It makes a significant contribution to meeting local affordable housing need.

Transportation

- 12.16 Paragraphs 110–117 of the NPPF promote sustainable transport and require that development does not result in severe residual impacts on the highway network. Policy JP-C8 of the PfE requires new development to meet its transport needs sustainably, providing safe and suitable access for all users. It expects development to support walking and cycling, mitigate impacts on the network, and be accompanied by appropriate parking and servicing arrangements. Policy 9 of the Joint DPD also requires development to be safely accessed and not to prejudice highway safety or the operation of surrounding roads. The application is supported by a comprehensive Transport Assessment (TA) and Framework Travel Plan (FTP) prepared by Mode

Transport Planning. These documents have been reviewed by the Council and Transport for Greater Manchester (TfGM).

- 12.17 Trip rates have been modelled from the TRICS database, excluding pandemic-era surveys and using appropriate suburban comparators. The development is forecast to generate 74 two-way trips in the AM peak and 86 in the PM peak. The TA includes committed developments and applies growth factors using TEMPRO, which TfGM confirmed are accurate.
- 12.18 Junctions expected to experience over 30 two-way vehicle trips were assessed using PICADY and LinSig. These include:
 - Broadway (A663) / Butterworth Lane (priority junction)
 - Broadway (A663) / Hollinwood Avenue (A6104) (signalised)
 - Hollinwood Avenue / Butterworth Lane / Northfield Road (crossroads)
 - Hollinwood Avenue / Semple Way (signalised)
 - Proposed site access on Butterworth Lane
- 12.19 The modelling shows that all junctions operate within capacity, except for the Broadway/Hollinwood Avenue signalised junction, which is forecast to exceed practical capacity in future scenarios. TfGM has requested a £6,000 contribution towards the provision of a CCTV camera at this junction to enable real-time monitoring and traffic management interventions. This contribution is considered necessary and proportionate and will be secured via a Section 106 Agreement.
- 12.20 TfGM recommend a review of existing Traffic Regulation Orders (TROs) in the vicinity, with consideration for additional restrictions to discourage pavement parking and protect visibility splays. This may include double yellow lines at access points. Local requests for road safety features outside the application are considered separately by the Highway Authority if they are deemed to be necessary.
- 12.21 National Highways has assessed the impact on the M60 Junction 21 and concluded that the development will not result in severe residual impacts on the strategic road network.
- 12.22 A significant number of representations raise concerns about traffic congestion road safety and the adequacy of access arrangements, particularly the reliance on Butterworth Lane. These concerns have been considered and addressed through a detailed Transport Assessment, which demonstrates that the local highway network can accommodate the development without resulting in severe residual impacts.
- 12.23 A Framework Travel Plan (FTP) has been submitted in support of the application, setting out a strategy to encourage sustainable travel behaviour among future residents. The FTP outlines a range of measures including the appointment of a Travel Plan Co-ordinator (TPC), provision of Travel Packs on first occupation, annual Residents' Travel Surveys, and promotional initiatives to support walking, cycling, public transport and car sharing. Mode share targets aim to reduce single occupancy vehicle trips by 10% over five years, with corresponding increases in sustainable travel modes. The FTP includes a clear monitoring and review strategy, with annual reporting to Oldham Council.

Public Open Space

- 12.24 The NPPF require new residential development to provide high-quality, accessible open space that promotes health, wellbeing, and sustainable communities. Policy 23 of the Joint DPD requires major residential developments to contribute towards the provision of new or enhanced open space. The Council will have regard to local surpluses and deficiencies, as identified in the Open Space Study (2022) and updated via the Open Space Interim Planning Position Paper (2025), to determine whether on-site provision, off-site enhancement or a financial contribution is appropriate.
- 12.25 The application site was formerly associated with school playing fields but has been cleared since 2020 and is not designated as protected open space. While no formal pitches remain, the proposal must still mitigate the loss of identified open space in accordance with Policy 23 and Sport England's Playing Fields Policy. The Council's Parks and Greenspaces team has confirmed that the ward (Chadderton South) is deficient in several open space typologies, including amenity greenspace, natural and semi-natural greenspace, parks and gardens, outdoor sports facilities, and provision for children and young people.
- 12.26 During the course of the application, the scheme was amended to improve on-site public open space. The revised layout now incorporates a landscaped linear green corridor with footpath connections, informal amenity areas, seating and tree planting, supplemented by informal play features such as timber logs and boulders. A detailed planting strategy will deliver 92 new trees, enhancing biodiversity and visual amenity. While the usable on-site provision remains limited, the improvements represent a meaningful contribution to the site's green infrastructure and overall quality of place.
- 12.27 To address the residual shortfall in usable on-site provision, a financial contribution of £586,262.90 has been secured via the Section 106 agreement. The contribution will likely be directed to invest in the adjacent school playing fields or towards Granby Street Fields, a priority site identified in the Playing Pitch and Outdoor Sports Strategy as requiring investment to address deficiencies in outdoor sports and community facilities within Chadderton South ward.
- 12.28 As noted above, pedestrian access to the adjacent school field has been made available to enable improvements on the field for community use outside school hours. This may also include the provision of new equipment or facilities to be made available to different users. As the playing pitches are within Council ownership, it is within the Council's gift to make enhancements to this space if required.
- 12.29 The applicant has also submitted a Public Open Space Connectivity Plan, which demonstrates how the on-site green corridor integrates with the wider pedestrian network and links to existing green infrastructure. This approach reflects the ethos of Policy 23 and the Council's Open Space Strategy, which allow flexibility provided they contribute positively to the overall network.
- 12.30 Representations have raised concerns about the lack of dedicated play areas and usable green space within the development. These points were considered during pre-application discussions, and the scheme has evolved to respond to both site constraints and the Council's requirement for greater density, including affordable housing. While the layout advertised as part of community consultation included more

on-site open space, the final design prioritises connectivity to existing green infrastructure and delivers a high-quality linear green corridor that links to surrounding pedestrian routes. To further address provision, a substantial off-site contribution has been secured to enhance nearby green spaces, in line with the Council's Open Space Strategy.

- 12.31 The proposal complies with Policy 23 of the Joint DPD and the NPPF. It mitigates the loss of former open space and responds to identified deficiencies in the ward. The combination of on-site provision and off-site contribution ensures that the development supports the creation of healthy, inclusive and sustainable communities.

13. DESIGN AND CHARACTER

- 13.1 Paragraph 135 of the NPPF states that planning decisions should ensure developments are well-designed, visually attractive, and function well over their lifetime. Poor design that fails to take opportunities to improve character and quality should be refused. PfE Policy JP-P1 and Policies 1 and 9 of the Joint DPD requires developments to contribute positively to their surroundings, ensuring high-quality architecture, public realm integration and sustainable layouts.
- 13.2 The application is supported by a Design and Access Statement and Planning Statement, which demonstrate how the scheme responds to its context and delivers a good-quality, sustainable residential neighbourhood.
- 13.3 The application site comprises previously developed land. Although vacant, the site contributes to a sense of openness and green character within the urban area, particularly from its unbuilt and overgrown sections, which offer visual relief and a semi-natural appearance along the canal corridor. Redevelopment of the site will inevitably result in a change to this character, introducing built form where there is currently none. However, the site is not subject to any statutory landscape, heritage or ecological designations and is located within a predominantly residential area. It is identified in the Council's Strategic Housing Land Availability Assessment as suitable, available and achievable for housing. As such, it represents an appropriate and sustainable location for residential redevelopment on brownfield land within the urban area.
- 13.4 The proposed layout is structured around a clear street hierarchy, with a primary route leading into a series of private drives and cul-de-sacs. A green corridor along the canal edge and pedestrian links through the site enhance legibility and permeability, connecting to Butterworth Lane and the wider footpath network. Corner plots, including the apartment block in the north-east, are designed as dual aspect to improve surveillance and visual interest. Public and private spaces are clearly defined through landscaping and boundary treatments.
- 13.5 The development comprises a mix of 2, 3 and 4-bedroom homes, including apartments, mews, semi-detached and detached properties. Building heights range from 2 to 3 storeys, reflecting the surrounding residential grain. The varied rooflines, materials and detailing establish a distinct identity. The use of red multi and smooth brick, buff stone detailing and natural mortar complements the local vernacular while reinforcing the scheme's own character.

- 13.6 The layout has been amended to ensure appropriate separation distances, privacy and outlook for both existing and proposed dwellings. Particular attention has been given to relationships with properties on Butterworth Lane, Halsey Close, Teasdale Close and Ryedale Close. Dwellings were reorientated so that they would overlook the greenway with an active frontage. Other dwellings were repositioned to provide a better frontage on to Butterworth Lane, protecting a handsome Oak tree (T1). Amended plans revised the layout of dwellings to the eastern boundary, additional consultation with neighbours has taken place to they are aware of the acceptable separation distances. Internally, the arrangement of dwellings provides acceptable standards of amenity.
- 13.7 All homes have been amended to meet the Nationally Described Space Standards (NDSS) and are designed to be M4(2) compliant, in accordance with PfE Policy JP-H3, ensuring accessibility and adaptability. All dwellings are designed to meet the Future Homes Standard, incorporating air source heat pumps, enhanced insulation, and mechanical ventilation with heat recovery. The scheme is expected to achieve a 76.4% reduction in carbon emissions compared to Part L 2021 of the Building Regulations, in line with PfE Policy JP-S2. Conditions are recommended to secure compliance.
- 13.8 The scheme has been accompanied by a Crime Impact Statement which incorporates a layered security strategy consistent with Secured by Design principles. Key measures include active frontages and dual-aspect corner plots to maximise natural surveillance, clear definition of public and private spaces through defensible planting and boundary treatments and well-overlooked pedestrian routes. These measures, combined with robust physical security for doors and windows, ensure the development meets SBD Silver as a baseline standard, with optional enhancements available for the canal-facing plots.
- 13.9 Parking is integrated into the layout to avoid visual dominance, with a mix of frontage, side and courtyard arrangements. The street design encourages low vehicle speeds (10–20mph) and prioritises pedestrian and cyclist movement, in line with PfE Policy JP-C6 and Policy 5 of the Joint DPD.
- 13.10 Provision is made for secure refuse storage, cycle parking and electric vehicle charging points. Swept path analysis confirms safe waste collection. Apartments have dedicated cycle storage and all homes benefit from private or shared amenity space. All dwellings will be connected to high-speed broadband infrastructure, supporting digital inclusion and future-proofing the development as required by PfE Policy JP-C2.
- 13.11 The scheme includes sufficient public open space and the planting of 92 new trees. The landscape strategy enhances biodiversity and visual amenity, with green corridors linking to existing footpaths and the Rochdale Canal towpath. The development will deliver a net gain in hedgerow biodiversity and secure off-site habitat units to meet the 10% Biodiversity Net Gain (BNG) requirement, in accordance with PfE Policy JP-G8 and Joint DPD Policies 21 and 23.
- 13.12 Concerns have been raised about the scale, density and visual impact of the development, particularly in relation to existing properties and the character of the area. While the site currently contributes to a sense of openness, it is previously developed land and suitable for redevelopment. The proposed layout has been carefully designed to respect surrounding properties, with amendments made to improve separation distances, outlook and frontage relationships. Building heights are consistent with the

local grain, and the architectural detailing reflects the vernacular while establishing a coherent identity. The scheme incorporates sufficient landscaping, tree planting and green corridors to soften the built form.

- 13.13 The development is considered to respond appropriately to its context and will contribute positively to the character and quality of the area, in accordance with PfE Policy JP-P1 and Policies 1 and 9 of the Joint DPD.

14. HIGHWAY SAFETY

- 14.1 Paragraph 116 of the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios. Paragraphs 110–117 further emphasise the importance of safe and suitable access for all users, prioritising pedestrian and cycle movements, and facilitating access to public transport. At the local level, PfE Policy JP-C8 requires development to demonstrate appropriate parking provision, traffic impact mitigation, and sustainable transport links. Policy 5 of the Joint DPD promotes accessibility and sustainable transport choices, requiring development to be accessible by a range of transport modes and not to compromise highway safety.
- 14.2 The site is located within a well-connected urban area, approximately 400m south of Junction 21 of the M60, and within walking distance of local amenities, schools, and public transport. Bus stops on Broadway and Hollinwood Avenue are within a 5-minute walk, offering regular services to Oldham, Manchester and surrounding areas. Moston Railway Station and Hollinwood Metrolink Stop are also within walking and cycling distance. The site benefits from existing footways, signalised crossings and proximity to National Cycle Network Route 66.
- 14.3 Vehicular access is proposed via an improved priority junction from Butterworth Lane, previously serving the South Chadderton School. The access will comprise a 5.5m carriageway with 2m footways on both sides and visibility splays of 2.4m x 43m, in accordance with Manual for Streets guidance. Swept path analysis confirms that an 11.2m refuse vehicle can enter and exit the site in forward gear and manoeuvre safely within the internal layout. The internal road geometry is acceptable, and it is intended that the principal road will be adopted by the Local Highway Authority under a legal agreement. Private drives and communal spaces will be maintained by a management company.
- 14.4 Parking provision is proposed in line with the indicative standards agreed with the Highway Officer and set out in the Transport Assessment:
- 1 space per 1-bed dwelling
 - 1.5 spaces per 2/3-bed dwelling
 - 2 spaces per 4+ bed dwelling
- 14.5 This approach is considered appropriate given the site's sustainable location and access to public transport. Cycle parking will also be provided to each dwelling.

- 14.6 The development includes dedicated pedestrian links to Hollinwood Avenue, Ryecroft Close, and Footpath CHADD 23, all 3m wide. These connections enhance permeability and support active travel.
- 14.7 The internal layout has the ability to incorporate appropriate speed restraint measures. The site access visibility splays and junction design meet national standards and no significant collision clusters have been identified in the vicinity. CrashMap data confirms that the local and strategic highway network operates safely, with no evidence of design-related safety concerns near the proposed access.
- 14.8 Numerous representations raise concerns about highway safety, particularly the suitability of Butterworth Lane as the sole vehicular access point, its proximity to a primary school, and the potential for increased traffic and accidents. These concerns have been carefully considered. The proposed access arrangements have been designed in accordance with national guidance and independently reviewed by the Highway Authority, who raise no objections. Visibility splays, carriageway width, and swept path analysis confirm that the access can operate safely. No accident clusters have been identified in the vicinity, and the internal layout incorporates speed restraint measures to promote safe movement. Pedestrian and cycle links to surrounding streets further reduce reliance on car travel.
- 14.9 Some disturbance is inevitable during the construction phase. A Construction Traffic Management Plan (CTMP) will be secured by condition to mitigate impacts, including routing, delivery times, and contractor parking. This will ensure safety and minimise disruption to the local highway network.
- 14.10 The site is sustainably located, with safe and suitable access for all users. The internal layout, parking provision, and servicing arrangements are acceptable, and the development will not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. The proposal is therefore considered to be acceptable in highway safety terms and accords with PfE Policy JP-C8 and Policy 5 of the Joint DPD.

15. AMENITY

- 15.1 Paragraph 130 of the NPPF requires planning decisions to ensure that developments create places with a high standard of amenity for existing and future users. Policy 9 of the Joint DPD reinforces this by requiring development to safeguard the amenity of neighbouring occupiers and ensure acceptable living conditions for future residents.
- 15.2 The proposed layout has been carefully designed to minimise impacts on neighbouring properties and ensure good standards of privacy, daylight, and outlook. Separation distances between existing and proposed dwellings have been reviewed and amended during the application process, with particular attention given to properties on Teasdale Close, Ryedale Close, Halsey Close and Butterworth Lane. Where necessary, dwellings have been reoriented or repositioned to reduce overlooking and overshadowing.
- 15.3 All proposed homes meet the Nationally Described Space Standards (NDSS) and are designed to be M4(2) compliant, ensuring accessibility and adaptability for a wide range of users. Private gardens and shared amenity spaces are provided throughout the

scheme, and the internal layout supports a safe and comfortable residential environment.

- 15.4 A Noise Impact Assessment has been submitted and reviewed by the Council's Environmental Health Officer, who has confirmed that, subject to mitigation measures, the development will not result in unacceptable noise levels. Acoustic barriers and enhanced glazing will be secured by condition to protect residential amenity, particularly for plots closest to the adjacent school, M60 and Semple Way.
- 15.5 A number of representations raise concerns about the proximity of new dwellings to existing homes, potential loss of privacy, daylight and increased noise. These matters have been addressed through careful design and layout revisions, including increased separation distances and reorientation of plots. The scheme incorporates appropriate mitigation for noise and provides good standards of internal and external amenity for future residents. Construction impacts will be managed through a detailed CEMP.
- 15.6 The proposal is considered acceptable in terms of residential amenity and complies with the requirements of the NPPF and Policy 9 of the Joint DPD.

16. ECOLOGY

- 16.1 The NPPF requires planning decisions to minimise impacts on biodiversity and deliver net gains where possible. The Environment Act 2021 introduced a statutory requirement for Biodiversity Net Gain (BNG), mandating a minimum 10% improvement in biodiversity value. The proposed development is subject to this statutory BNG requirement. PfE Policy JP-G8 and Policies 6 and 21 of the Joint DPD reinforce these requirements locally, promoting habitat enhancement and protection of ecological networks.
- 16.2 The site lies adjacent to the Rochdale Canal, which is designated as a Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI), and Site of Biological Importance (SBI). A Habitats Regulations Assessment (HRA) has been submitted, comprising Stage 1 Screening and Stage 2 Appropriate Assessment. It identifies potential risks during construction and operation, including dust, sediment, and surface water discharge. Mitigation measures include a Construction Environmental Management Plan (CEMP), a buffer zone between the development and the canal and amendments to divert surface water away from the canal with interceptors and attenuation features
- 16.3 Following consultation with the Canal & River Trust (CRT), concerns were raised about limited capacity within the canal network and the risk of increased flows exacerbating flood risk downstream. CRT also highlighted ecological risks if water quality controls were insufficient. In light of these constraints, the applicant has proposed that all surface water will now discharge to the public sewer at a controlled, reduced rate, supported by on-site attenuation to manage peak flows. This approach avoids additional loading on the canal and remains consistent with the drainage hierarchy, given that infiltration has been ruled out and discharge to a watercourse is not viable.
- 16.4 The revised drainage strategy would ensure that rainwater is intercepted, passed through a filter, stored within an attenuation tank, and then discharged entirely to the public sewer at a controlled, reduced rate to be agreed with United Utilities. This approach avoids any discharge to the Rochdale Canal, addressing CRT's capacity

concerns and mitigating flood risk. Enhanced on-site attenuation will manage peak flows, and the use of filtration prior to discharge will protect water quality into the public sewer.

- 16.5 Following further consultation with the CRT, concerns about slope stability have been addressed through extended cross-sections, and the Trust is satisfied the development will not impose adverse loading on the canal cutting. CRT also advises that landscaping near the canal should avoid excessive shading and incorporate appropriate species. Full details of wildflower grassland and planting mix is conditioned.
- 16.6 A Preliminary Ecological Appraisal (PEA) confirms the site comprises a mix of habitats, including scrub, grassland, scattered trees, and ornamental hedgerows. It supports suitable habitat for nesting birds, bats, amphibians, reptiles, hedgehogs, badgers and otters, though no direct evidence of protected species was found. Construction-phase risks will be mitigated through a Precautionary Method of Works (PMoW) and the CEMP. Lighting impacts on bats are considered low due to existing and proposed buffers. Vegetation clearance will be restricted during nesting season unless a method statement is agreed.
- 16.7 The Greater Manchester Ecology Unit (GMEU) has been consulted and concurs with the applicant's assessment that the proximity of the Rochdale Canal SAC presents potential ecological risks during both construction and operation. GMEU supports the principle of the revised drainage approach and provides suitable conditions to secure the final strategy prior to commencement.
- 16.8 GMEU is satisfied that no direct impacts to protected species are anticipated and that construction-phase impacts can be effectively mitigated through a condition requiring a Construction Environmental Management Plan (CEMP). This will incorporate measures to protect the canal and precautionary working methods for mammals, nesting birds, reptiles and amphibians. A separate informative is recommended to safeguard nesting birds during vegetation clearance.
- 16.9 The revised Biodiversity Net Gain (BNG) Assessment (January 2026, P05 – Layout Revision N) has been prepared using the statutory biodiversity metric. The assessment identifies that, following development, there would be a net loss of -9.79 area habitat units (-55.15%), a net gain of +0.24 hedgerow units (+615.24%), and no net change to on-site watercourse units, reflecting retention of the Rochdale Canal in its existing condition. While on-site landscaping proposals include areas of enhanced and newly created grassland, tree planting and hedgerows, these measures alone are insufficient to meet the statutory requirement for a minimum 10% net gain across all habitat types.
- 16.10 To achieve the mandatory 10% Biodiversity Net Gain and to comply with the metric trading rules, the development will require off-site compensation equivalent to approximately 11.56 area habitat units and 0.03 watercourse units. The applicant has confirmed that these units will be secured through an approved off-site biodiversity provider. Delivery of the required biodiversity units will be secured via a Section 106 legal agreement, alongside a Biodiversity Gain Plan and evidence of unit allocation and registration on the national biodiversity gain register prior to commencement. A 30-year Habitat Management and Monitoring Plan (HMMP) will be secured to ensure the long-term establishment and management of both on-site biodiversity enhancements and off-site compensation areas.

- 16.11 To protect the canal habitat during construction, CRT requires a pre-commencement Construction Environmental Management Plan (CEMP) to control dust and silt migration, in line with NPPF paragraph 187(e). An informative is recommended advising compliance with the Trust's *Code of Practice for Works Affecting the Canal & River Trust*.
- 16.12 Several representations raise concerns regarding the impact of the development on local wildlife and the adjacent canal corridor. These matters have been fully considered through the submitted ecological assessments, consultation with the Greater Manchester Ecology Unit and the Habitats Regulations Assessment. While the proposal results in a net loss of on-site habitat units, the statutory 10% Biodiversity Net Gain will be delivered through a combination of on-site enhancements and secured off-site compensation.
- 16.13 Subject to the recommended conditions and legal agreement, the proposal is therefore considered acceptable in ecological terms and complies with the NPPF, PfE Policy JP-G8, and Policies 6 and 21 of the Joint DPD.

17. TREES

- 17.1 The NPPF states that planning decisions should ensure new developments incorporate appropriate landscaping and protect existing trees wherever possible. PfE Policy JP-G7 supports tree planting, woodland management and green infrastructure enhancements to improve biodiversity and urban environments. Policy 21 of the Joint DPD reinforces the protection of existing trees and landscaping, requiring mitigation where tree loss is unavoidable and promoting sustainable landscaping schemes.
- 17.2 An Arboricultural Impact Assessment (AIA) has been submitted in support of the application. The survey identified 28 individual trees, 7 tree groups and 2 hedgerows within or adjacent to the site. The majority of trees are of low quality (Category C under BS 5837:2012), with one high-quality specimen (T1 – Oak) located near the site entrance. This tree is considered to be the best on site in terms of structure, condition and landscape value.
- 17.3 The proposed development will result in the removal of 13 individual trees, one hedgerow and four trees from within a tree group. These are all Category C specimens and include self-set or ornamental trees with limited amenity value. One additional tree (T24) is recommended for removal due to poor condition, irrespective of the development. No trees subject to Tree Preservation Orders (TPOs) are present on site and the site is not within a Conservation Area. The removals are considered acceptable given the low quality and limited contribution of these trees to the wider landscape.
- 17.4 Amended plans have been submitted which retain T1, following consultation with the Council's Tree Officer. The layout has been revised to ensure the Root Protection Area (RPA) of T1 is respected, with protective fencing and no-dig construction methods proposed for adjacent hard surfacing. Tree protection measures, including a Arboricultural Impact Assessment and Arboricultural Method Statement, will be secured by condition.
- 17.5 Minor pruning works are proposed to retained trees and groups (T9, G13, G16, G19) to facilitate development. These works include crown lifting and formative pruning and

will be carried out in accordance with BS 3998:2010 – Tree Work – Recommendations. The works are considered proportionate and will not materially harm the health or amenity value of the retained trees.

- 17.6 Concerns have been raised about the loss of trees and vegetation, particularly in relation to the site's green character and biodiversity value. While some tree removal is necessary to facilitate development, the Arboricultural Impact Assessment confirms that all trees to be removed are of low quality, and the Oak Tree (T1) mentioned above will be retained and protected.
- 17.7 In accordance with PfE Policy JP-G7 and Joint DPD Policy 21, the scheme delivers a comprehensive landscape strategy. It includes 92 new trees (Common Hornbeam, Crab Apple, English Oak, Rowan, Lime) to replace low-quality removals and strengthen green infrastructure. 4,560 evergreen hedgerow plants and 722 native deciduous hedgerow plants and over 5,000 shrubs and groundcover species are planted to garden spaces and the public areas. The planting will be complemented by wildflower grassland areas using species-rich seed mixes to support biodiversity, alongside close-mown grass verges and bark mulch beds for low-maintenance and visual cohesion.
- 17.8 All planting will be carried out in accordance with BS 3936 and BS 4428 standards, with a defects liability period of 10 years to ensure successful establishment and long-term sustainability. Landscaping and public spaces are proposed to be managed and maintenance by a management company, on behalf of residents.
- 17.9 The proposed tree removals are considered acceptable given their low quality and limited contribution to the wider landscape. The retention of T1, the most valuable tree on site, is welcomed and the landscape proposals are considered acceptable. Subject to conditions securing tree protection, landscaping and tree protection, the proposal complies with PfE Policy JP-G7 and Policy 21 of the Joint DPD.

18. NOISE

- 18.1 The NPPF states that developments should mitigate and reduce potential noise impacts that could affect health and quality of life. PfE Policy JP-C5 includes the design and management of streets to mitigate the impacts of air and noise pollution and carbon emissions from road transport. Policy 9 of the Joint DPD reinforces the need for noise assessments, ensuring appropriate mitigation strategies are in place to minimise adverse impacts. In support of the application, the applicant has submitted a Noise Impact Assessment prepared by E3P. During the course of the application, the noise impact assessment was updated to include projected noise from the nearby school.
- 18.2 Several representations raise concerns about increased noise levels from traffic and construction, particularly in relation to the M60 and Semple Way. These concerns have been addressed through a detailed Noise Impact Assessment, which includes modelling of both daytime and night-time conditions. The assessment confirms that, with mitigation, including enhanced glazing, and closed-window ventilation strategies, acceptable noise levels can be achieved across the site. The measures also include acoustic barriers ranging from 1.8 to 3.5 metres in height at specified plot boundaries. These measures will be secured by condition and are designed to protect both existing and future residents. Construction-phase impacts will be managed through a

Construction Environmental Management Plan.

- 18.3 The Environmental Health Officer has reviewed the submitted assessment and raised no objections, subject to the implementation of the recommended mitigation measures. The assessment demonstrates that, with mitigation in place, the development can achieve acceptable internal and external noise levels. Subject to conditions securing the proposed mitigation measures, the development is considered acceptable in terms of noise and amenity and complies with the requirements of PfE Policy JP-S5 and Policy 9 of the Joint DPD.

19. AIR QUALITY

- 19.1 The NPPF states that planning decisions should ensure new developments do not contribute to unacceptable levels of air pollution and should mitigate any adverse impacts on air quality. PfE Policy JP-S5 requires developments to contribute to improved air quality by reducing emissions and incorporating mitigation measures. Policy 9 of the Joint DPD reinforces the need for air quality assessments, particularly in Air Quality Management Areas (AQMAs), ensuring that developments do not result in significant harm to human health or the environment.
- 19.2 An Air Quality Assessment has been submitted in support of the application. The site lies adjacent to the Greater Manchester AQMA, and the assessment considered potential impacts during both the construction and operational phases of the development, as well as future exposure of residents to existing air quality conditions.
- 19.3 Concerns have been raised about the potential for increased air pollution resulting from additional traffic and construction activity. These concerns are acknowledged and have been addressed through a detailed Air Quality Assessment, which confirms that predicted pollutant levels during both construction and operation will remain below national thresholds. Mitigation measures, including dust control protocols, electric vehicle charging points and retention of boundary vegetation, have been incorporated into the scheme.
- 19.4 The submitted Air Quality Assessment demonstrates that the development will not result in significant adverse impacts on air quality during construction or operation. Predicted pollutant levels are below national thresholds, and appropriate mitigation measures have been incorporated into the scheme. The proposal is therefore considered acceptable in terms of air quality and complies with the NPPF, PfE Policy JP-S5 and Policy 9 of the Joint DPD.

20. FLOODING AND DRAINAGE

- 20.1 The NPPF states that development should be directed away from areas at highest risk of flooding and should incorporate sustainable drainage systems (SuDS) to manage surface water effectively. PfE Policy JP-S4 requires developments to mitigate flood risk through appropriate site layout, drainage design and flood resilience measures.
- 20.2 A Flood Risk Assessment (FRA) and Drainage Strategy confirm that the site lies within Flood Zone 1 (low fluvial flood risk), though parts of the northern section are at medium risk of surface water flooding. Other flood risks (groundwater, sewer, reservoir) are considered low.

- 20.3 Following consultation with the Canal & River Trust, concerns were raised about limited capacity within the canal network and the risk of increased flows exacerbating flood risk downstream. In light of these constraints, the applicant has proposed that all surface water will now discharge to the public sewer at a controlled, reduced rate to be agreed with United Utilities, supported by enhanced on-site attenuation. This approach avoids further discharge to the Rochdale Canal and remains consistent with the drainage hierarchy, given that infiltration has been ruled out and discharge to a watercourse is not viable.
- 20.4 The revised strategy will ensure that rainwater is intercepted, passed through a filter, stored within an attenuation tank, and then discharged entirely to the public sewer at a controlled rate. This design mitigates flood risk and incorporates water quality measures prior to discharge.
- 20.5 Consultees have been consulted on the details of this approach and final comments will be updated to Members, subject to conditions securing final technical details. These will include confirmation of discharge rates, separation of foul and surface water systems, and long-term maintenance arrangements for the attenuation infrastructure.
- 20.6 Concerns have been raised about increased surface water runoff and the potential for flooding, particularly affecting lower-lying properties. These matters have been addressed through a detailed FRA and revised drainage strategy, which confirm that the site is at low risk of fluvial flooding and that surface water will be managed through controlled discharge and attenuation. The development will not increase flood risk to surrounding properties and is considered acceptable in drainage terms. The proposal complies with the requirements of the NPPF and PfE Policy JP-S4.

21. LAND CONTAMINATION

- 21.1 The NPPF requires that development proposals ensure land is suitable for its intended use, taking account of contamination risks. PfE Policy JP-S1 and Policy 9 of the Joint DPD reinforce the need for appropriate assessment and mitigation to protect human health and the environment.
- 21.2 A suite of geo-environmental reports has been submitted, including Phase 1 and Phase 2 investigations and a Remedial Strategy. These investigations have confirmed that the site was previously used for various purposes, including farming and a school, and that parts of the land were filled in many years ago. Testing found some areas of concern, including elevated levels of certain substances like lead and arsenic, and traces of hydrocarbons near an old pond.
- 21.3 The risk of pollution reaching nearby water sources is low, thanks to the type of soil on site, which helps prevent movement of contaminants. Concerns have been raised about potential contamination due to the site's historic use and its proximity to existing homes. Some parts of the land do pose a moderate risk to human health, so a remediation plan has been proposed to make the site safe. This includes removing any problem areas, adding clean soil layers to gardens and green spaces, installing protective systems to manage underground gases, and checking all materials used on site. There's also a plan to deal with any unexpected contamination that might be found during construction. These safety measures will be secured through planning conditions.
- 21.4 Subject to conditions securing the implementation of the Remedial Strategy, validation

reporting, and appropriate ground gas protection, the development is considered acceptable in terms of land contamination. The proposal complies with the requirements of the NPPF, Policy JP-S1, and Policy 9 of the Joint DPD.

22. ENERGY

- 22.1 The NPPF requires new development to contribute to the transition to a low-carbon future, minimising energy use and supporting renewable energy generation. PfE Policy JP-S2 sets out expectations for carbon reduction, energy efficiency, and the use of low-carbon technologies. An Energy and Sustainability Statement has been submitted in support of the application. The report follows the “Be Lean, Be Clean, Be Green” energy hierarchy and confirms that the proposed dwellings will exceed current Building Regulations (Part L 2021) through a combination of fabric efficiency, low-carbon heating systems, and renewable energy generation.
- 22.2 Heating and hot water will be provided via individual Air Source Heat Pumps (ASHPs), which offer high efficiency and low carbon emissions. Mechanical ventilation is provided through decentralised extract systems, and LED lighting is specified throughout. All homes will be fitted with electric vehicle charging infrastructure and smart meters.
- 22.3 SAP modelling confirms that the development will achieve a 76.4% reduction in carbon emissions compared to the 2021 baseline, exceeding the Future Homes Standard target. All dwellings are expected to achieve EPC ratings of B or better, with environmental impact ratings of A. Water efficiency measures are also incorporated, with all homes designed to achieve consumption rates below 125 litres per person per day, in line with Building Regulations and PfE Policy CC5.
- 22.4 The proposal demonstrates a strong commitment to sustainable construction and low-carbon living. Subject to conditions securing the implementation of the energy strategy, the development is considered acceptable in energy and sustainability terms and complies with the PfE Policy JP-S2.

23. PLANNING BALANCE

- 23.1 In assessing the planning balance, the following key matters have been considered:
- 23.2 The site is previously developed land within a built-up location and is identified in the SHLAA as suitable, available and achievable for housing. The proposal aligns with national and local policy objectives to make efficient use of brownfield land and contributes to strategic housing delivery. This is afforded **Substantial Weight** in favour of the development
- 23.3 The scheme delivers 149 dwellings, including a policy-compliant mix of 2, 3 and 4-bedroom homes. It responds directly to identified local need. The proposal will make a meaningful contribution to Oldham’s housing supply and affordability. This is afforded **Substantial Weight** in favour of the development.
- 23.4 The affordable housing offer includes a mix of tenures and dwelling types, informed by the Local Housing Needs Assessment. The homes are integrated across the site and secured via a Registered Provider. Delivery of affordable housing is a national and local priority and carries **Significant Weight** in favour of the development.

- 23.5 The development exceeds current Building Regulations and is on track to meet the Future Homes Standard. It incorporates air source heat pumps, and enhanced insulation, achieving a 76.4% reduction in carbon emissions. These measures support climate resilience and are afforded **Moderate Weight** in favour.
- 23.6 The scheme will provide a mandatory uplift of 10% biodiversity net gain. Whilst this is a mandatory requirement, the enhancement of biodiversity is a key Council requirement. This is outlined in the Local Nature Recovery Strategy which was adopted as a direct response to Greater Manchester's declaration of a biodiversity emergency. The compliance with policy is afforded **Moderate Weight** in favour of the development.
- 23.7 Transport, design, public open space amenity, flooding, contamination and infrastructure considerations have been addressed. These matters are policy-compliant and are afforded **Neutral Weight** in the planning balance.
- 23.8 The proposed development represents a sustainable and policy-compliant scheme that makes efficient use of previously developed land, delivers much-needed housing and affordable provision, and incorporates high standards of design and sustainability. The benefits of the scheme clearly outweigh any identified harms.

24. RECOMMENDATION

- 24.1 Resolve to grant planning permission subject to the completion of an agreement under Section 106 of the Town and Country Planning Act 1990 in relation to the following matters:
- Public Open Space: Financial contribution of £586,262.90 to mitigate the shortfall in on-site open space and address identified deficiencies towards amenity greenspace, parks and gardens, provision for children and young people and outdoor sports facilities. This is to be apportioned to spaces within the Chadderton Ward.
 - Education: Financial contribution of £1,407,737.10 to support the provision of 69 primary school places within the local pupil planning area.
 - Transportation: Financial contribution of £6,000 towards the installation of a TfGM-monitored CCTV camera at the Broadway/Hollinwood Avenue junction.

- 24.2 Separately, the Biodiversity Net Gain Condition will provide off-site compensation for the shortfall of 11.56 area habitat units and 0.03 watercourse units, secured via a Biodiversity Gain Plan and registration of units. A 30-year Habitat Management and Monitoring Plan (HMMP) to be secured via legal agreement.

25. RECOMMENDED CONDITIONS

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the

avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications. 3 No development shall commence unless and until a site investigation and assessment into ground contamination and gas risk has been carried out and the consultant's written report and recommendations, along with a detailed remediation strategy, have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved measures and a satisfactory completion report shall be provided in order to fully discharge the condition. REASON - Prior approval of such details is necessary as they are fundamental to the initial site preparation works and in order to protect public safety having regard to Policy 9 of the Joint DPD.

3. The development shall be carried out strictly in accordance with the recommendations set out in Phase 1 Geo-Environmental Investigation and Coal Mining Risk Assessment (IGE Consulting, August 2023); and Phase 2 Geo-Environmental Investigation (IGE Consulting, August 2023). In particular, the following measures shall be implemented:
 - a) Ground gas protection measures appropriate to a Characteristic Situation 2, designed in accordance with BS 8485:2015+A1:2019, shall be incorporated into the development prior to occupation of any dwelling.
 - b) A clean cover system shall be provided across all private gardens, public open space and soft landscaped areas in accordance with the Phase 2 recommendations, to mitigate identified risks to human health. No remediation measures are required in respect of groundwater.
 - c) If, during construction or earthworks, previously unidentified contamination is encountered, works shall cease in the affected area and the Local Planning Authority's Environmental Health Officer (and the Environment Agency where appropriate) shall be notified immediately. Additional mitigation or remediation measures shall be agreed in writing and implemented before development proceeds.
 - d) Prior to occupation of the development, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall demonstrate that all approved remediation and ground gas protection measures have been fully implemented in accordance with the approved details.

REASON - To ensure that risks from land contamination and ground gas are adequately mitigated in the interests of human health and public safety, in accordance with Policy 9 of the Joint DPD and the National Planning Policy Framework.

4. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:
 - Parking arrangements for site operatives and visitors;

- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Erection and maintenance of security hoarding;
- Wheel washing facilities;
- Measures to control noise, dust, and dirt emissions in accordance with IAQM guidance;
- A scheme for recycling and disposal of waste;
- Hours of construction (08:00-18:00 Mon-Fri, 09:00-13:00 Sat, with no work on Sundays or Bank Holidays);
- Contact details of the site manager for public queries

The approved CMS shall be implemented and adhered to throughout the construction period.

REASON - To manage construction traffic and protect safety and amenity, in accordance with PfE JP-C8 and Joint DPD Policy 5.

5. No development, other than survey requirements necessary to discharge conditions, shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:

- A risk assessment of potentially damaging construction activities in relation to wildlife and habitats;
- Measures to protect adjacent habitats and designated sites; Details of protective fencing, exclusion barriers, and wildlife safety measures;
- Ecological supervision and monitoring arrangements;
- Timing of works to avoid harm to nesting birds and other protected species;
- Specific mitigation measures drawn from the submitted and approved ecological reports
- Surface water pollution prevention
- Waste/recycling; and
- Specific measures to protect the adjacent Rochdale Canal SSSI/SAC/SBI (buffering, silt control, spill contingencies, materials storage, monitoring).

The approved CEMP shall be implemented in full for the duration of the construction period. REASON - To safeguard amenity and the designated canal corridor during works, in accordance with PfE JP G3, JP S4 and Joint DPD Policy 9. Pre commencement is necessary to ensure controls are in place before any on site activity.

6. Prior to the commencement of the construction of any dwellings, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

- ii. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- iii. Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- iv. Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- v. Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the National standards for sustainable drainage systems (July 2025) or any subsequent replacement national standards.

- 7. No development above ground level shall take place until a detailed hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Planting plans showing species, sizes, and locations for all new trees and shrubs, including a minimum of * replacement trees to meet the Council's aspiration for one tree per dwelling;
- Use of native and pollinator-friendly species to enhance biodiversity;
- Street tree planting and specifications for tree pits (including crate systems where trees are located within adoptable highways);
- Details of protective fencing and 'no-dig' construction within Root Protection Areas in accordance with BS5837:2012 and the approved Arboricultural Method Statement;
- Boundary treatments and hard surfacing materials;
- A timetable for implementation and a maintenance schedule for a minimum of five years, including replacement of any failed planting within that period.

The approved scheme shall be implemented within the first planting season following the final dwelling being substantially complete and thereafter maintained in accordance with the approved details. The landscaping shall be maintained for a period of 5 years from the agreed date of planting. Any trees or plants which die, become diseased, or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size. REASON - To ensure that the development site is landscaped to an acceptable standard having regard to PfE Policy JP-G7 and Policy 21 of the Joint DPD.

- 8. Prior to the commencement of any part of the development hereby approved, including site clearance, excavation or construction works or the entry of vehicles or plant into the site, all existing retained trees and hedges on and adjacent to the site, other than those indicated for removal on the approved plans, shall be physically protected from damage by plant, equipment, vehicles, excavation, deposit of excavated material and any other cause. This shall be achieved by the erection of 2.3 m high fencing using vertical and horizontal scaffolding poles, or

other stout fencing to Local Authority approval with the uprights driven well into the ground, erected in accordance with BS5837:2005, outside the canopy. The fencing shall be maintained for the duration of the development operations and no operations or storage whatsoever shall take place within the fenced protection areas. REASON - Prior approval of such details is necessary to protect existing trees and hedges having regard to PfE Policy JP-G7.

9. No development above ground level shall commence until details of the means of vehicular access to the site to be adopted have been submitted to and approved in writing by the Local Planning Authority. The approved access works shall be implemented in full prior to first occupation of the development and retained thereafter. All works to the public highway shall be carried out under a Section 278 agreement with the Highway Authority. REASON - To ensure safe and satisfactory access in accordance with Places for Everyone Policy JP-C8.
10. No development above ground level shall take place until an Ecological Enhancement Plan (EEP) has been submitted to and approved in writing by the Local Planning Authority. The EEP shall include, but not be limited to:

- Integration of bat boxes (Ibstock Enclosed type or similar) into the fabric of at least 50% of dwellings, as directed by a suitably qualified ecologist;
- Integration of swift boxes (Ibstock Eco type or similar) into the fabric of at least 50% of dwellings, as directed by a suitably qualified ecologist;
- Creation of hedgehog access points (minimum 13cm x 13cm) in boundary fences and barriers at strategic locations to ensure site-wide connectivity;
- Native planting and habitat features to support biodiversity;
- Lighting strategy to ensure no unreasonably lightspill outside the application site;
- Implementation timetable linked to plot occupation;

Measures must be drawn from the submitted ecological reports.

The approved measures shall be implemented prior to the occupation of each dwelling where the feature(s) will be installed and retained thereafter. REASON - To ensure ecological enhancement to an acceptable standard having regard to PfE Policy JP-G8 and Policy 21 of the Joint DPD.

11. No part of the development shall be occupied until a detailed scheme for the on-site public open space has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Layout and dimensions of all open space areas;
- Details of play equipment (type, quantity, and age range provision);
- Surfacing materials and drainage;
- Landscaping and planting specifications;
- Street furniture (seating, bins);
- Boundary treatments and safety measures;
- A timetable for implementation and arrangements for future maintenance.

The approved scheme shall be implemented in full prior to the occupation of 50% of the dwellings and thereafter retained and maintained in accordance with the approved details.

REASON - To ensure the development provides high-quality, accessible and usable public open space that meets the needs of future residents in accordance with Policy 23 of the Joint DPD

12. Prior to the occupation of any dwelling, an updated Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall:

- Include a named Travel Plan Coordinator (TPC) with contact details provided to the LPA prior to first occupation;
- Set out measures to promote sustainable travel, including walking, cycling, and public transport, and provision of information on EV charging facilities;
- Include a baseline travel survey prior to first occupation and annual monitoring surveys for a minimum of five years;
- Demonstrate a target of at least a 10% reduction in single occupancy vehicle trips;
- Require submission of annual monitoring reports to the LPA;
- Specify remedial measures to be implemented within three months if targets are not met, subject to LPA approval.
- The approved Travel Plan shall be implemented in full and maintained for the duration of the monitoring period.

REASON - To promote sustainable travel choices, reduce reliance on private vehicles, and mitigate the impact of the development on the local road network, in accordance with PfE JP-C8.

13. Prior to the commencement of any works relating to the installation of any sub station or pumping station, full details of its design, external appearance, boundary treatments noise attenuation measures and maintenance access arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development shall take place in accordance with the approved details and the station shall be operational prior to the first occupation of any dwelling served by it. REASON - To ensure the pumping station is appropriately designed and sited in the interests of protecting amenity in accordance with Policy 9 of the Joint DPD.

14. Each respective dwelling as shown on the approved plans shall not be occupied until the vehicle parking and turning areas to serve that dwelling have been fully constructed, surfaced, drained and marked out in accordance with the approved details. These areas shall be retained and kept available for the parking and manoeuvring of vehicles at all times thereafter. Any retaining structures required to facilitate the approved parking and turning areas shall be constructed in accordance with an engineer's specification, which shall be submitted to and approved in writing by the Local Planning Authority prior to installation.

REASON - To ensure adequate parking and manoeuvring space is provided and retained, and that any associated retaining features are structurally sound and

visually appropriate, in accordance with Policies JP-C8 of the Places for Everyone Joint Development Plan and Policy 9 of the Oldham Local Plan.

15. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- i. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- ii. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

REASON - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development having regard to Policy JP-S4 of the Places for Everyone Joint Development Plan.

16. No development above ground level shall take place until a full specification of the materials to be used in the external elevations of the buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. REASON - To ensure a satisfactory appearance in accordance with Policy JP-P1 of the Places for Everyone Joint Development Plan and Policy 9 of the Oldham Local Plan.

17. All dwellings shall be constructed to meet the requirements of Part M4(2) of the Building Regulations (accessible and adaptable dwellings), unless it is demonstrated to and agreed in writing by the Local Planning Authority that compliance is impracticable. REASON - To ensure inclusive and adaptable housing in accordance with Policy JP-H3 of the Places for Everyone Joint Development Plan.

18. No dwelling shall be occupied until either:

- (a) any proposed discharge to the Rochdale Canal is authorised and implemented with agreed multi stage treatment and monitoring safeguards; or,
- (b) an approved alternative discharge solution is implemented and operational.

REASON - To protect the nearby designated waterway in accordance with PfE JP-G3 and JP-S4.

19. Should any unexpected significant contamination be encountered during development, all associated works shall cease and the Local Planning Authority (LPA) be notified in writing immediately. A Phase 3 remediation and Phase 4

verification report shall be submitted to the LPA for approval. The associated works shall not re-commence until the reports have been approved by the LPA.

REASON - To secure the satisfactory development of the site in terms of human health and the wider environment.

20. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and be approved in writing by the LPA prior to any soil or soil forming materials being brought onto site. The approved contamination testing shall then be carried out and verification evidence submitted to and approved in writing by the LPA prior to any soil and soil forming material being brought on to site. REASON - To secure the satisfactory development of the site in terms of human health and the wider environment.
21. No dwelling shall be occupied until details of refuse storage facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented prior to occupation and thereafter retained for use at all times. REASON - To ensure adequate provision for waste storage and maintain residential amenity, in accordance with Policy 9 of the Joint DPD.
22. No dwelling shall be occupied until details of secure cycle parking facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented prior to occupation. REASON - To promote sustainable travel and comply with Policy 9 of the Joint DPD.
23. The development shall be carried out in accordance with the approved Flood Risk Assessment, including finished floor levels and overland flow routes. No alterations shall take place without the prior written approval of the Local Planning Authority. REASON - To reduce the risk of flooding to the development and surrounding area in accordance with PfE JP-S4.
24. No dwelling on Plots 141, 142, 143, 144, 145 or 148 shall be occupied until an acoustic boundary treatment has been provided to that plot in accordance with either Option A or Option B below, as approved in writing by the Local Planning Authority.

Option A: A technical note prepared by a suitably qualified acoustic consultant, based on on-site measurements of noise from the adjacent school playground, demonstrating that the daytime LAeq,T noise level within the private garden of the relevant plot does not exceed 55 dB without the need for an acoustic barrier.

Option B: Where Option A is not approved for that plot, a 2.1 metre high acoustic barrier shall be installed along the full length of the garden boundary of the relevant plot facing the school. The barrier shall be imperforate, with a minimum surface

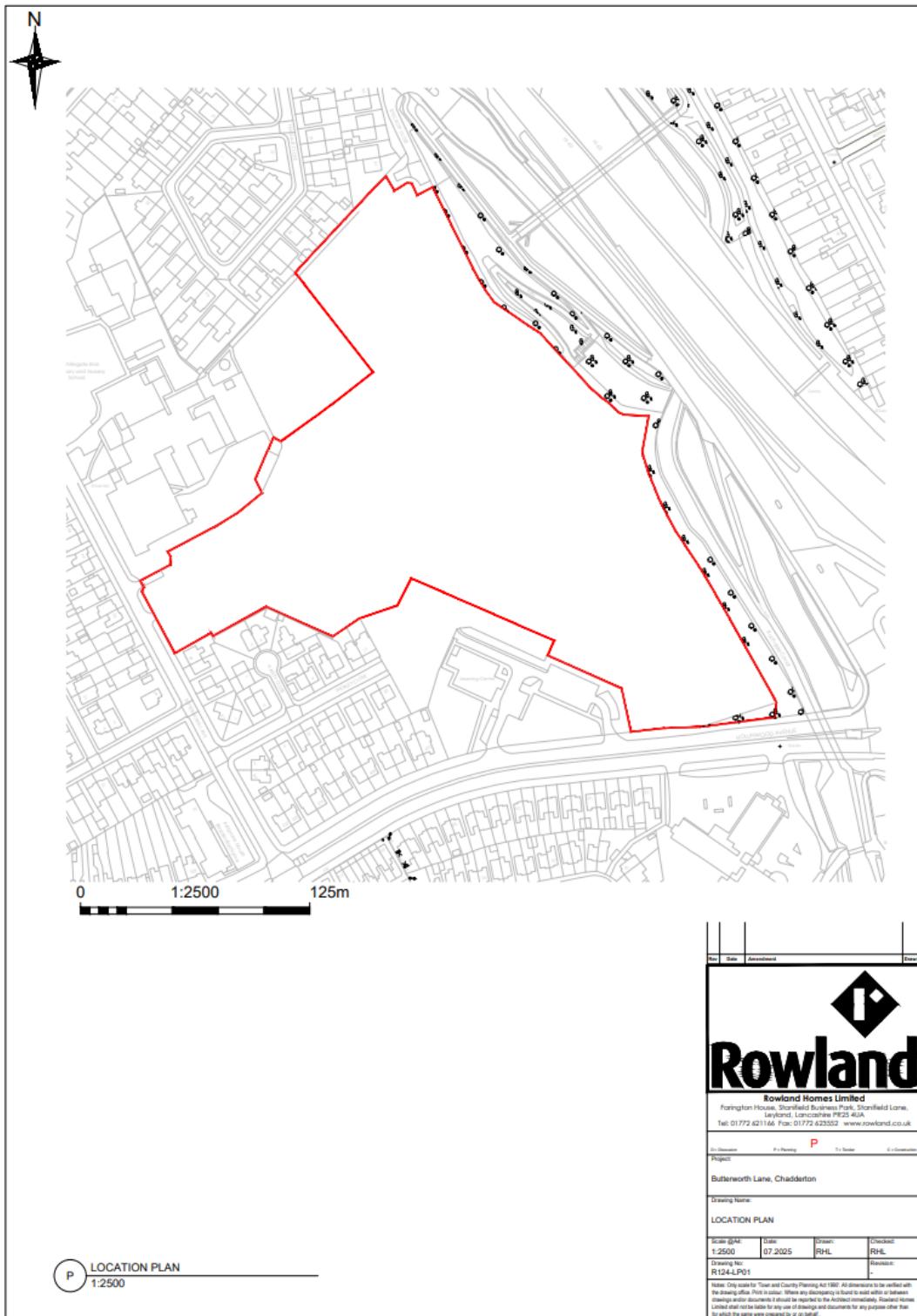
density of 12 kg/m² and constructed to provide a continuous acoustic screen with no gaps at any point, including beneath the fence panels.

Any acoustic barrier installed under Option B shall be retained and maintained in an effective condition for the lifetime of the development.

REASON - To protect the external amenity of future occupiers of Plots 141 to 145 and 148 from school playground noise.

25. The development hereby approved shall be implemented in full accordance with the Affordable Housing Statement as a scheme of shared ownership properties. The properties shall be subject to such occupation and sale thereafter; unless a variation to the scheme has been submitted to and approved in writing by the Local Planning Authority. REASON - To ensure the provision of affordable housing having regard to Policy 10 of the Joint DPD.
26. The development shall be implemented in accordance with the measures set out in the submitted Energy Statement. REASON - In order to secure a sustainable form of development having regard to Policy JP-S2 of the Places for Everyone Joint Development Plan.

SITE LOCATION PLAN (NOT TO SCALE)



PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

The following is a list of background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information defined by that Act.

THE BACKGROUND PAPERS

The appropriate application file: This is an electronic file containing the same reference number as that shown on the Agenda for the application. It may contain the following documents:

- The application forms;
- Certificates relating to site ownership;
- Plans and/or documents detailing the proposed development;
- Technical reports identifying potential impacts and mitigation;
- Design and Access Statements and / or Planning Statements;
- Formal responses from internal and external statutory and non-statutory consultees; and,
- Correspondence and/or documents from received from interested parties.

The application forms (redacted), ownership certificate (redacted), plans showing the proposed development, technical reports, Design and Access Statements, and Planning Statements, where provided are available to view on the Council's website using the [Public Access platform](#).

www.oldham.gov.uk

Responses from statutory and non-statutory consultees and correspondence/documents from interested parties can be requested by making contact with the Planning Service by telephone or email:

0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

1. The adopted Local Plan (the Joint Core Strategy and Development Management Policies Development Plan Document (Core Strategy)
2. 'Saved' policies from the Unitary Development Plan
3. The National Planning Policy Framework (NPPF)
4. Minutes of the meetings of Saddleworth Parish Council Planning Committee
5. Minutes of the meetings of Shaw and Crompton Parish Council Planning Committee

Guidance on how to access these documents is available by making contact with the Planning Service by telephone or email: 0161 770 4105 / Planning@oldham.gov.uk

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Agenda Item 7

APPLICATION REPORT – OUT/355327/25 Planning Committee – 11th February 2026

Registration Date: 13th November 2025
Ward: Chadderton South

Application Reference: FUL/355327/25

Type of Application: Outline

Proposal: Outline planning application (landscaping reserved) for the change of use of floors 2, 3 and 4 of former Ram Mill building to create hotel accommodation (C1) comprising 75 double bedrooms and 105 hotel aparthotel units with dedicated flexible work areas together with common space and service areas

Location: Ram Mill, Gordon Street, Chadderton, Oldham, OL9 9RH

Case Officer: Stephen Gill
Applicant: Mr Javid Akbar
Agent: Mr Simon James

1. INTRODUCTION & BACKGROUND

- 1.1 The application is referred to Planning Committee for determination as it a major development.
- 1.2 The site comprises the former Ram Mill, a substantial multi-storey historic mill building with associated service areas and car parking, located off Gordon Street, Chadderton, Oldham. The site lies just over 2 miles south-west of Oldham Town Centre and is situated to the north-west of Jardine Way.
- 1.3 The site is set within an established urban area characterised by a mix of commercial, business and retail uses. The immediate surroundings are predominantly commercial in nature, including large format retail and food outlets, while the wider Whitegate residential area lies to the south of the site. The site benefits from good accessibility to the strategic and local highway network and is also well served by public transport.
- 1.4 Ram Mill itself extends to approximately 21,000 square metres of floorspace arranged over five storeys, including a distinctive tower element and roof terrace. The building was originally constructed in 1904 during the Edwardian period for textile manufacturing purposes and remained in industrial use for much of the twentieth century. It is a prominent example of Oldham's historic mill stock and, although not statutorily listed, is recognised as a non-designated heritage asset of local significance.

- 1.5 In recent years, significant investment has been made in the building by the current owners. Planning permissions granted since 2021 have enabled refurbishment and reuse of the basement, ground and first floors, including repairs to the building fabric, replacement of fenestration on a like-for-like basis, and the creation of modern commercial, leisure and business space. These works have been implemented, and the lower floors of the building are now occupied by a range of uses, contributing to the building's regeneration and ongoing viability.
- 1.6 The current application relates to the upper floors of the building (floors 2 to 4), which remain underused, and forms the next phase in the wider refurbishment and regeneration of Ram Mill.

2. THE PROPOSAL & BACKGROUND

- 2.1 The application seeks outline planning permission (with landscaping reserved) for the change of use of floors 2, 3 and 4 of Ram Mill to provide hotel accommodation (Use Class C1). The development would comprise a total of 180 hotel units, consisting of 75 double bedrooms and 105 aparthotel units, the latter incorporating dedicated flexible workspace areas. The proposal also includes associated common areas and service spaces to support the operation of the hotel use.
- 2.2 The hotel and aparthotel accommodation is intended to operate as a single, centrally managed Use Class C1 development. The standard hotel bedrooms are designed to accommodate short-stay visitors, while the aparthotel units are intended for short- to medium-term stays, particularly for business users, project-based workers and visitors requiring more flexible accommodation. The aparthotel units incorporate dedicated workspace areas to support working while in residence but are not intended to function as permanent or self-contained residential dwellings. All accommodation would be managed and serviced as part of the wider hotel operation, with shared reception, facilities and services.
- 2.3 Internally, the proposed layout makes use of the existing floor plates and structural grid of the building. The aparthotel units are generally arranged around the perimeter of the floors to take advantage of natural light and fenestration, while the more compact hotel bedrooms are located within the internal zones of the building. No external alterations of significance are proposed as part of this application, beyond those already approved and implemented under earlier permissions.

3. PLANNING HISTORY

- 3.1 The following is a summary of the planning history attached to the site:

- FUL/352804/24 - Erection of temporary car parking deck to increase parking provision on site, including adjustments to/formalisation of existing haphazard/unclear site parking arrangements. Granted

- FUL/350044/22 - Retrospective glazed lobby entrance with external steps and disabled access lift to the main entrance. Granted
- MMA/349821/22 - Minor Material Amendment relating to condition 2 (approved plans) related to approved planning permission PA/344791/20 – Granted
- FUL/349665/22 - Change of use of the ground and first floor to offices (Class E), provision of catering facilities at the reception building and a gym with ancillary changing rooms (retrospective) – Granted
- PA/344791/20 - Change of use of the ground and first floor to office use (Class B1a) – Granted

4. RELEVANT PLANNING POLICIES

- 4.1 The Places for Everyone (PfE) Plan and related documentation took effect and became part of the statutory development plan on 21 March 2024.
- 4.2 The PfE Plan must now be considered in the determination of planning applications, alongside Oldham's Joint Core Strategy and Development Management Development Plan Document (Local Plan), adopted November 2011, in accordance with the National Planning Policy Framework (NPPF).
- 4.3 The following policies are relevant to the determination of this application:

Places for Everyone

- Policy JP-S1: Sustainable Development
- Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
- Policy JP-P1 Sustainable Places
- Policy JP-C8: Transport Requirements of New Development
- Policy JP-J1 - Supporting Long-Term Economic Growth
- Policy JP-P2 – Heritage
- Policy JP-S2 – Energy & Carbon

Oldham Core Strategy

- Policy 01 - Climate Change and Sustainable Development
- Policy 09 - Local Environment
- Policy 13 - Employment Area Policy
- Policy 14 - Supporting Oldham's Economy
- Policy 24 – Historic Environment

Other Material Considerations

National Planning Policy Framework (NPPF)

- Chapter 06 – Building a Strong, competitive Economy
- Chapter 09 – Promoting Sustainable Transport
- Chapter 12 – Achieving well designed places
- Chapter 15 – Conserving and enhancing the natural environment
- Chapter 16 – Conserving and Enhancing the Historic environment

Oldham Mills Strategy 2021

5. CONSULTATIONS

Environmental Health	No objection in principle subject to a condition relating to the submission of ventilation requirements.
Highway Engineer	No objection subject to conditions.
Greater Manchester Ecology Unit	No objection subject to conditions relating to bat box provision, external lighting and precautionary methods of working. Comments are discussed further in the report.
Lead Local Flood Authority	No objection
Health & Safety Executive	The HSE has reviewed the proposal and advises that it does not wish to advise against the granting of planning permission for the development.
Growth Lancashire	No objection to the principle of development.
Transport for Greater Manchester	TfGM has reviewed the submitted Transport Assessment and advises that the traffic impact of the development would be negligible, with junctions operating within capacity. No objection is raised, subject to the implementation of appropriate access, parking, active travel measures and a Travel Plan
Greater Manchester Fire Service	The Fire Service raises no objection to the proposal, subject to compliance with Approved Document B (Requirement B5) of

	the Building Regulations in relation to fire service access and facilities. The installation of sprinklers is strongly encouraged.
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6. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 6.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by way of neighbour notification letters, site notices and a press notice. No representations have been received.

ASSESSMENT OF THE PROPOSAL

7. PRINCIPLE OF DEVELOPMENT

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, to the extent that development plan policies are material, planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise. This requirement is reiterated in Paragraph 2 of the NPPF.
- 7.2 The site forms part of the Greengate / Broadgate Business Employment Area (BEA), and Local Plan Policies 13 and 14 are relevant.
- 7.3 Paragraph 6.38 of the supporting text to Policy 13 explains that BEAs are designated to support a broad and diverse range of employment-generating uses. These areas are intended to meet the needs of a changing local economy and provide investment opportunities for both new and existing businesses.
- 7.4 Policy 14 sets out the acceptable uses within BEAs, which include:
- i. Business
 - ii. General Industry
 - iii. Storage or Distribution
 - iv. Restaurants and Cafés
 - v. Drinking Establishments
 - vi. Hot Food Takeaways (excluding SEAs 1 to 10)
 - vii. Hotels
 - viii. Leisure facilities up to 1,000m² gross floorspace
 - ix. Retail facilities up to 500m² gross floorspace
 - x. Building and construction-related uses
 - xi. Transport and transport-related uses
 - xii. Waste management facilities
 - xiii. Garden centres

- 7.5 As set out above, the development comprises a hotel use (Use Class C1), including both standard hotel bedrooms and aparthotel units. In planning terms, both elements fall within the scope of a hotel use and are expressly identified as an acceptable use within Local Plan Policy 14. The aparthotel units are intended to accommodate short to medium stay visitors and business users and would not function as permanent residential accommodation.
- 7.6 The location of the site within the Greengate / Broadgate BEA is well suited to the use, particularly given the buildings accessibility, and established mix of commercial, business and leisure use within the wider area.
- 7.7 The development also aligns with the objectives of Policy 13, which seeks to promote a flexible and diverse range of employment-generating uses within BEAs. The proposal would bring currently underutilised floors back into active use, contribute to the ongoing regeneration of the site, and support continued investment in the building without displacing existing employment uses at lower levels.
- 7.8 On this basis, it is concluded that the development is acceptable in principle and accords with Local Plan Policies 13 and 14.

8. LAYOUT, APPEARANCE, SCALE & HERITAGE

- 8.1 In design terms, NPPF paragraph 135, Local Plan Policy 9 and PfE Policy JP-P1 require visually attractive development, achieved through good architecture, layout and landscaping, which is sympathetic to local character.
- 8.2 Development proposals affecting designated or non-designated heritage assets and their settings will be assessed in line with national policy, as outlined in PfE Policy JP-P2 and Core Strategy Policy 24. These policies collectively seek to protect, conserve, and enhance the borough's heritage assets, recognising their contribution to local character and identity.
- 8.3 Paragraph 215 of the NPPF states that where a proposal leads to less than substantial harm to the significance of a designated heritage asset, this harm must be weighed against the public benefits of the development, including securing its optimum viable use. Paragraph 216 confirms that, in the case of non-designated heritage assets, a balanced judgement must be made, taking into account the scale of harm or loss and the significance of the asset

Layout

- 8.4 The existing layout of the second, third and fourth floors of the building are characterised by large, open-plan floorplates reflecting the building's original industrial function. As shown on the submitted existing plans, these floors are largely unsubdivided, with a regular structural grid of columns and beams and extensive perimeter fenestration on all elevations.

- 8.5 Floor 2 is predominantly laid out as a single open space, with limited ancillary accommodation. These ancillary areas include existing circulation cores, lift access, offices, kitchen area and WC facilities, with the remainder of the floorplate remaining open and largely vacant. Floors 3 and 4 follow a similar arrangement and are almost entirely open in character. Both floors comprise expansive, unobstructed floorplates with a consistent column grid and minimal internal subdivision. Across all three floors, the existing layout provides a high degree of flexibility, but the lack of internal definition means that the floors are currently underutilised.
- 8.6 In relation to the proposed layout, this follows a consistent and structured approach, across floors 2-4, which is informed by the historic form of the building, its regular structural grid and the established pattern of fenestration.
- 8.7 Each floor is organised around a central circulation corridor, providing clear and legible access to all accommodation and service areas. This arrangement allows the units to be accommodated efficiently within the existing floorplates, without the need for intrusive structural alteration.
- 8.8 Across Floors 2, 3 and 4, the aparthotel units are predominantly located along the external elevations of the building. These positions benefit from the regular window rhythm, enabling the larger unit formats to incorporate dedicated flexible workspace areas and to benefit from access to natural light and outlook. This approach to the layout is what would be expected for a scheme such as this, as the aparthotel units are designed to accommodate longer stays than the hotel units, which are more transient in nature.
- 8.9 As set out above, the hotel bedrooms are primarily arranged within the internal zones of each floor and accessed directly from the central corridor. These rooms are more compact in nature and are efficiently accommodated within the deeper parts of the floorplates, and they do not have any access to windows or a natural outlook. However, the applicant concludes that the approach taken regarding the hotel rooms follows the compact “Z-hotel” style model, which in some instances may include rooms without external windows. A hotel use is a transient use, designed for very short stays, they are not designed for long-term living. The Z-Hotel approach is becoming more prevalent in city centre environments, where space is at a premium.
- 8.10 The applicant asserts that the hotel rooms would be designed to a high internal specification, incorporating enhanced artificial lighting, ventilation and acoustic treatment to provide an acceptable internal environment. In addition, to ensure that there would be appropriate levels of ventilation for these rooms, Environmental Health have requested a condition to ensure that this information is submitted prior to the commencement of development.
- 8.11 Vertical circulation cores, including existing lift and stair access, are retained and integrated within the layout, together with associated service and support spaces. These elements are located within the internal areas of the floors, ensuring that the perimeter zones remain focused on primary accommodation and that the historic

structural framework of the building is respected.

- 8.12 Overall, the proposed layout represents a logical and efficient reuse of the existing upper floorplates, responding positively to the historic structure, fenestration pattern and internal grid of the former mill building.

Scale & Appearance

- 8.13 In relation to scale and appearance, the development does not involve any changes to the external scale, height or overall form of the existing building. As set out above, the works are confined to the internal reconfiguration of Floors 2, 3 and 4, with the building's established footprint, massing and roof profile remaining unaltered.
- 8.14 In terms of appearance, the proposal would retain the existing external elevations, materials and architectural detailing. The characteristic brickwork, fenestration rhythm and prominent tower element would remain unchanged. As such, the development would preserve the building's established industrial character and its contribution to the surrounding townscape. Overall, there are no concerns relating to the scale and appearance.

Heritage Impacts

- 8.15 As set out above, the building is a Non-Designated Heritage Asset (NDHA) and is also identified within the Oldham Mills Strategy (the "Mills Strategy"). The Mills Strategy identifies Ram Mill as a high-priority NDHA that makes a positive contribution to local character and distinctiveness. The Strategy recognises the building's historic and architectural significance and notes that it had previously been at risk due to underuse. Importantly, Ram Mill is assessed as having high potential for employment or mixed-use redevelopment, having regard to its scale, structural form, accessibility and location within a strategic business and employment area. The Strategy promotes a clear presumption in favour of the retention, repair and adaptive reuse of such mills, supporting proposals that secure their long-term viable use while conserving key heritage features.
- 8.16 Growth Lancashire (GL), the Council's heritage consultants, have reviewed the application and raise no objection to the principle of the proposal. GL considers the reuse of the upper floors of Ram Mill to be a positive intervention that would bring currently underutilised parts of the building back into active use, thereby supporting its long-term conservation. The retention of existing internal structural elements, including beams and columns, and their integration within the proposed layout is identified as a positive approach that responds appropriately to the building's historic character.
- 8.17 GL advised that, in order to fully understand the heritage implications of the scheme, clarity was required in relation to any external works, including whether further window replacement or repairs to the external fabric were proposed. The applicant has since confirmed that the only external alterations would comprise window replacement, with no changes to the position, size or form of the existing openings, and that such works would be undertaken solely to facilitate the proposed use.

- 8.18 Following this clarification, GL has advised that it would raise no objection to the replacement windows, provided that they match those installed on the lower floors as part of implementing planning permission FUL/349665/22 in terms of colour, appearance and design, including frame width. On this basis, it is considered appropriate to secure details of the replacement windows by way of a planning condition.
- 8.19 Overall, GL concludes that the proposed development would not result in a discernible level of harm or loss of significance to the heritage asset. The LPA concur with this assessment, and it is therefore considered that the proposal accords with PfE Policy JP-P2, Local Plan Policy 24 and the requirements of Chapter 16 of the National Planning Policy Framework.

9. FIRE SAFETY

- 9.1 A Fire Statement has been submitted in support of the application. The document has been prepared to provide a high-level fire safety framework in relation to the development.
- 9.2 Given that the building exceeds 18-metres in height, the applicant submitted the Fire Statement. The Fire Statement confirms that detailed fire safety matters, including means of escape, compartmentation, fire suppression systems and fire-fighting facilities, will be fully addressed at the detailed design stage and through compliance with the Building Regulations. At outline stage, the document provides reassurance that there are no fundamental fire safety constraints that would prevent the reuse of the upper floors for hotel accommodation and that a detailed fire strategy can be developed to meet all relevant regulatory requirements.
- 9.3 Greater Manchester Fire and Rescue Service has reviewed the proposal and raises no objection, subject to compliance with Approved Document B (Requirement B5) of the Building Regulations and strongly encourages the installation of a sprinkler system. Given the outline nature of the application and the absence of any external alterations affecting fire access, it is considered that fire safety matters can be appropriately secured through the Building Regulations process and, where necessary, by planning condition.
- 9.4 The Health and Safety Executive (HSE) has reviewed the proposal in respect of land-use planning and public safety considerations. The HSE advises that it does not wish to advise against the granting of planning permission for the proposed development. No specific fire safety or major hazard-related concerns have been raised.

10. ACCESS & HIGHWAYS

- 10.1 PfE Policy JP-C8 requires new development to be designed and located in a way that promotes walking, cycling, and public transport use, reducing reliance on private cars

and supporting the creation of sustainable, accessible, and attractive communities. Developments must provide safe, direct, and inclusive access for all users, prioritising pedestrians, cyclists, and public transport in line with the user hierarchy. Proposals should also ensure strong connectivity to local facilities and transport links. Adequate and well-integrated parking should be provided, including for disabled users, alongside secure and convenient cycle parking.

- 10.2 NPPF paragraph 116 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Highway Impact

- 10.3 A Transport Assessment (TA) has been submitted, which has been reviewed by the Highway Engineer and Transport for Greater Manchester (TfGM). In relation to potential trip generation this has been calculated using TRICS database information, which is a common approach.
- 10.4 The TA identifies that the development would generate approximately 46 two-way vehicle movements during the weekday morning peak hour (08:00–09:00) and 38 two-way vehicle movements during the weekday evening peak hour (17:00–18:00). The TA compares this to the previous historic textile storage use of the upper floors, which according to the TA could have generated up to 42 two-way trips in the morning peak and 44 in the evening peak. Based on this, proposal has the potential result in a marginal net increase in the morning peak and a slight net reduction in the evening peak. Overall, the TA concludes that the change in trip generation is broadly neutral.
- 10.5 The TA includes an assessment of the impact of the development on the surrounding highway network, with particular focus on the Jardine Way / McDonald's / Lidl roundabout and the A663 Broadway / Whitegate Lane / Jardine Way junction. The TA concludes that both junctions would continue to operate within capacity during peak periods even after the development has been implemented. The TA concludes that the scale of additional traffic is well below the threshold typically associated with material or severe highway impact.
- 10.6 TfGM has reviewed the TA and advises that the trip generation methodology and assumptions are robust. TfGM has also reviewed the traffic distribution and junction modelling and have raised no concerns.

Access Arrangements

- 10.7 The site is served via an established single vehicular access arrangement that connects the site to the local highway network. Access to the site is taken via Gordon Street, which provides a connection through to Jardine Way.
- 10.8 In operational terms, the TA confirms that the access and internal circulation

arrangements can accommodate service vehicles associated with the proposed uses. Swept path tracking has been undertaken and demonstrates that a refuse vehicle can enter and exit the site in a forward gear, carrying out turning manoeuvres within the site and operating adjacent to the existing bin collection point. The assessment also indicates that a 7.5-tonne box van can access and manoeuvre around the eastern and northern parts of the building, with turning achievable within the site.

- 10.9 TfGM and the Highway Engineer raise no objection in principle to the proposed access arrangements.

Parking Arrangements

- 10.10 The development would be supported by 272 on-site car parking spaces, which would be provided within the existing building footprint and associated parking deck. This includes 204 spaces at ground floor level and a further 68 spaces within the upper deck, all accessed via the established site access arrangements. The proposal does not require the loss of any existing off-site parking or alterations to the public highway.
- 10.11 The TA includes a detailed parking demand assessment. This assessment identifies a maximum anticipated parking demand of approximately 201 spaces during peak periods. The scale of provision is considered appropriate as confirmed by the Councils Highway Engineer

Active Travel

- 10.12 TfGM advises that improvements to the pedestrian environment can assist in encouraging the uptake of active travel modes, including measures such as footway resurfacing, reinstatement of redundant access points and the provision of tactile paving and dropped kerbs at access junctions. However, following a site visit and discussions with the Highway Engineer, the LPA is satisfied that the site already benefits from strong pedestrian connections. These link the site effectively to Broadway, where there is good access to public transport services and the wider pedestrian network. In this context, it is considered that the existing pedestrian infrastructure is of a suitable standard to serve the proposed development, and that it would not be reasonable or necessary to require additional off-site pedestrian improvement works to make the development acceptable in planning terms.
- 10.13 In relation to cycle parking provision, TfGM notes that the TA proposes the provision of 10 unsheltered cycle parking spaces monitored by CCTV and advises that the development would benefit from the provision of secure and easily accessible internal cycle storage. The Council's Highway Engineer considers that this matter warrants further consideration, having regard to the characteristics of the site and TfGM's comments. On this basis, it is considered appropriate to secure details of cycle parking provision by way of a pre-occupation planning condition, to ensure that suitable and secure facilities are provided prior to the commencement of the use.

Conclusions on Highways

10.14 Taking the above matters into account, it is considered that the development would not result in an unacceptable impact on highway safety or the operation of the local highway network. The submitted TA demonstrates that the change in trip generation would be broadly neutral, that key junctions would continue to operate within capacity, and that the scale of additional traffic would fall well below the threshold associated with severe impact. Appropriate access, servicing and parking arrangements can be accommodated within the site, and the development benefits from good pedestrian connectivity and access to public transport. Subject to the imposition of a condition to secure suitable cycle parking provision, the proposal is considered to accord with PfE Policy JP-C8 the requirements set out in Chapter 9 of the NPPF and is acceptable in highways terms.

11. AMENITY

- 11.1 Local Plan Policy 9 requires development to safeguard the amenity of existing and future occupants, including in respect of privacy, safety, noise, security, visual appearance and access to daylight. Paragraph 135 of the NPPF also requires development to secure a high standard of amenity for existing and future users.
- 11.2 The site is located deep within a BEA and is separated by a significant distance from existing residential properties. Given the nature of the proposed land use, the development would not give rise to conflicts with surrounding commercial land uses. Given the nature of the proposed use, which is transient, there would not unacceptable implications in terms of privacy, overlooking, noise, or general disturbance to potential customers.
- 11.3 Environmental Health raise no objections in relation to either the construction or operational phases of the development. No concerns have been identified in respect of noise, air quality or general amenity. Therefore, it is considered that the proposal would safeguard the amenity of existing and future users, in accordance with Local Plan Policy 9 and Chapter 12 of the NPPF.

12. ECOLOGY & BIODIVERSITY NET GAIN

- 12.1 Local Plan Policy 21 requires new development to protect, conserve and enhance the natural environment, including biodiversity, geodiversity, landscapes and Green Infrastructure. The policy seeks to ensure growth is balanced with environmental protection and the provision of new or enhanced Green Infrastructure.
- 12.2 A Bat Roost Suitability Assessment (BRSA) has been submitted with the application. The BRSA concludes that the overall bat roost potential of the building is low, with any potential roosting activity likely to be limited to common and widespread species, such as the common pipistrelle bat. The site's urban context and distance from higher-value foraging habitats further limits its suitability for supporting significant bat populations.
- 12.3 The BRSA further concludes that because the development will result in internal

alterations only, the risk of impacting roosting bats or potential roost features is negligible. On this basis, the BRSA states that no further bat surveys are required.

- 12.4 Greater Manchester Ecology Unit (GMEU) have been consulted and conclude that the building has been correctly assessed as having low suitability for bat roosting. GMEU agrees with the conclusion that, given the proposals are limited to internal works, the development would have a negligible impact on bats, and that no further bat surveys are required to inform the determination of the application.
- 12.5 GMEU notes that a Precautionary Method of Working (PMoW) has been set out within the assessment and advises that this should be followed should any external works be required. It is recommended that the PMoW be secured by condition to ensure that bats are appropriately safeguarded. In addition, GMEU advises that any new external lighting should be designed in accordance with best practice guidance to avoid adverse impacts on foraging, commuting or potentially roosting bats, and that this should also be secured by condition.
- 12.6 In terms of biodiversity enhancement, GMEU supports the recommendation within the BRSA for the installation of at least two bat boxes on the building, which can be secured by way of condition.
- 12.7 With regard to nesting birds, GMEU advises that although birds were not specifically addressed within the BRSA, there is a recorded peregrine falcon nest associated with the tower element of the building. While the application relates to the internal alterations only, GMEU conclude that building works could result in disturbance to nesting birds. GMEU therefore recommends that works which may affect nesting habitats should not be undertaken during the main bird nesting season (March to August) unless appropriate checks have confirmed the absence of active nests, which can be secured by way of condition.
- 12.8 Based on the above, the development would not result in harm to protected species and is acceptable in ecological terms. Appropriate safeguards and enhancements, including a precautionary method of working, sensitive external lighting, provision of bat boxes and protection for nesting birds, can be secured by condition. On this basis, the proposal accords with Local Plan Policy 21 and the requirements set out in Chapter 15 of the NPPF.

Biodiversity Net Gain

- 12.9 Biodiversity Net Gain (BNG) is a statutory requirement for new development and seeks to ensure that the natural environment is left in a measurably better state than before. Under Schedule 7A of the Town and Country Planning Act 1990, as inserted by Schedule 14 of the Environment Act 2021, qualifying developments must deliver a minimum 10% net gain in biodiversity value.
- 12.10 Schedule 7A also provides a number of exemptions from the statutory BNG requirement. These include a *de minimis* exemption where development would not result in the loss of onsite habitat exceeding 25 square metres, or any loss of linear

habitats such as hedgerows or watercourses.

- 12.11 The development for the vast majority involves an internal change of use of the existing building, and does not include any extensions, external alterations affecting habitats, or ground disturbance. As such, the proposal would not result in the loss of any onsite habitat and would not exceed the *de minimis* threshold set out in the legislation.
- 12.12 The GMEU has reviewed the application and advises that the development is likely to be exempt from BNG requirements under the *de minimis* provisions, subject to the LPA being satisfied that no qualifying habitat loss would occur. Based on the submitted plans and supporting information, the LPA are satisfied that this exemption applies in this instance.
- 12.13 Considering the above, the submission of a Biodiversity Metric or the delivery of a minimum 10% BNG is not required for this development.

13. FLOOD RISK AND DRAINAGE

- 13.1 PfE Policy JP-S4 expects developments to manage surface water runoff using sustainable drainage systems (SuDS) as close to the source as possible, aiming to achieve greenfield runoff rates unless demonstrated to be impracticable.
- 13.2 There are no extensions or alterations to the building's footprint, and no requirement for new hardstanding. As a result, the proposal would not increase the extent of impermeable surfaces on site and would not give rise to additional surface water runoff. Given the absence of external works or changes to ground levels, the development would have no material impact on surface water drainage or flood risk, and there is no requirement for additional sustainable drainage measures.
- 13.3 The Lead Local Flood Authority (LLFA) have confirmed that they do not object to the development. The LLFA would like the applicant to look at opportunities to enhance green infrastructure within the external areas of the site. However, landscaping, is not a matter that is being considered as part of this application, as it is reserved. There will be opportunities to look at this matter further as part of a reserved matters application.
- 13.4 Based on the above, the proposal is considered acceptable in relation to flood risk and drainage, in accordance with PfE Policy JP-S4.

14. ENERGY

- 14.1 PfE Policy JP-S2 promotes the retrofitting of existing buildings to improve energy efficiency, the use of life-cycle carbon assessment, and a positive approach to renewable and low-carbon energy generation. It expects development to follow the energy hierarchy, prioritising minimising energy demand, maximising energy efficiency, and incorporating renewable and low-carbon energy sources wherever practicable.

- 14.2 No Energy Statement has been submitted with the application. The submission of an Energy Statement can be secured by planning condition, requiring details of energy efficiency measures, carbon reduction performance and low-carbon technologies to be provided prior to the commencement of development.
- 14.3 Subject to such a condition, it is considered that the proposal would be capable of complying with the relevant energy and sustainability objectives of the development plan and national policy, and the absence of an Energy Statement at outline stage does not give rise to a reason for refusal.

15. BENEFITS

- 15.1 In coming to a recommendation on this application, it is important to weigh up all the material considerations set out above and any benefits of the scheme.
- 15.2 The applicant has submitted an Economic Benefits Statement in support of the application. The assessment estimates that the development would involve an investment of approximately £20 million from the applicant and would generate significant economic benefits during the construction phase, including direct and indirect jobs through the use of local trades and local and regional supply chains.
- 15.3 In operational terms, the assessment indicates that the development would support approximately 56 additional jobs, including both direct employment within the hotel and indirect and induced employment within the wider economy. The operational phase of the development is estimated to generate £millions in Gross Value over a ten-year period, contributing to the ongoing economic performance of the site and the surrounding area.
- 15.4 The assessment also considers visitor expenditure, estimating that guests staying at the hotel and apartment could generate £millions per year in local spending. This spending is likely to support local services, facilities and businesses within Oldham.
- 15.5 Overall, the submitted assessment concludes that the proposal would deliver significant economic benefits, complementing the existing business uses at Ram Mill, supporting employment, generating visitor expenditure and helping to secure the long-term viable reuse of a large brownfield building. The LPA has no reasonable basis to disagree with the conclusions set out in the Assessment, and the economic benefits of the scheme weigh significantly in favour of the development in the planning balance.

16. CONCLUSION

- 16.1 The development is acceptable in principle within the Greengate / Broadgate BEA and accords with Local Plan Policies 13 and 14.
- 16.2 The proposal would bring underutilised floors of a prominent Non-Designated Heritage Asset back into active use, supporting its long-term conservation in line with the

Oldham Mills Strategy, PfE Policy JP-P2 and Local Plan Policy 24.

- 16.3 The layout represents an efficient and appropriate reuse of the existing building fabric, and no technical objections have been raised in respect of highways and transport matters, heritage, fire safety, ecology, amenity, flood risk or energy.
- 16.4 The development would deliver significant economic benefits, including private investment, job creation and increased visitor expenditure, which weigh positively in the planning balance.
- 16.5 Taking all material considerations into account, it is concluded that the proposal accords with the relevant PfE and Local Plan Policies set out and discussed in the report. Subject to appropriate conditions, the application is therefore recommended for approval.

17. RECOMMENDATION

- 17.1 The application is therefore recommended for approval subject to the following conditions set out below:
 1. All applications for reserved matters must be made within three years of the date of this decision notice and development must be commenced before the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved. REASON: In accordance with Section 92 (as amended) of the Town and Country Planning Act 1990.
 2. Before any phase of the development hereby granted outline permission is commenced, approval shall be obtained from the Local Planning Authority with respect to the reserved matters for (a) landscaping. REASON: In order to ensure the development is satisfactory and that details of all outstanding matters are submitted, in accordance with Section 92 (as amended) of the Town and Country Act 1990. The details are required prior to the commencement of development, because otherwise the development would not be lawful.
 3. No development shall commence until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Energy Statement. REASON: To ensure the development contributes to the reduction of carbon emissions and promotes sustainable development, in accordance with Places for Everyone Policy JP-S2.
 4. Prior to the commencement of development details of how the approved uses shall be sufficiently ventilated will be submitted to and approved in writing by the Local Planning Authority. The approved method(s) of ventilation shall be implemented in full prior to first occupation of the development and must be retained for the lifetime of the development. REASON: To prevent discomfort or nuisance caused by

odours from external sources, in accordance with Policy 9 of the Oldham Local Plan.

5. Prior to the first occupation of the development hereby approved a travel plan for the development shall be submitted to and approved in writing by the Local Planning Authority. Following acceptance of the plan, the occupier shall submit their travel plan to the Local Planning Authority for approval and the approved plans shall thereafter be implemented within 3 months of first occupation of the development. Reason - To ensure the development accords with sustainable transport policies having regard to Places for Everyone Policy JP-C8
6. If any external lighting is proposed, details of the lighting scheme shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The details shall include the location, height, type, luminance levels, direction of light spillage, and measures to minimise glare and light pollution. The lighting shall be installed and thereafter operated in accordance with the approved details. REASON: To safeguard ecological habitats in accordance with Oldham Local Plan Policy 21.
7. The development hereby permitted shall not be occupied until details of the provision of two bat boxes have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type and specification of the bat boxes, their precise location shown on an appropriately scaled plan, and the timing of installation. The approved bat boxes shall be installed in accordance with the approved details and retained thereafter. REASON: To safeguard ecological habitats, including protected species in accordance with Oldham Local Plan Policy 21.
8. No works to the building shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA. Reason - To ensure the protection of bird habitats, which are protected species under the Wildlife and Countryside Act 1981, having regard to Policy 21 of the Oldham Local Plan.
9. The development shall be carried out in accordance with the Precautionary Methods of Working set out in section 6.0 of the Bat Roost Suitability Assessment (Beamsley Ecology Version 1 November 2025) unless otherwise agreed in writing by the Local Planning Authority. REASON: To safeguard ecological habitats, including protected species in accordance with Oldham Local Plan Policy 21.
10. On submission of any reserved matters application, a scheme for the provision of secure cycle parking shall be submitted to and approved in writing by the local planning authority. The approved scheme shall remain available for users of the development thereafter: Reason – In order to promote sustainable means of travel having regard to Places for Everyone Policy JP-C8.

11. Prior to the installation of any replacement windows, full details of the windows shall be submitted to and approved in writing by the Local Planning Authority. The details shall include window specifications, dimensions, materials, colour, and frame profile. The development shall thereafter be carried out in accordance with the approved details. Reason - To ensure that the replacement windows preserve the character and appearance of the building as a Non-Designated Heritage Asset in accordance with Places for Everyone Policy JP-P2, Oldham Core Strategy Policy 24 and the requirements of Chapter 16 of the National Planning Policy Framework.

SITE LOCATION PLAN (NOT TO SCALE):



NOTES:
1. Planning permission is required for the proposed development. Application number 20/00001.
2. Planning permission is required for the proposed demolition of Building 3 and the proposed new building.
3. All demolition and earthmoving works to be carried out on site before planning permission is granted.
4. All demolition and earthmoving works to be carried out on site before planning permission is granted.
5. All demolition and earthmoving works to be carried out on site before planning permission is granted.
6. All demolition and earthmoving works to be carried out on site before planning permission is granted.
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9. All demolition and earthmoving works to be carried out on site before planning permission is granted.
10. All demolition and earthmoving works to be carried out on site before planning permission is granted.
11. Planning permission is required for the proposed new building. Application number 20/00002.
12. Planning permission is required for the proposed new building. Application number 20/00003.

Revision **Rev** Description **dd/mm/yyyy**

Project:

Ram Mill - Works to renovate/restore floors 2,3 and 4 of former Ram Mill building to create hotel accommodation (C1) comprising 75 double bedrooms and 105 hotel apartment units with dedicated flexible work areas together with common space and services area (outline)

Project Client:

RAM MILL LLP

Drawing **APPLICATION PLAN**

Job No.	Date	Drawn by
10101001	05/01/2023	CB
Drawing No.	Scale (mm)	Checked
	1:1250	



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PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

The following is a list of background papers on which this report is based in accordance with the requirements of Section 100D (1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information defined by that Act.

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- Certificates relating to site ownership;
- Plans and/or documents detailing the proposed development;
- Technical reports identifying potential impacts and mitigation;
- Design and Access Statements and / or Planning Statements;
- Formal responses from internal and external statutory and non-statutory consultees; and,
- Correspondence and/or documents from received from interested parties.

The application forms (redacted), ownership certificate (redacted), plans showing the proposed development, technical reports, Design and Access Statements, and Planning Statements, where provided are available to view on the Council's website using the [Public Access platform](#).

www.oldham.gov.uk

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0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

1. The adopted Local Plan (the Joint Core Strategy and Development Management Policies Development Plan Document (Core Strategy)
2. 'Saved' policies from the Unitary Development Plan
3. The National Planning Policy Framework (NPPF)
4. Minutes of the meetings of Saddleworth Parish Council Planning Committee
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Agenda Item 8

APPLICATION REPORT – FUL/355367/25 Planning Committee – 11 February 2026

Registration Date: 25 November 2025
Ward: Royton South

Application Reference: FUL/355367/25
Type of Application: Full Application

Proposal: Change of use to a 6 bed house in multiple occupation (HMO) and a first floor extension over garage.

Location: 3 Kevin Avenue, Royton, Oldham, OL2 6AH

Case Officer: Simon Lake
Applicant: Footlong (UK) Ltd
Agent: Miss Rachel Webber (DNA Design Group)

1. INTRODUCTION

- 1.1 The application has been referred to Planning Committee for determination in accordance with the Scheme of Delegation because the Applicants are known to be directly related to Councillor Abdul Jabbar. As such, for the purposes of transparency, a planning committee decision is required for this application.

2. RECOMMENDATION

- 2.1 It is recommended that the application be approved subject to the conditions set out in this report and that the Assistant Director of Planning, Transport and Housing Delivery shall be authorised to issue the decision.

3. SITE DESCRIPTION

- 3.1 The site relates to an existing dwellinghouse (Class C3) located at No. 3 Kevin Avenue, sited in proximity to the corner of Kevin Avenue and Mildred Avenue.
- 3.2 The two storey, semi-detached property is finished in brickwork, under a tiled hipped roof. No. 3 benefits from a single storey garage occupying much of the side elevation, with a section of hardstanding providing off-street parking to the front of the property and a sizable private garden to the rear. The immediate vicinity is residential, albeit the site is located close to Rochdale Road, with the surrounding properties featuring a similar age and character.

4. THE PROPOSAL

- 4.1 This application seeks planning permission to change the use of the property from the existing dwellinghouse (Class C3) to a 6-bedroom, 6 person House in Multiple Occupation (Class C4).

- 4.2 Permission is also sought for a first-floor side extension to facilitate additional internal space, located above the garage. The first-floor scheme will be set back from the front elevation, featuring a hipped roof, with matching materials used throughout.
- 4.3 The schedule of accommodation is as follows (excluding ensuite facilities):
- Bed 1 (single person): 11.5m²
 Bed 2 (single person): 10.5m²
 Bed 3 (single person): 12.6m²
 Bed 4 (single person): 10.5m²
 Bed 5 (single person): 11.0m²
 Bed 6 (single person): 10.8m²
- 4.4 A single kitchen/dining area is proposed to be shared between 6 residents, measuring 20.4m².
- 4.5 A cycle shelter will be installed within the rear garden, providing space for 6 bicycles for the residents.

5. PLANNING HISTORY

- 5.1 There is no relevant planning history.

6. RELEVANT PLANNING POLICIES

- 6.1 The Places for Everyone (PfE) Plan and related documentation took effect and became part of the statutory development plan on 21 March 2024.
- 6.2 The PfE Plan must now be considered in the determination of planning applications, alongside Oldham's Joint Core Strategy and Development Management Development Plan Document (Joint DPD), adopted November 2011, in accordance with the National Planning Policy Framework (NPPF).
- 6.3 As such, the following policies are considered relevant to the determination of this application:
- Places for Everyone Policy JP-P1 (Sustainable Places);
 - Places for Everyone Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity)
 - Local Plan Development Management Policy 3 (An Address of Choice)
 - Local Plan Development Management Policy 5 (Promoting Accessibility and Sustainable Transport Choices)
 - Local Plan Development Management Policy 9 (Local Environment).
 - Local Plan Development Management Policy 11 (Housing)

7. CONSULTATIONS

CONSULTEE	FORMAL RESPONSE
Environmental Health	No objections

Highways	No objections
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8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by means of neighbour notification letters.
- 8.2 In response, a total of 41 representations have been received to the application raising the following (summarised) planning-related concerns:
- Increased pressure on local resources (refer to section 9 of report)
 - Concerns over the nature of the use being inappropriate and not in keeping within a residential area (refer to sections 9 and 10 of report)
 - Impact on residential amenity through increased noise and frequency of use (refer to section 10 of report)
 - Impact on parking due to additional vehicles (refer to section 11 of report)
 - Impact on highway safety and access due to highway arrangement (refer to section 11 of report)
 - Not suitable for future occupiers (refer to section 10 of report)
 - Loss of light (refer to section 10 of report)
 - Contrary to Article 4 Direction
 - Concentration of private rented properties in the area
 - Concerns about anti-social behaviour
- 8.3 A petition in objection to the proposal containing 59 signatures has also been received.
- 8.4 Other issues raised by objectors have included matters which are not material planning considerations, including the impact of the proposal on the value of existing properties in the area, suitability of the future occupiers, displacement of the current occupiers and fears that the property will not be maintained. As these are not material planning considerations, they will not be addressed in this report.

ASSESSMENT OF THE PROPOSAL

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The application site is unallocated within the Local Plan.
- 9.2 Policy 3 of the Oldham Local Plan (2011) requires that minor residential developments be located within a ten-minute walk of at least two 'key services'. Policy 5 of the Oldham Local Plan (2011) requires that all minor residential development should achieve 'Low Accessibility' as a minimum which is defined as being within approximately 400 metres of a bus route.
- 9.3 The application site is located within 400m of Royal Oldham Hospital and is adjacent to Rochdale Road close to a number of small convenience shops, food outlets and other commercial premises accessible within a ten-minute walk. Furthermore, the site is within 100m of a bus stop on Rochdale Road which offers frequent service towards

Oldham Town Centre and beyond. As such it is considered that the site is sustainably located in respect of nearby services and public transport options.

- 9.4 It is therefore considered that the principle of the proposal is acceptable against the requirements of these policies.

10. RESIDENTIAL AMENITY

- 10.1 Having regard to the requirements of Policy 9 of the Oldham Local Plan the impact of the development on surrounding residents needs to be considered alongside ensuring that the proposals provide suitable accommodation and amenity for future occupiers.
- 10.2 Policy 11 of the Oldham Local Plan (2011) states that houses in multiple occupancy shall not be permitted unless it can be demonstrated that the proposal does not adversely affect:
- the local character of the area;
 - the level of residential and workplace amenity of future and neighbouring occupants; and,
 - traffic levels and the safety of road users.
- 10.3 The property is located within a predominantly residential area of Royton and the proposed HMO would house six unrelated individuals living together as a single household. Many of the nearby dwellings have been significantly extended and could conceivably be occupied by an equal number of residents. As such, the intensity of the use of the property, including the number of comings and goings, would not be anticipated to be significantly over and above what might be expected from a large dwellinghouse in Class C3 use.
- 10.4 The Council's register of Property and HMO licenses does not show any existing properties on Kevin Avenue (or the adjoining Mildred Avenue and Angela Avenue) as being occupied as HMOs. The proposal is not therefore considered to result in a proliferation of such uses in the area which might otherwise erode its character.
- 10.5 In assessing any impacts of the proposals, the closest properties that might be directly affected by the proposed use and/or proposed extensions are those which adjoin the application site – i.e. numbers 1 and 5 Kevin Avenue.
- 10.6 Local Plan Policy 9 explains that development should avoid causing significant harm to the amenity of the occupants and future occupants of the development or to existing and future neighbouring occupants or users through impacts on privacy, safety and security, noise, pollution, the visual appearance of an area, access to daylight or other nuisances.
- 10.7 No.1 Kevin Avenue occupies the same semi-detached pair as No. 3, with the proposed extension positioned on the opposite side of the property. As such, there will be no notable impacts in terms of overshadowing, outlook and privacy.
- 10.8 In respect of no. 5 Kevin Avenue, the proposed side extension will project towards the shared boundary with this property, which occupies the adjacent semi-detached pair. Whilst the property has two windows on its facing side elevation, one is obscure glazed, whilst the other serves a non-habitable room. As such, it is considered that the proposed extensions and alterations will not cause any significant loss of light or

outlook, at least to the extent that they would justify refusal of the application. Furthermore, the proposal does not include any side facing windows, maintaining privacy.

- 10.9 When assessing residential amenity it is also important to consider whether the proposed accommodation would be suitable for the future occupiers. The Council's House in Multiple Occupation Standards document (2011) requires all rooms to be a minimum of 10m² if no shared living room is provided, as is the case in this application. The proposed plans demonstrate that all bedrooms meet this required standard for single occupiers along with compliance with the required living/kitchen area room size of 19.5m². It is also noted that the property benefits from substantial outdoor amenity space. It is also noted that no objections have been raised to the proposals by the Council's Environmental Health department (who are responsible for issuing HMO licences).
- 10.10 In considering the potential for additional noise impacts from the proposed use there is no justifiable basis or substantive evidence upon which to assume that six unrelated individuals would cause materially more noise compared to that caused by, for example, a dwelling occupied by a family.

11. PARKING AND HIGHWAY SAFETY CONSIDERATIONS

- 11.1 Policy 9 of the Oldham Local Plan (2011) requires that development (which includes a change of use) does not harm the safety of road users.
- 11.2 NPPF paragraph 116 requires that, in considering planning applications, "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*" This therefore provides the key test for considering proposals in relation to highway safety.
- 11.3 The site benefits from existing off-street parking, has good public transport links and HMOs are generally considered to attract occupants who do not own vehicles. Further, the Council does not have parking standards for residential development. Considering the factors above, the proposal is not considered to have any severe impact on the highway network and the Council's Highways Engineer has raised no objections. Bicycle storage will be implemented as shown on the proposed plans.
- 11.4 There are no parking standards for residential development although it is considered that the likelihood of an occupier of an HMO having a private vehicle is generally anticipated to be lower than a regular dwellinghouse. Irrespective of this, the property benefits from existing off-street parking, and it must be recognised that alternative transport options are available in the form of good public transport links as well as bicycle storage being proposed as part of this application.
- 11.5 Furthermore, no objections have been received from the Council's Highway Engineer.

12. DESIGN AND APPEARANCE

- 12.1 PfE Policy JP-P1 (Sustainable Places) requires that all development should respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used and enable a clear understanding of how the place has developed.

- 12.2 The first-floor side extension will be finished in materials to match the existing dwelling, namely a brickwork exterior and tiled roof. Similarly, the extension will feature a hipped roof, allowing for an in keeping appearance. Furthermore, the side extension will be set back from the front elevation, with the roof set below the ridge of the existing, creating a subservient addition which also lessens the potential terracing impact with the adjacent semi-detached dwelling.
- 12.3 Similar two storey side extensions are present on Kevin Avenue, along with other significant additions to properties in the vicinity. As a result, it is considered that the design and appearance of the proposed exterior alterations and extensions to the property are in accordance with the requirements of PfE Policy JP-P1.

13. BIODIVERSITY NET GAIN

- 13.1 The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:
 - a. a Biodiversity Gain Plan has been submitted to the planning authority, and
 - b. the planning authority has approved the plan.
- 13.2 However, there are exemptions to the legislation which apply in some certain cases. The proposed extension will occupy a small footprint and be sited above the existing garage.
- 13.3 Based on this, the development is exempt from Biodiversity Net Gain requirements because it is below the *de minimis* threshold, being development which does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
- 13.4 However, having regard to PfE Policy JP-G8 it is considered reasonable to require that a bat/bird box is installed on the building prior to first occupation as an HMO, and this will be secured through the imposition of a condition attached to the recommendation.

14. CONCLUSION AND RECOMMENDATION

- 14.1 The proposed change of use, facilitated by the proposed extension to the property, is considered to comply with the relevant development plan policies, Places for Everyone Plan and the NPPF. The application is therefore recommended for approval, subject to the following conditions.
 1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
 2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance

with the approved plans and specifications.

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be consistent in terms of colour, size and texture with those of the existing building. REASON - To ensure that the appearance of the development is acceptable having regard to Policy JP-P1 Sustainable Places of the Places for Everyone Plan (2024).
4. Prior to first occupation of the dwelling hereby approved, a bat/bird box shall be installed on the building. REASON - To ensure a gain to biodiversity and geodiversity on site having regard to Policy JP-G8 (A Net Gain to Biodiversity and Geodiversity) of the Places for Everyone Plan (2024).

SITE LOCATION PLAN (NOT TO SCALE):



PLANNING COMMITTEE – BACKGROUND PAPERS

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Planning Appeals Update

Planning Committee

Report of Assistant Director Planning, Transportation & Housing Delivery

DATE OF COMMITTEE

11 February 2026

An update on Planning Appeals was last provided to the Planning Committee at the meeting on 17 December 2025. The table below provides a comprehensive list of appeals submitted and decisions taken on appeals between Monday 1 December 2025 and Friday 23 January 2026 which is to be noted by the Committee.

Application No.	Site Address	Appeal Decision	Appeal Lodged Date	Description
FUL/350640/23	Land to the Southern Side of Cragg Road, Chadderton	Ongoing	26/02/2025	Demolition of existing outbuildings and erection of 4 no. detached dwellings with associated landscaping
VAR/353936/25	Asda, Greenfield Lane Shaw, OL2 8QP	Allowed, 05/01/2026	15/09/2025	Removal of conditions 1 (service hours), 9 (vehicle types) and 10 (service vehicles) relating to application PA/336191/14 in order to allow 24 hours per day deliveries.
FUL/353859/24	317 Abbey Hills Road Oldham OL4 5LX	Allowed, 10/12/2025	23/09/2025	Change of use to ground floor from a cafe to a hot food take away
ADV/354398/25	IMO Car Wash Shaw Road Oldham OL1 3JA	Ongoing	06/10/2025	Erection of a freestanding D-Poster LED advertisement.
FUL/353485/24	The Barn, Diglea, Diggle	Ongoing	28/11/2025	Erection of 1 no. two storey dwellinghouse and garage.

FUL/354054/25	Clough Manor, Rochdale Road, Denshaw	Ongoing	06/11/2025	Change of use to a touring caravan site including new access to highway.
HOU/353477/24	234 Belgrave Road Oldham OL8 2JU	NEW	29/12/2025	Part two storey and part single storey rear extension (retrospective).
HOU/354720/25	2B New Street Uppermill Oldham OL3 6AU	NEW	23/01/2026	Erection of a rear dormer
FUL/355041/25	181 - 183 Huddersfield Road Oldham OL1 3PA	NEW	19/01/2026	Creation of 2 no. flats to the second floor with front and rear dormers.

RECOMMENDATION - That the report be noted.

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If any person has any questions regarding these appeals and decisions, they can request further information from the Planning Service by contacting Martyn Leigh (Development Management Team Leader) via planning@oldham.gov.uk