Public Document Pack

PLACE, ECONOMIC GROWTH AND ENVIRONMENT SCRUTINY BOARD
Agenda

Date	Monday, 12th January 2026
Time	6.00 pm
Venue	J R Clynes Second Floor Room 2 - The JR Clynes Building, Cultural Quarter, Greave Street, Oldham, OL1 1AL

Notes

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 Bougatef or Peter Thompson at least 24 hours in advance of the meeting.

2. Further details relating to this meeting are available from Peter Thompson, email – peter.thompson@oldham.gov.uk

3. 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 peter.thompson@oldham.gov.uk by 12.00 noon on Wednesday, 7th January 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 PLACE, ECONOMIC GROWTH AND ENVIRONMENT SCRUTINY BOARD
Councillors Aslam, Ghafoor, Harkness, J. Hussain (Chair), Kouser, Malik, McLaren (Vice-Chair), Rustidge, Sharp, Wilkinson and Williamson

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 Beal Valley Broadbent Moss Masterplan and Spatial Design Code (Pages 3 - 82)

A report, of the Executive Director of Place/Deputy Chief Executive requesting consideration of the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code, prepared in accordance with Places for Everyone, criteria 1 of JPA 10 Beal Valley and criteria 1 of JPA 12 Broadbent Moss, and its incorporation into a Supplementary Planning Document (SPD).

6 Saddleworth Neighbourhood Plan (Pages 83 - 398)

A report of the Executive Director of Place/Deputy Chief Executive, seeking consideration of the report and addendum report to Cabinet on 15 December 2025 seeking approval to publicise the Saddleworth Neighbourhood Plan and submit the plan for examination, as per the agreed recommendation 5) of the addendum report.

7 Oldham Local Plan: Publication Plan Consultation

Report of the Executive Director of Place/Deputy Chief Executive seeking approval, from the Council of the Oldham Local Plan: Publication Plan for publication and consultation. Report to be circulated.

Report to PLACE, ECONOMIC GROWTH AND ENVIRONMENT SCRUTINY BOARD

Beal Valley and Broadbent Moss Masterplan and Spatial Design Code

Portfolio Holder: Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author(s):
Elizabeth Dryden-Stuart (Strategic Planning Team Leader)

12 January 2026

Reason for Decision

To consider the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code, prepared in accordance with Places for Everyone, criteria 1 of JPA 10 Beal Valley and criteria 1 of JPA 12 Broadbent Moss, and its incorporation into a Supplementary Planning Document (SPD). Having regards to a) the Motion agreed at the Council meeting on 10th December, requiring the preparation of an SPD incorporating this Masterplan and Spatial Design Code, and b) its endorsement at Cabinet on 15 December 2025 and authorisation to prepare an SPD incorporating the endorsed Masterplan and Spatial Design Code.

Executive Summary

Given the agreement of the Motion “Ensuring Statutory Scrutiny and Enforceability for Places for Everyone Masterplans” at the Council meeting on 10th December, an addendum report was considered and agreed at Cabinet on 15th December. This addendum sought endorsement from Cabinet that the Masterplan and Spatial Design Code, as prepared by the Developer Consortium with input from council officers, is a suitable basis for the SPD.

The endorsement of the Masterplan in this way was necessary to indicate the suitability of the masterplan as the basis for an SPD to not only avoid consulting on an SPD that the council could not support, but also to inform decision-making should a planning application(s) be submitted for development on parts of the allocations before an SPD has been adopted. The addendum report is attached at Appendix A and the original Cabinet report, and supporting appendices, is attached at Appendix B.

As per the addendum Cabinet report, members of the Place, Economic Growth and Environment Scrutiny Board are invited to provide feedback on what has been prepared by the Developer Consortium so that this can be incorporated into a draft SPD for public consultation.

Recommendation:

Place, Economic Growth and Environment Scrutiny Board are invited to provide feedback on the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code prepared by the Developer Consortium so that this can be incorporated into a draft SPD for public consultation.

Appendices

Appendix A – Addendum report to Cabinet 15 December 2025
Appendix B – Original report to Cabinet 15 December 2025
Appendix 1 – Beal Valley and Broadbent Moss Masterplan and Spatial Design Code
Appendix 2 – Consultation Summary of key issues raised and changes made
Appendix 3 - Oldham Equality Impact Assessment

BEAL VALLEY & BROADBENT MOSS, OLDHAM

SPATIAL DESIGN CODE

December 2025

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Summary

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

12 Reasons Why

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

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

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

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

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

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

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

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

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

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

PREFACE

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

Requirements of Policy JP Allocation 10 Beal Valley

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

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

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

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

Requirements of Policy JP Allocation 12 Broadbent Moss

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

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

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

- Delivery of around 1,450 high quality family and affordable homes.
- Deliver around 21,000sqm of industrial and warehouse floorspace as an extension to Higginshaw Business Employment Area.
- Main access point from Rippoden Road with a link road providing connections west across the valley to Oldham Road via the JPA 10 Beal Valley allocation.
- Industrial and warehouse development will be via the existing industrial estate.
- Land safeguarded for a new Metrolink stop and associated park and ride facility.
- Ensure walking, cycling and the use of public transport is encouraged through good design to help deliver high quality, liveable and sustainable environments.
- Make provision for a local centre providing a range of shops and services in a suitable and accessible location.
- Enhance pedestrian and cycle links to and from the site to the new Metrolink stop, the Beal Valley allocation, bus network, between the employment areas and new homes and surrounding area via the green infrastructure network.
- Reflect and respond to the landscape character of the Pennine Foothills South/West Pennines.
- Define/strengthen the boundaries to the retained Green Belt within and adjoining the site.
- Improve the quality/accessibility of the remaining Green Belt.
- Make provision for biodiversity and take account of Deciduous Woodland and Lowland Fens.
- Protect/enhance the habitats and Beal Valley river corridor to improve existing water quality.
- Provide for on-site and/or financial contributions towards off-site additional primary and/or secondary school provision.
- The masterplan should be informed by an appropriate flood risk management assessment and comprehensive drainage strategy. Develop a comprehensive sustainable drainage management train as part of the green and blue infrastructure network to ensure development is safe and does not increase flood risk down stream.
- Provide a wetland catchment area within Flood Zone 3 to provide net gains in flood storage for the wider catchment integrated into the wider green infrastructure network.
- Ensure development has no adverse quality impacts on the Groundwater Protection Zone in liaison with the Environment Agency.
- Remediate areas affected by contamination and previous historic uses.
- Incorporate noise and air mitigation to protect the amenity of new and existing occupiers (both residential and employment) adjoining Higginshaw Business Employment Area and its proposed extension.
- Consider the extraction of any viable mineral resources within Minerals safeguarding Areas.

The Spatial Design Code

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

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

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

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

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

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

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

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

The National Model Design Code

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

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

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

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

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

Figure 1.1 The Ten Characteristics of Well-Design Places

Design Code Role & Status

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

THE CONSORTIUM

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

Consortium Members

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

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

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

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

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

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

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

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

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

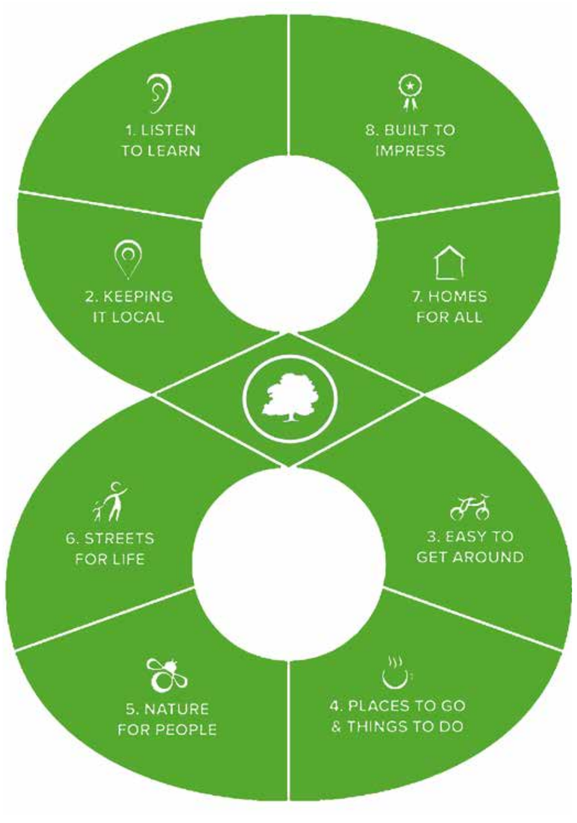
We also want to support the community, by enhancing the area through, much needed family homes (including affordable housing) set with a green environment, thereby providing a boost to local businesses, services, and facilities.

Placemaking Principles

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

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

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



1. LEARN TO LISTEN

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

2. KEEPING IT LOCAL

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

3. EASY TO GET AROUND

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

4. PLACES TO GO AND THINGS TO DO

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

5. Nature for people

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

6. Streets for life

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

7. Homes for all

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

8. Built to impress

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

1. CONTEXT

Context

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

Site Location

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

Sub-Regional Context

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

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

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

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

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

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

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

Local Context

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

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

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

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

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

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

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

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

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

Allocation Boundary & Ownerships

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

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

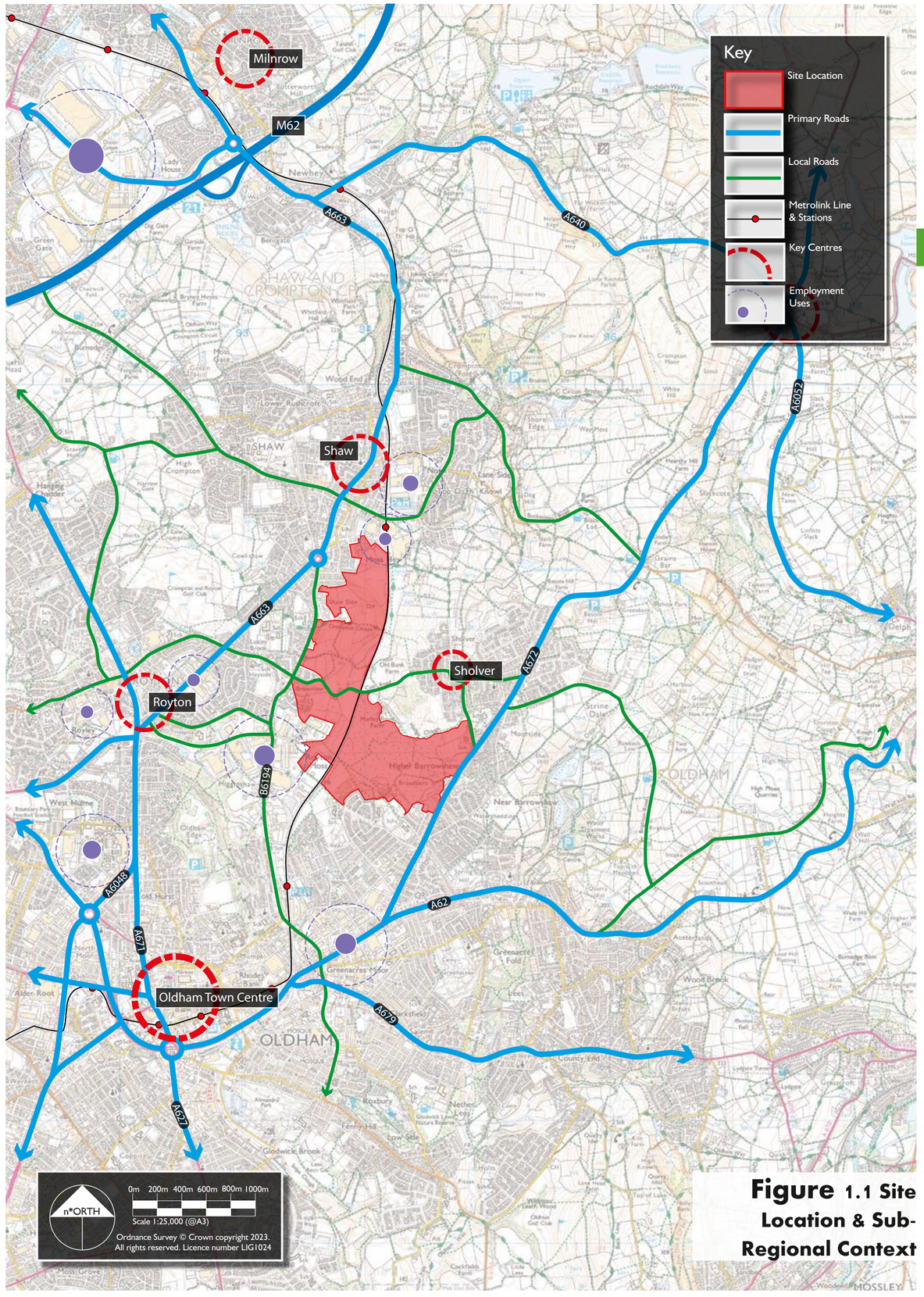


Figure 1.1 Site Location & Sub-Regional Context

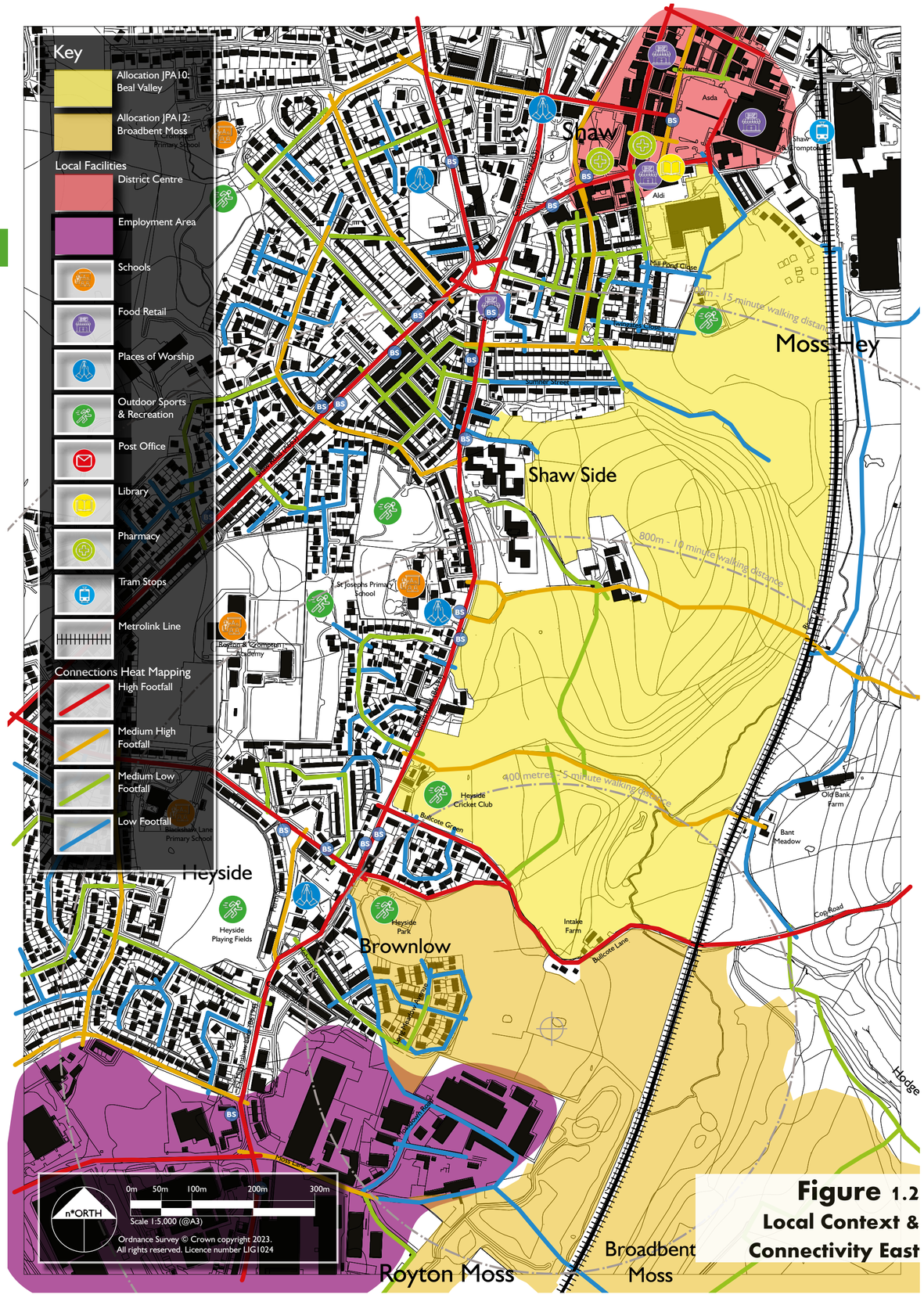


Figure 1.2
Local Context & Connectivity East

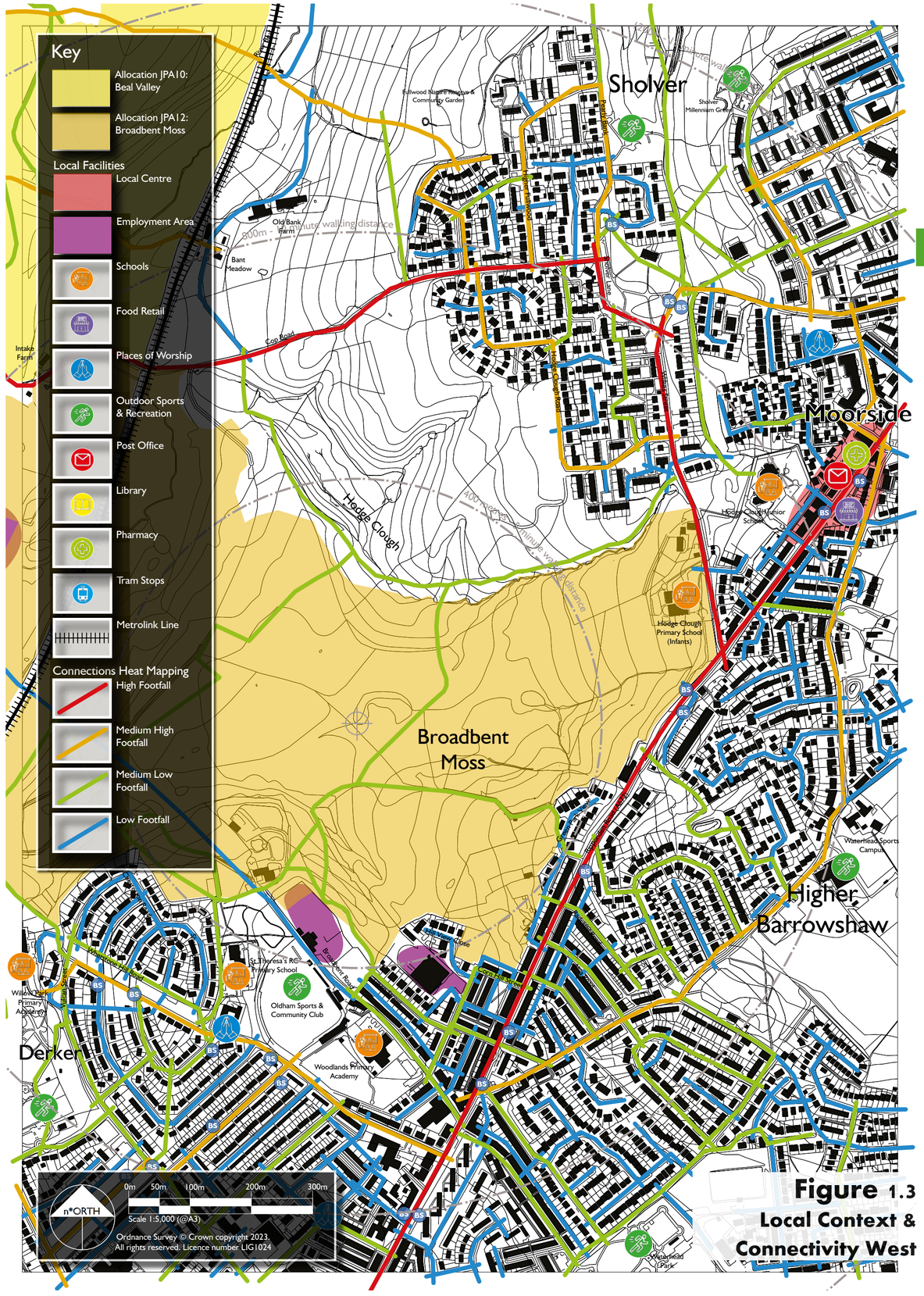


Figure 1.3
Local Context & Connectivity West

Shaw: Kershaw Street

Shaw Side: Queen Street

Heyside: Oldham Road

Luzley Brook: Shaw Road

Royton: Radcliffe Street

Clough: Cheetham Street

Local Vernacular

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

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

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

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

The local neighbourhoods that were studied adjoining Beal Valley include:

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

Those adjoining Broadbent Moss include:

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

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

BEAL VALLEY

Shaw

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

Shaw: Chamber Road

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

Shaw Side

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

Shaw Side: Fredrick Street

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

Heyside

Heyside's building stock is of a later origin that the surrounding neighbourhoods, with a majority of homes having been constructed mid 20th century. St Mark's Avenue is an example of this form of development where terraced and semi-detached homes are setback with reasonably sized front gardens. The homes have red multi brick façades and rosemary tile roofs, along with modest detailing typical of the era. Detailing includes projecting gables to the corners and there are red multi brick window headers.

Heyside: St Mark's Avenue

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

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

Luzley Brook

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

Luzley Brook: Shaw Road

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

Royton

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

Royton: Hillside Avenue

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

Clough

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

Clough: Beal Lane

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

Moorside: Dickens Street

Watersheddings: Prince George St

Stoneleigh Park: Peveril Street

Sholver: Sholver Lane

Derker: Mayfield Road

Brownlow: Heyside Avenue

BROADBENT MOSS

Moorside

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

Moorside: Turf Pit Lane

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

Watersheddings

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

Watersheddings: Count Hill Road

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

Stoneleigh Park (east of)

East of Stoneleigh Park, and directly south of the Site, are several examples of Garden Village-style estates around the Tennyson Street, Whetstone Hill Road, and Peveril Street areas. The 20th century estates have a mix of short-run terraces of typically four dwellings and semi-detached homes that are typically positioned on corners. There are also several pockets of terraced bungalows. They all have red brick façades, grey slate or rosemary tile roofs, substantial front gardens (often with driveways and lawns) and a mix of low-rise red brick walls and hedgerow boundary treatments.

Stoneleigh Park: Tennyson Street

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

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

Sholver

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

Sholver: Ripponden Road

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

Derker

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

Derker: Bartlemore Street

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

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

Brownlow

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

Brownlow: Clarence Street

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

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

VERNACULAR SUMMARY

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

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

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

Constraints & Opportunities

Topography & the Water Catchment

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

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

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

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

Trees & Woods

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

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

Public Rights of Way

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

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

Other PRoWs run north to south with PRoW: 67 ROYT running from Bullcote Lane in the south before joining PRoW: 96 ROYT. PRoW: 93 CROMP continues the route of 67 ROYT from 96 ROYT north until it reached Birshaw Hall and joins with PRoW: 90 CROMP. No footpaths continue north through the Beal Valley and the upper half of the allocation has no existing PRoWs within it making current pedestrian access to Shaw from the site difficult.

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

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

Watercourses & Wetlands

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

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

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

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

Local Wildlife Site/Sites of Biological Importance

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

The Metrolink

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

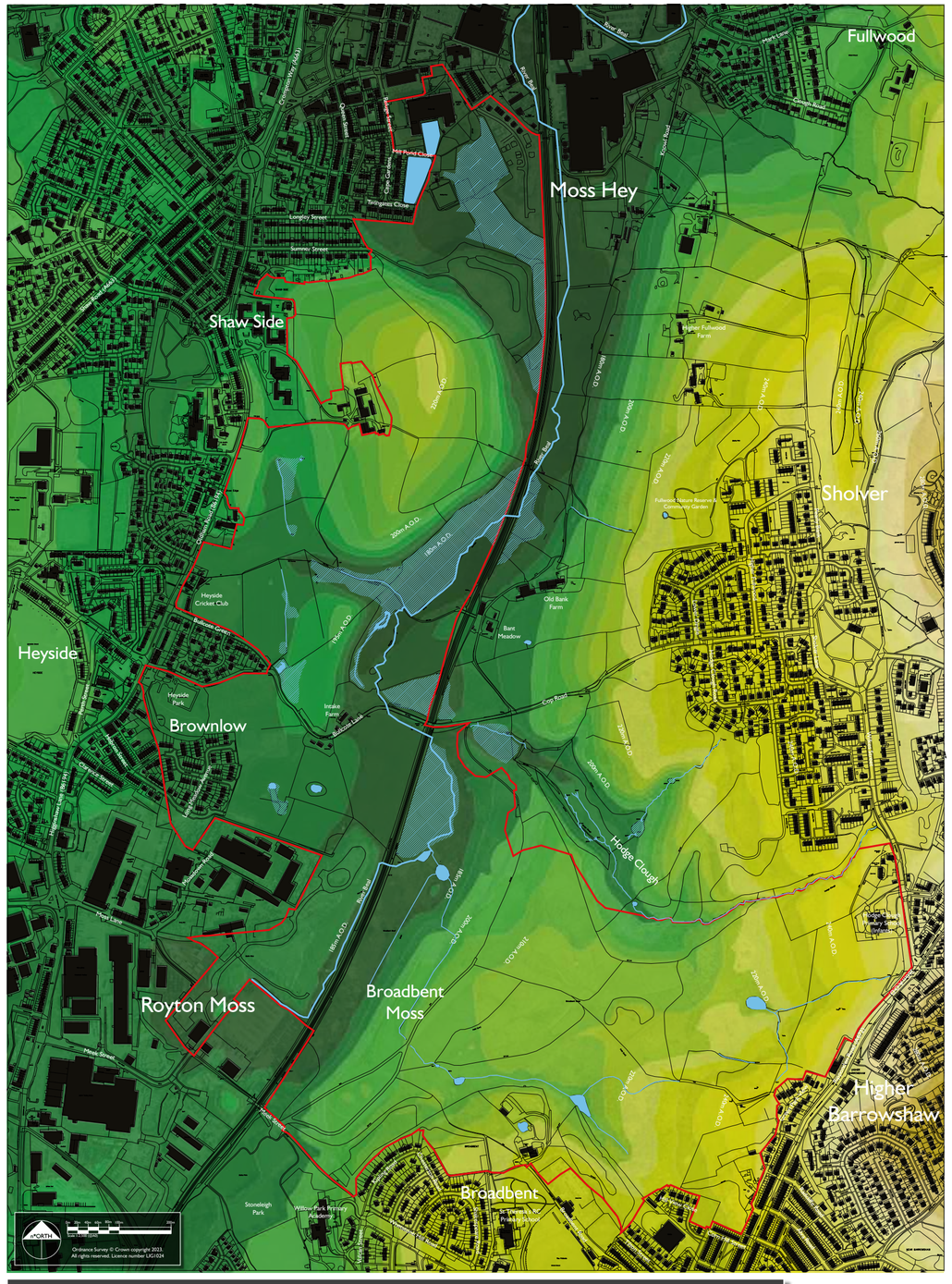


Figure 1.4
Topography

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

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

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

Connections & Access

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

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

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

Bus stops & Services

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

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

Views & Vistas

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

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

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

Heritage & Archaeology

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

Residential Amenity

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

Employment Interfaces

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

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

Landfill

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

Green Belt

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

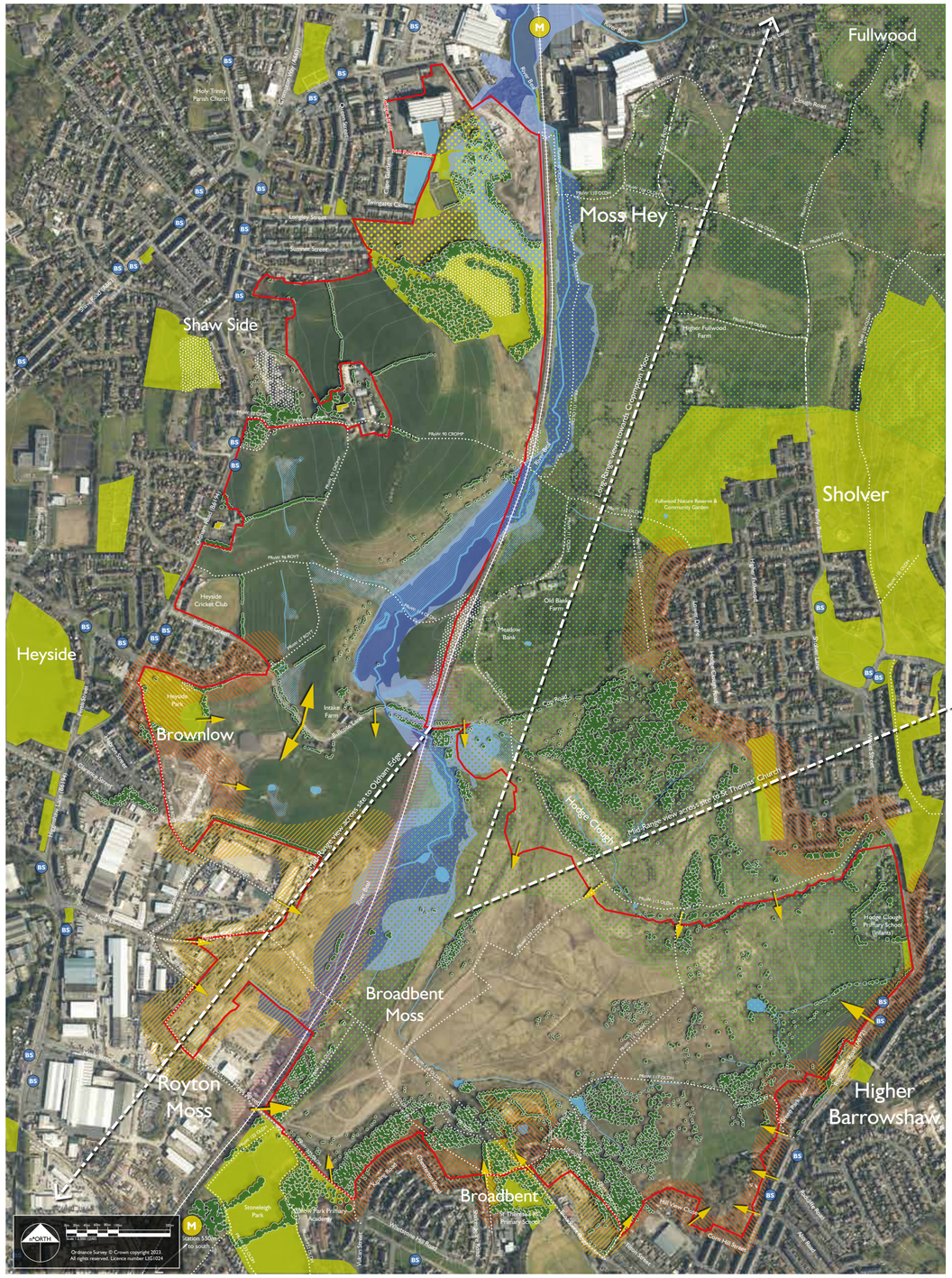


Figure 1.5
Constraints & Opportunities

2. VISION

Vision

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

Developing the Design Philosophy

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

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

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

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

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

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

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

Neighbourhood extension and creation at Beal Valley and Broadbent Moss will be part of this blended response to the rebalancing of the housing market in Oldham and act as a bridge between the two existing markets, offering something for everyone in terms of choice, quality, mix and location of homes within easy reach of existing local centres, surrounding neighbourhoods and Oldham town centre. This contextual understanding is crucial to the development of the masterplans for the two allocations to ensure they are part of the long-term renaissance of the town.

Crystallising the Principles of Development

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

A Vision for Beal Valley & Broadbent Moss

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

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

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

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

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

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

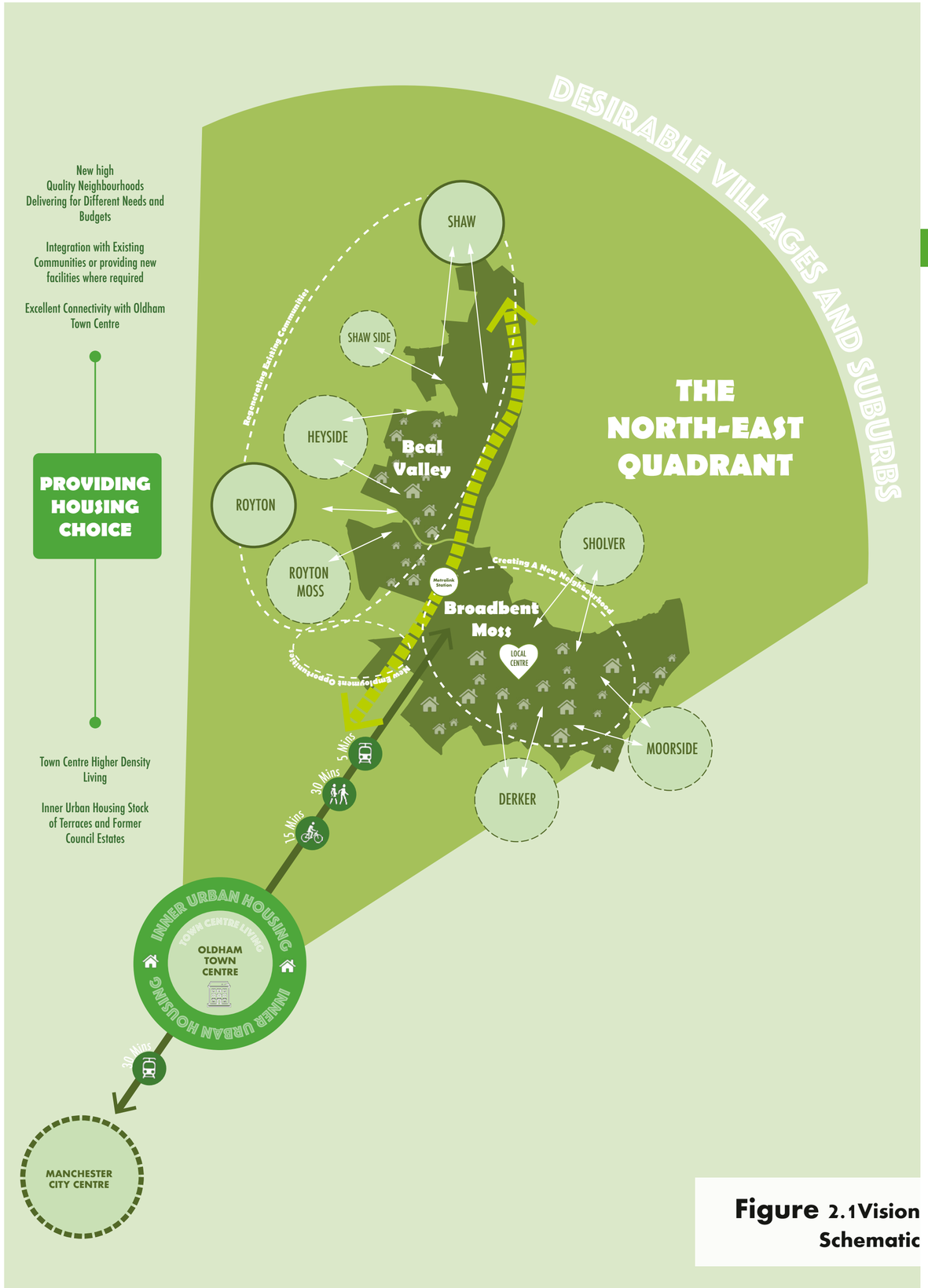


Figure 2.1 Vision Schematic

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

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

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

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

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

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

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

Vision Statement

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

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

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

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

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

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

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

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

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

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

DEVELOPMENT PRINCIPLES

- High quality and contextually sensitive design.
- Maximise benefits of site's physical characteristics including topography.
- Sensitively designed to take account of interfaces with adjoining neighbourhoods and wider rural landscape.
- Vibrant local centre/community heart.
- A strong brand identity and promotion of creativity including site-based community art projects.
- Adaptability of buildings.

- Promote opportunities for home working and home-based businesses.
- Encourage recreation, shopping, employment, food production, community events, formal and informal education.
- Encourage use of existing local centres.
- Strong connections between new and existing neighbourhoods.

Broadbent Moss

Vision

- Homes developed in a mix of tenures, sizes and locations.
- Explore opportunities for self-build homes.
- Community stewardship.
- Local food production.
- Encourage walking and cycling, promote outdoor play, social interaction and opportunities for self-learning.
- Facilitate required health services as part of the local centre/community heart.

- Connected neighbourhoods
- Improved connectivity to Oldham Town Centre and Manchester City Centre.
- Streets which prioritise pedestrians over the private car.
- Streets and spaces designed for inclusivity.
- Walkable Neighbourhoods.

- Work with the existing features and habitats.
- A strong Green Infrastructure network.
- Aim for an increase in tree cover across the neighbourhoods of at least 15%
- Minimum 10% biodiversity net gain
- Sustainable Urban Drainage systems integrated into the green infrastructure network.
- Energy efficient buildings.

Figure 2.2 Development Principles

3. PARA METERS MASTER PLAN & SITE WIDE PRINCIPLES

Parameters

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

Creating a Place

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

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

Gateways, Focal Points/Hubs & Squares

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

There are four focal point/hubs within the allocations:

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

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

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

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

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

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

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

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

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

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

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

The Emerging Movement Hierarchy

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

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

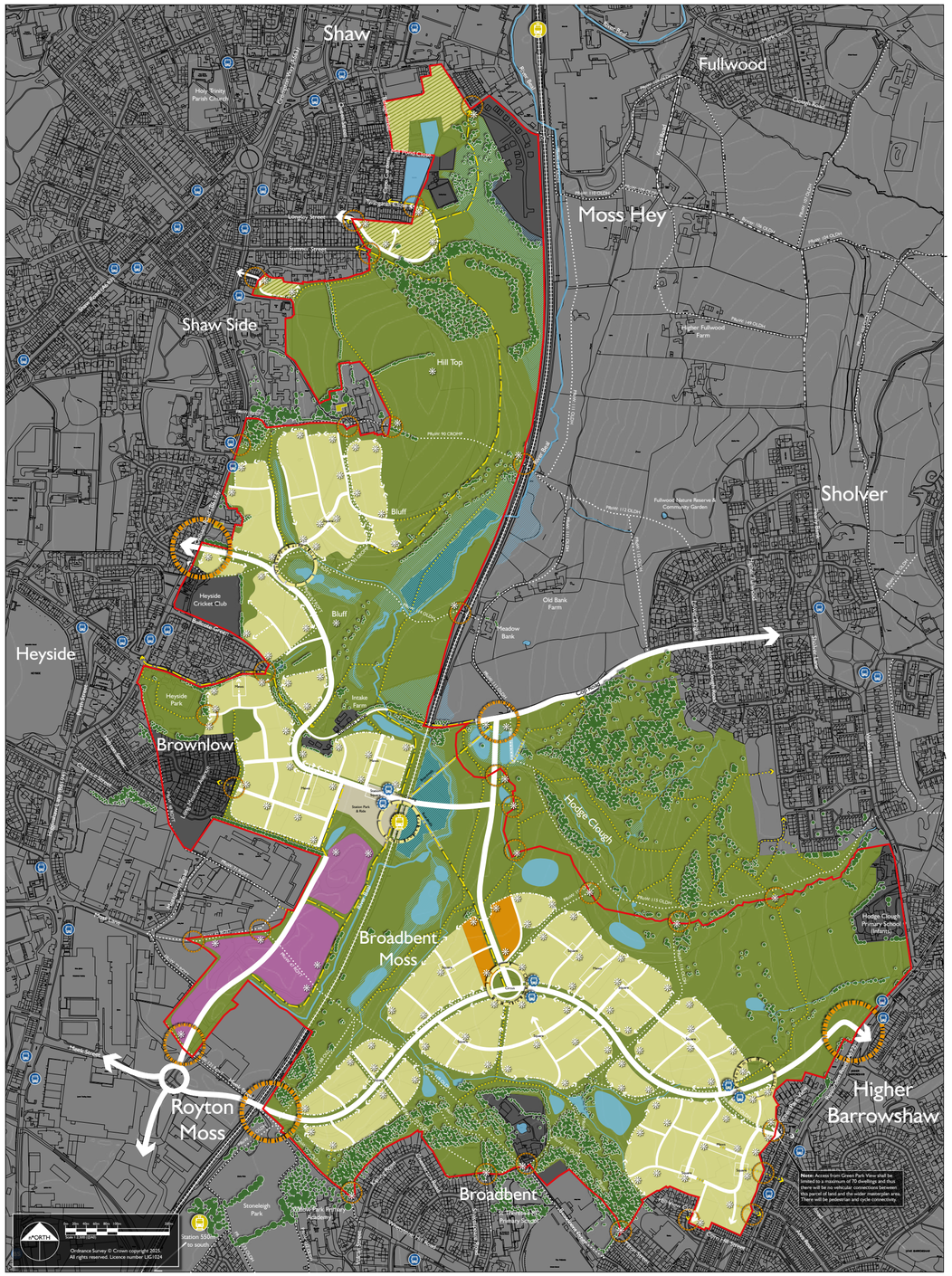
The link road will be in a broad tree lined avenue form, most homes will not take direct access from it but via adjoining streets or shared drives as illustrated in Figure 3.1 and 3.2. In the higher density core, around the travel hub the nature of the link road changes to reflect the more urban character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

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

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

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

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



Footnotes: *1 The SuDS management train is for illustrative purposes only. There are potentially significant re-modelling/groundworks to be undertaken on the Casey owned land and this exercise is envisaged to provide potential to accommodate SuDS features. Accordingly, the SuDS features depicted on the masterplan are highly indicative and are subject to change at the later stages of the design process.

Figure 3.1
Parameters Masterplan

between the homes and green spaces for the most part.

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

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

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

Sympathetic Boundaries & Treatments

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

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

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

Scale & Mass

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

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

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

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

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

Green & Blue Infrastructure

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

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

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

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

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

Quantum & Mix of Uses

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

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

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

Homes with Character

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

Designing for Neurodiversity

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

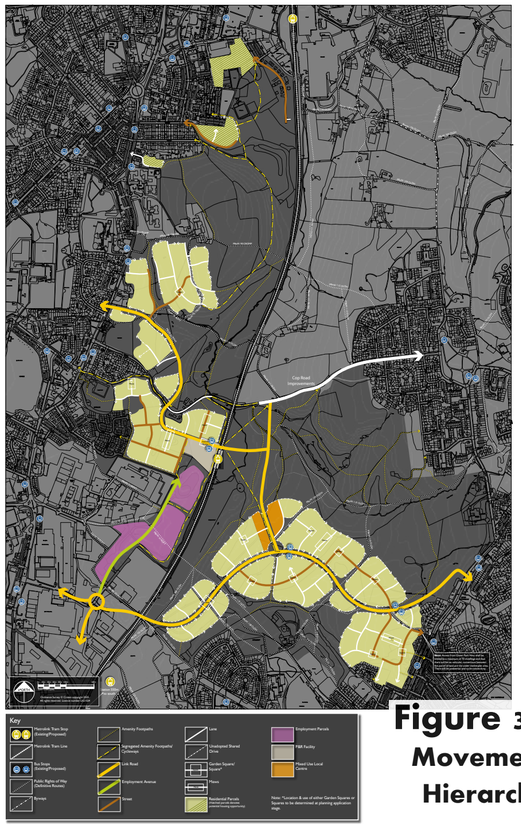


Figure 3.2 Movement Hierarchy

Figure 3.3 Scale & Massing

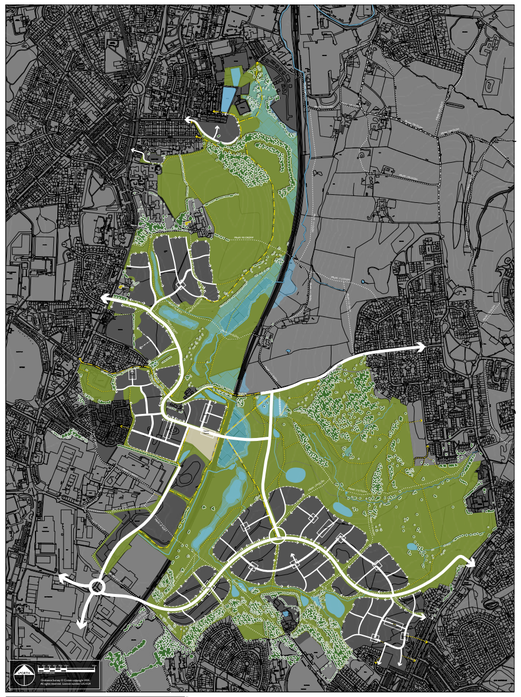


Figure 3.4 Green & Blue Infrastructure

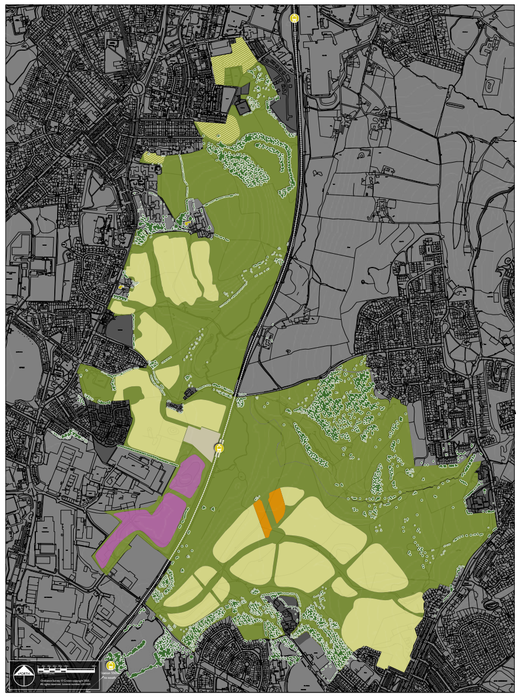


Figure 3.5 Land Use & Quantum

4. CODING: IDENTITY

Identity

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

The Essence of the Place

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

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

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

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

Use of the Local Vernacular

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

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

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

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

The summary findings are reiterated below.

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

These include:

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

Using the Vernacular to inform the Coding

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

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

Character Areas & Key Ingredients

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

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

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

Figure 4.1 opposite illustrates the location and extent of each character area within Broadbent Moss and includes:

- Mill Pond
- Birshaw
- Bullcote
- Mosside
- Stoneleigh
- Broadbent Moss
- Green Park

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

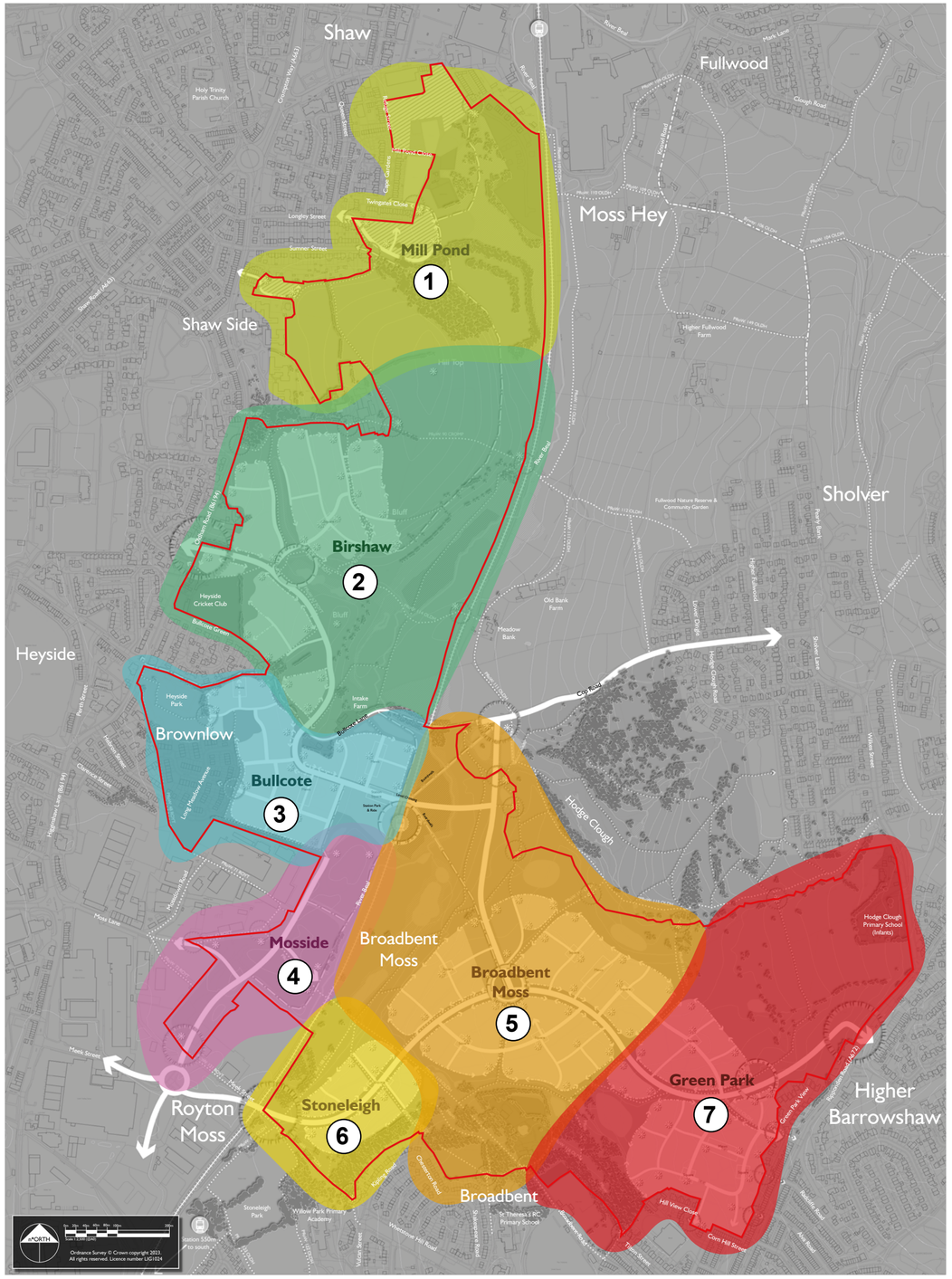


Figure 4.1
Character Areas

Figure 4.2 Key Ingredients

The Footpath/Cycleway Network within Mill Pond

A New Garden Suburb at Birshaw

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

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

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

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

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

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

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

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

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

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

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

The Metro Stop within Bullcote

Employment Buildings & Landscape within Mosside

The vibrant mixed-use Local Centre in Broadbent Moss

Homes within tree lined streets at Stoneleigh

New Homes stepping down the valley in Green Park

Identity Differentiation

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

Community Pride

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

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

5. CODING: NATURE, GREEN & BLUE INFRA STRUCTURE

Nature

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

What is Green & Blue Infrastructure?

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

It is therefore clear that the term "Green Infrastructure" is an over arching term for all 'Green Assets' within an area.

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

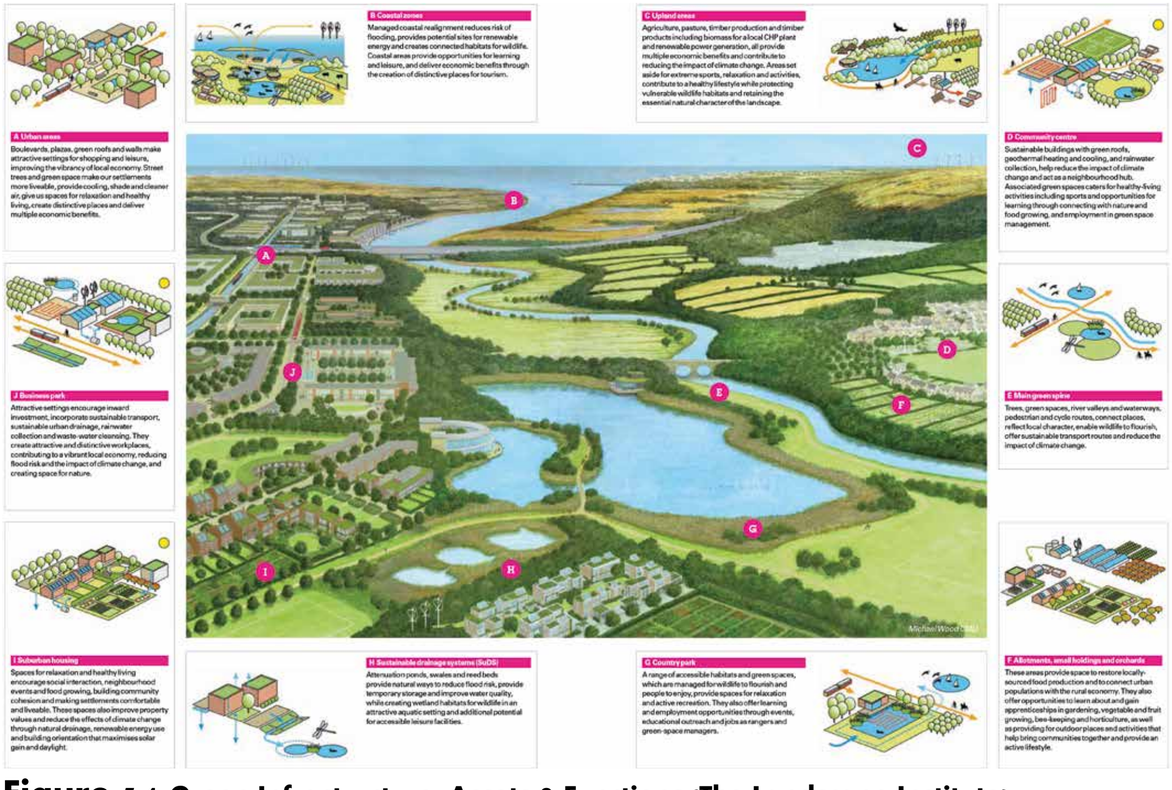


Figure 5.1 Green Infrastructure: Assets & Functions (The Landscape Institute)

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

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

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

Green Infrastructure Assets & Functions

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

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

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

Oldham Green Infrastructure Strategy

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

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

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

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

Open Space Provision

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

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

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

Based on the calculation for the requirements of 30m²/dwelling of open space and 30m²/dwelling of sports and recreation provision per dwelling and assuming circa 1,173 dwellings then the minimum overall requirement would be for 7.04ha of amenity, sport and recreation space.

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

Open Space Design

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

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

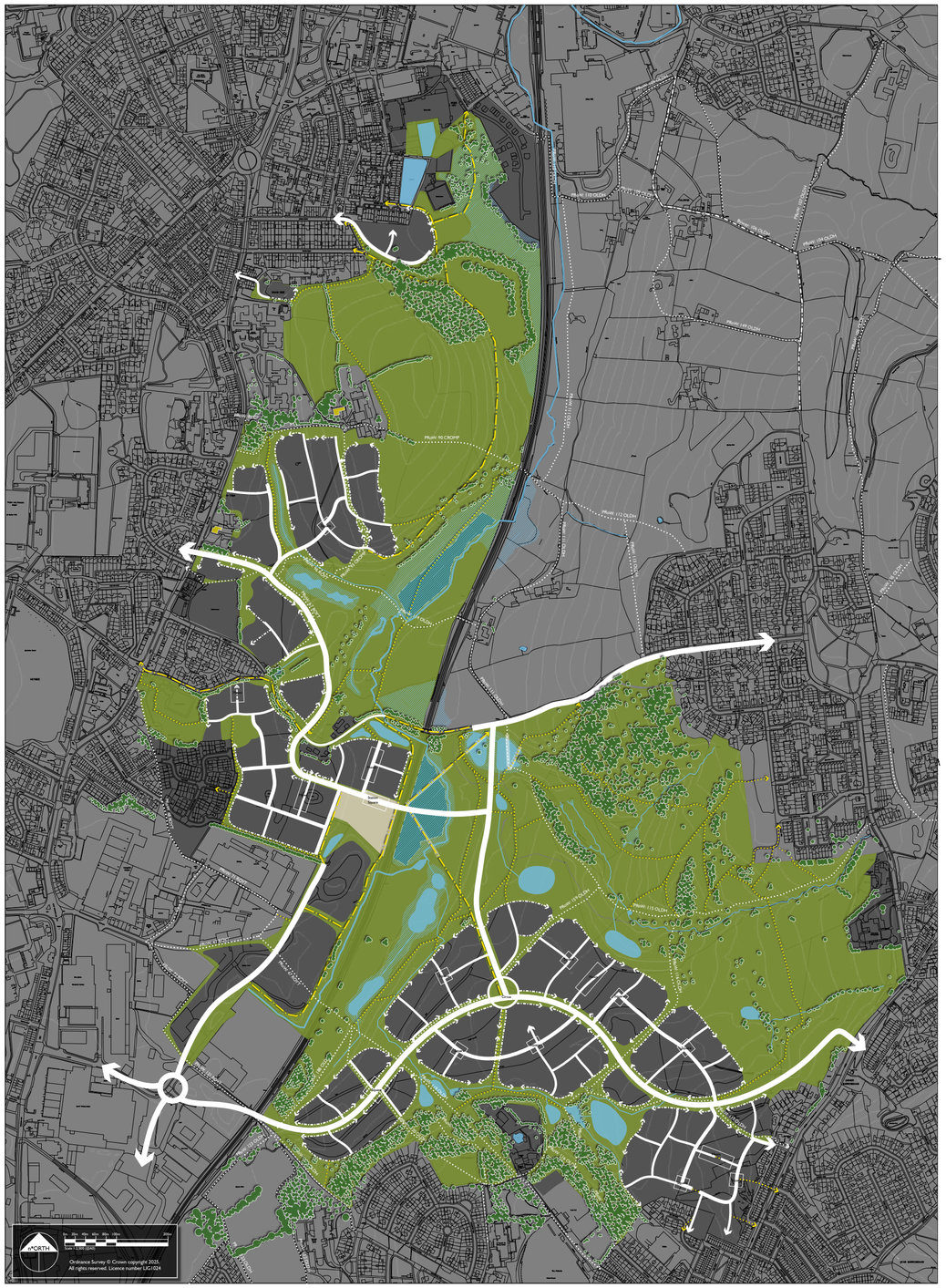


Figure 5.2 Green & Blue Infrastructure Network

Footnote: *The SuDS management train is for illustrative purposes only. There are potentially significant re-modelling/groundworks to be undertaken on the Casey owned land and this exercise is envisaged to provide potential to accommodate SuDS features. Accordingly, the SuDS features depicted on the masterplan are highly indicative and are subject to change at the later stages of the design process.

Designing for Neurodiversity

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

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

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

Green Belt

Biodiversity & Recreation Beyond the Site Boundaries

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

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

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

Access

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

Sport & Recreation

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

Biodiversity & Wildlife Corridors

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

Landscape & Visual

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

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

Access

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

Sport & Recreation

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

Biodiversity & Wildlife Corridors

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

Landscape & Visual

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

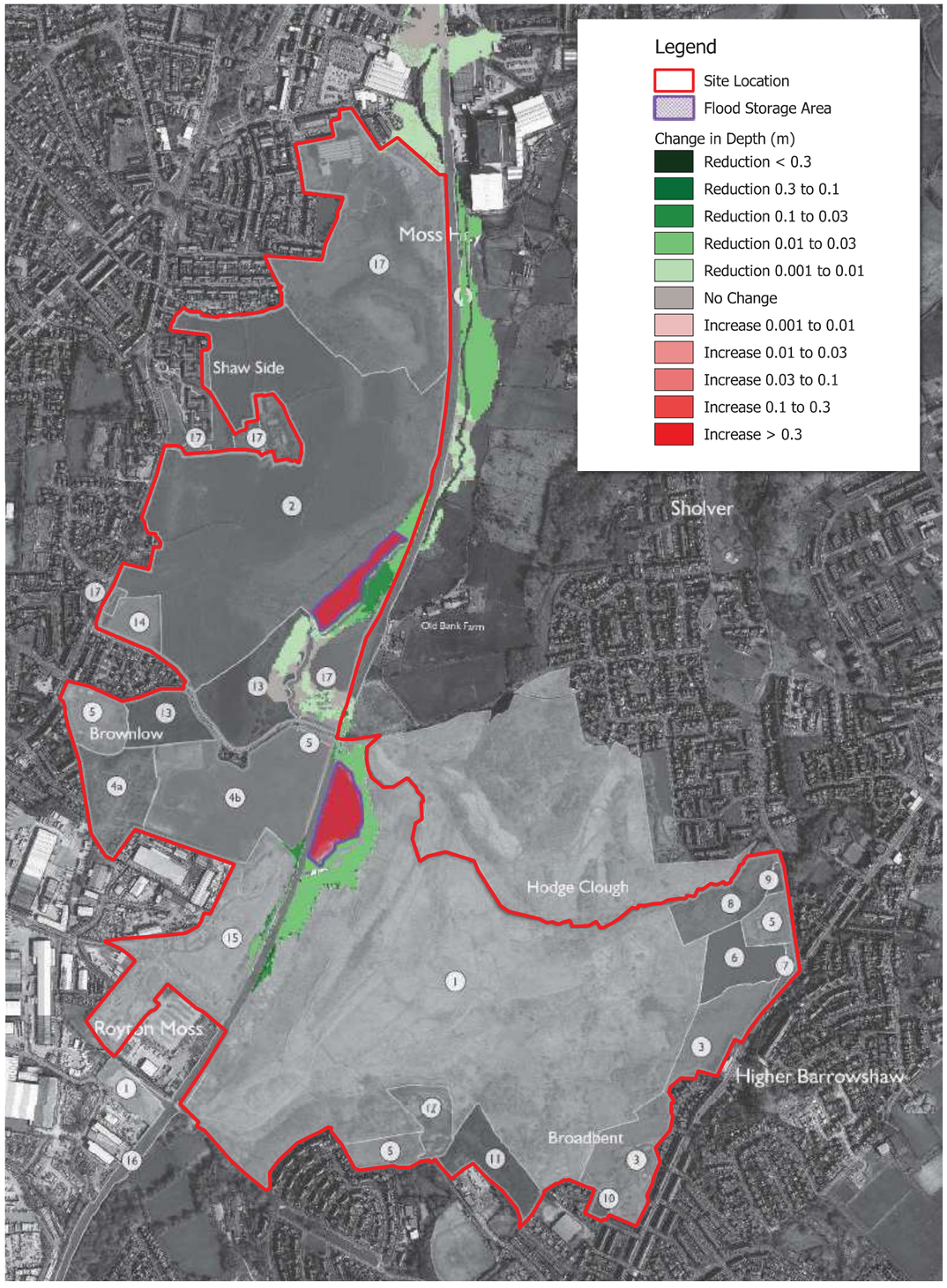


Figure 5.3
Fluvial Comparison

Blue Infrastructure

Broadbent Moss & Beal Valley Flood Alleviation Basins

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

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

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

Sustainable Drainage System

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

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

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

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

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

Typically SuDS aims to deal with water at source by:

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

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

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

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

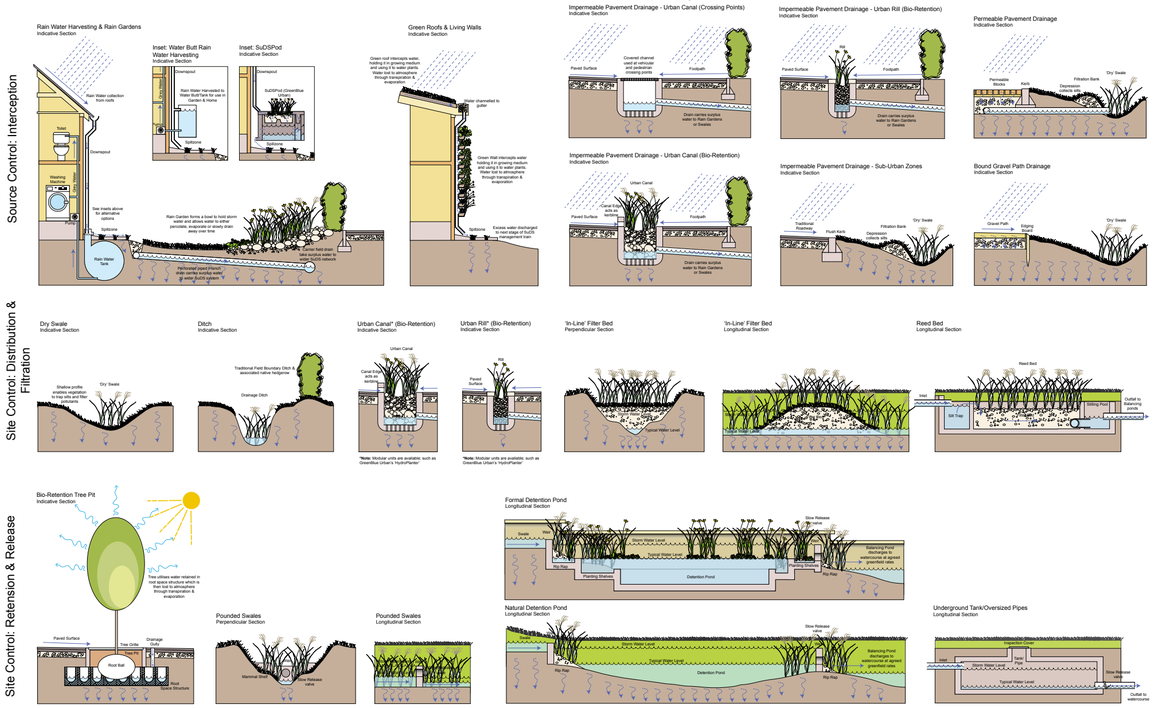
Therefore, SuDS as part of the Blue and Green Infrastructure network has six site specific objectives:

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

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

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

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



The Four Pillars of SuDS: **Water Quantity** - **Water Quality** - **Amenity** - **Biodiversity**

Figure 5.4 Typical SuDS Management Train

Biodiversity Net Gain

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

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

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

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

Greater Manchester Local Nature Recovery Strategy

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

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

Planning for Biodiversity

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

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

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

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

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

Street Trees

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

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

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

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

Urban Heat Islands

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

6. CODING: MOVEMENT & PUBLIC REALM

Movement

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

Movement

Streets for All

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

Well Connected

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

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

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

Public Transport

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

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

Street Hierarchy

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

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

To this end the street hierarchy as illustrated in Plan 6.1 is described in more detail in the coding over page, with the design traits and characteristics set out in the accompanying tables.

Active Travel

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

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

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

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

Public Realm

Streets & Spaces

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

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

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

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

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

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

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

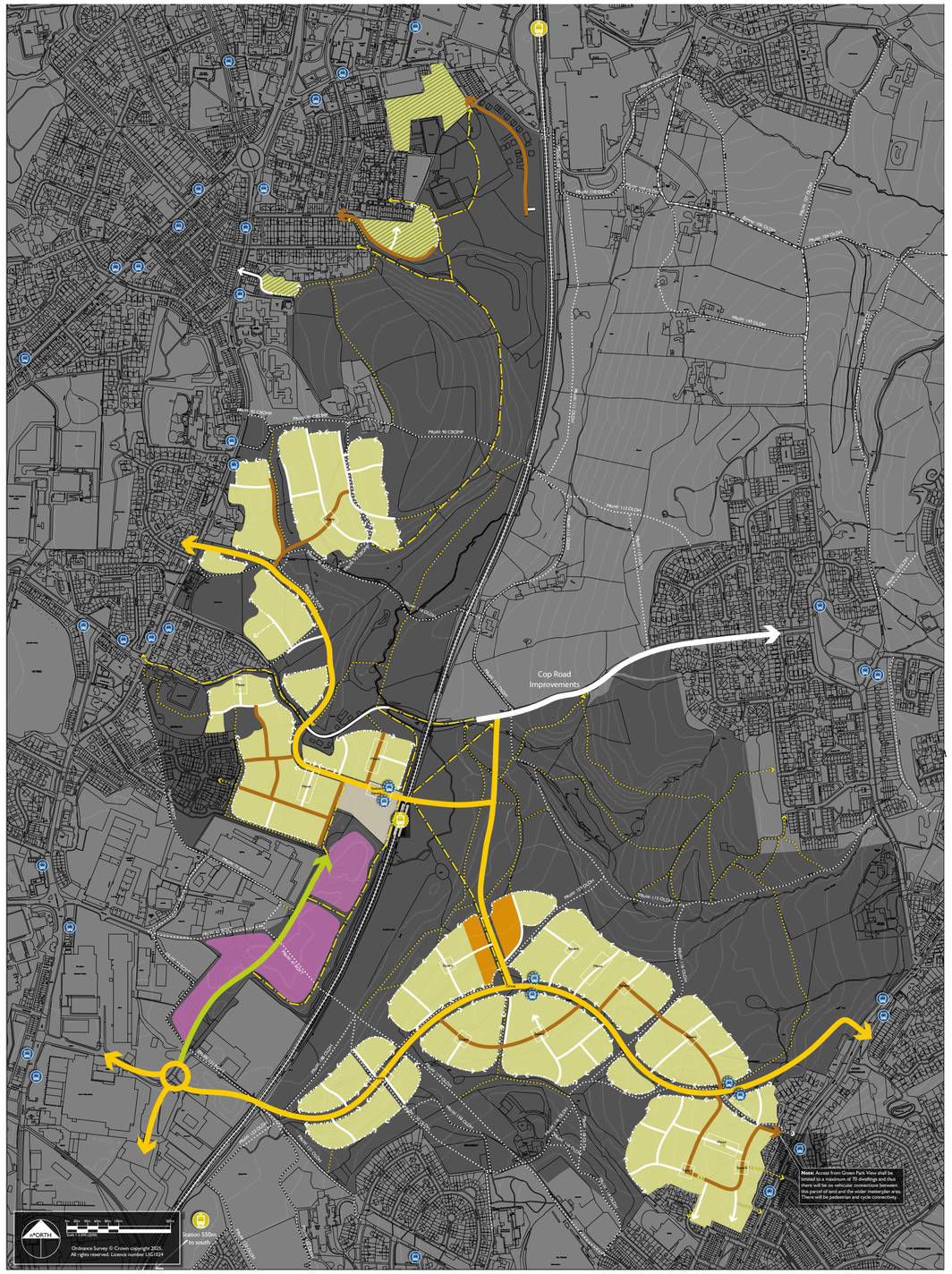


Figure 6.1
Movement Hierarchy

Street & Space Hierarchy

Link Road

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

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

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

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

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

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

On-Street Parking: No on street parking.

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

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

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

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

Carriageway: Single lane in each direction.

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

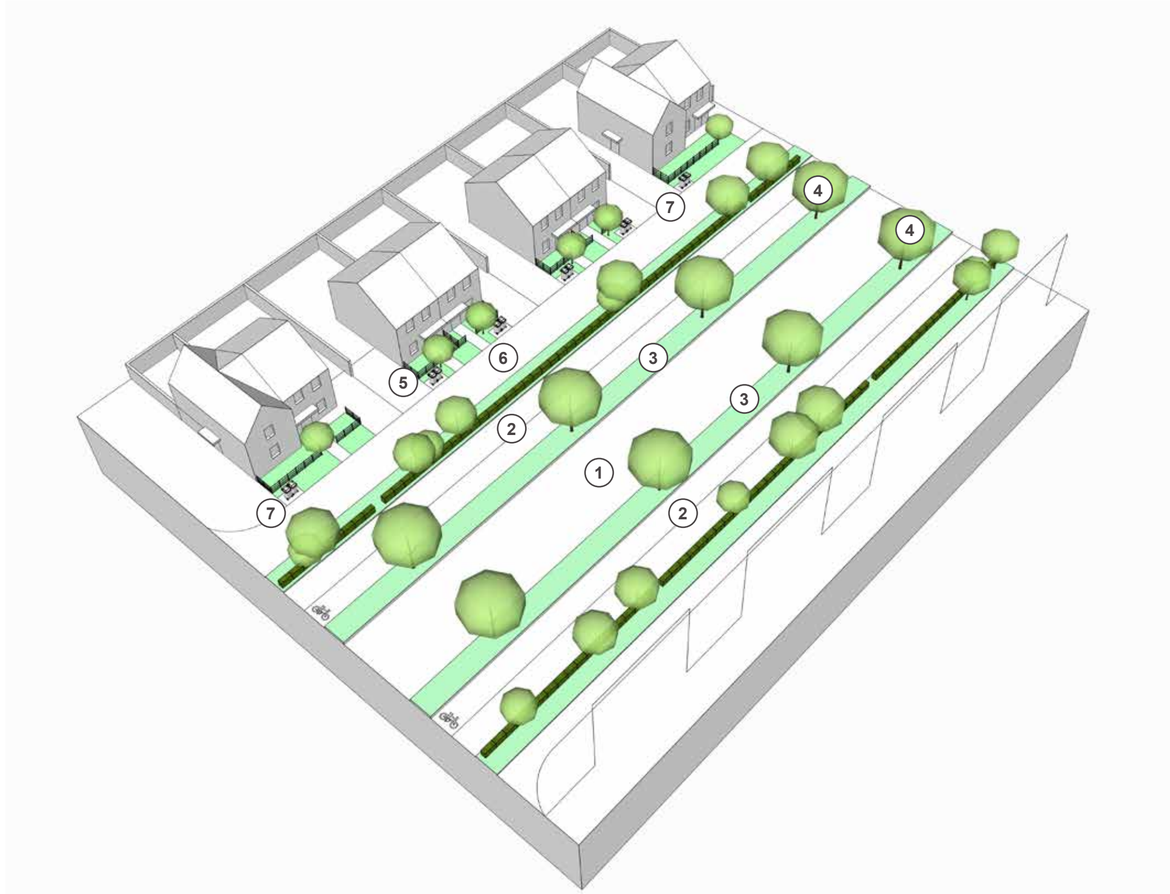
Streets for All Street Type: Connector Street - all streets within the hierarchy shall be designed (geometry, junction layout and visibility) in accordance with **Greater Manchester's Streets for All Design Guidance/Design Manual for Roads & Bridges Standards where applicable**.

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

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

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

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



1. Carriageway
2. Segregated Footway/Cycleway
3. Verges
4. Avenue Trees
5. Parkland Railings with Holly Hedge
6. Shared Drives & Private Front Gardens
7. Bin Collection Points

Figure 6.2 Link Road

Employment Avenue

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

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

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

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

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

Servicing: Deliveries and refuse collection only from service yards.

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

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

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

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

Bus Routes: No bus route on employment avenues.

Carriageway: Single lane in each direction.

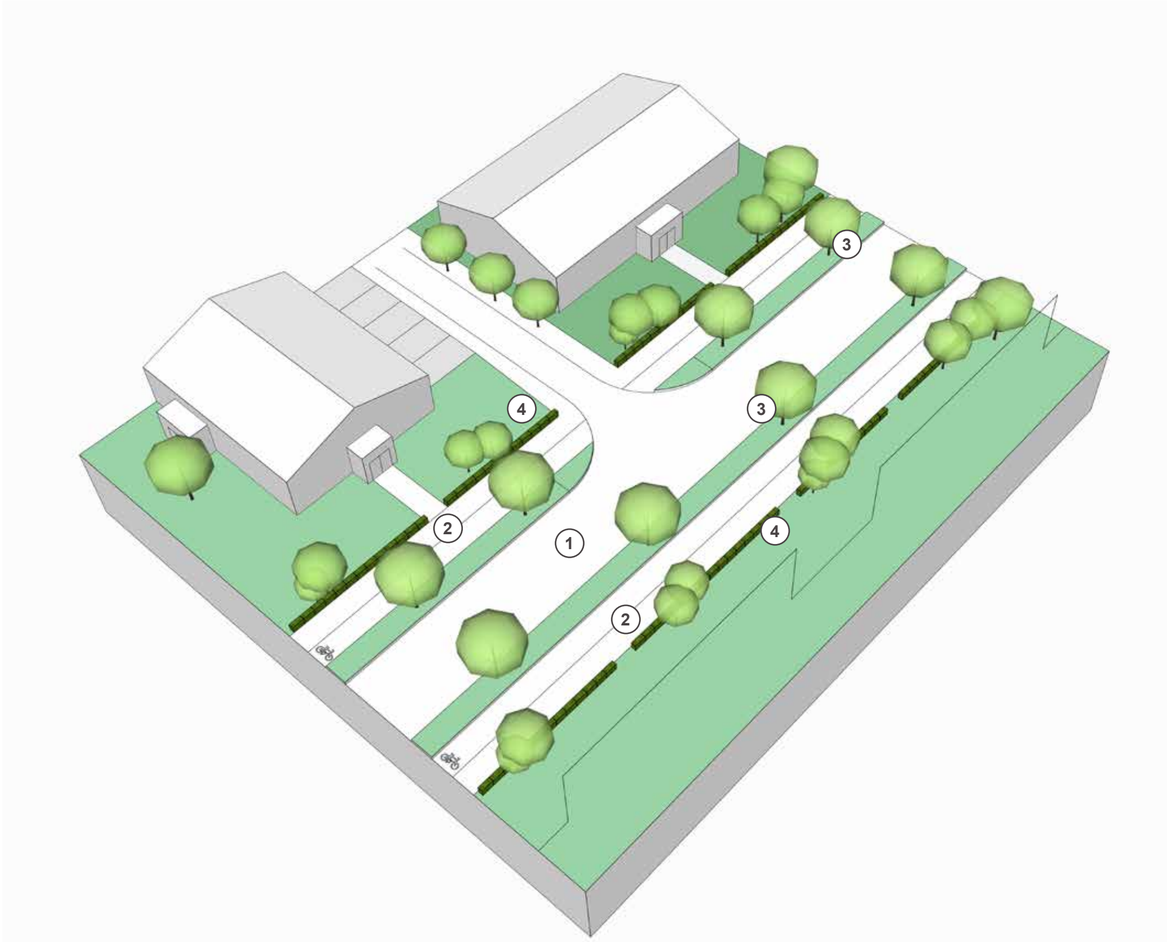
Secured by Design: Careful consideration of management and maintenance will be required in close liaison with the Council's Neighbourhood Teams over the detailed design of each element of the street and public realm hierarchy in terms of location, overlooking, policing and management.

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

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

Dimensions & Character	
Carriageway Width :	7.3 metres.
Footway:	N/a.
Footway/Cycleway:	4 metres to both sides.
Verge:	2 metres.
Junction Spacing:	40-65 metres adjacent/20-35 metres opposite.
Service Strip:	2 metres within footpath/cycleway.
Frontage to Frontage Distance:	Between 26 - 36 metres.
Setback:	Between 5-10 metres from back of footways.
Max no. of Dwellings served:	Serves employment area only.
Design Speed:	
Target Speed:	30mph
Street Trees:	
Layout:	Large street trees set into verges.
Character:	Formal street trees with soft landscaping and 'Paldin' mesh security fencing to employment frontages.
Spacing:	15 metre spacing between street trees.
Design Details:	
On Street Parking :	No parking on avenue.
Plot Access:	Direct via service yard/car park access points.
Junction Radius :	10 metres for all junctions.
Traffic Calming :	Created by speed ramps at pedestrian crossing points.
Plot Boundary Treatment:	'Paldin' mesh security fencing set into landscaped areas.
Productive Landscape:	N/a.
Materials:	
Footway Surfacing:	Bitmac.
Carriageway :	Hot Rolled Bitmac wearing course.
Service Yards & Car Parks:	Concrete to service yards and Tegula Priora Permeable Paver (Traditional) to parking areas.

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



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

Figure 6.4 Employment Avenue

Street

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

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

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

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

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

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

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

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

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

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

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

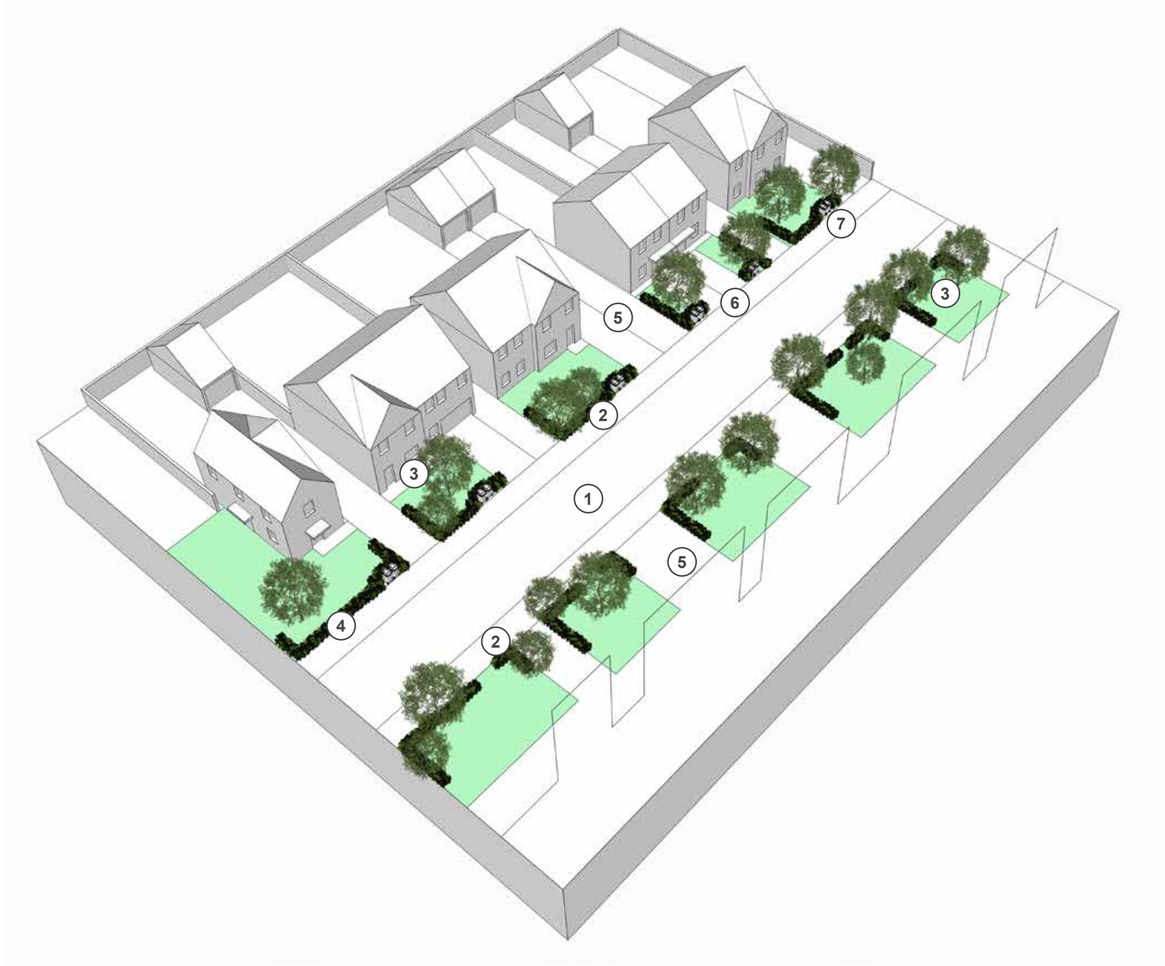
Carriageway: Single lane in each direction.

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

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

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

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



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

Figure 6.5 Street

Lane

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

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

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

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

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

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

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

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

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

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

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

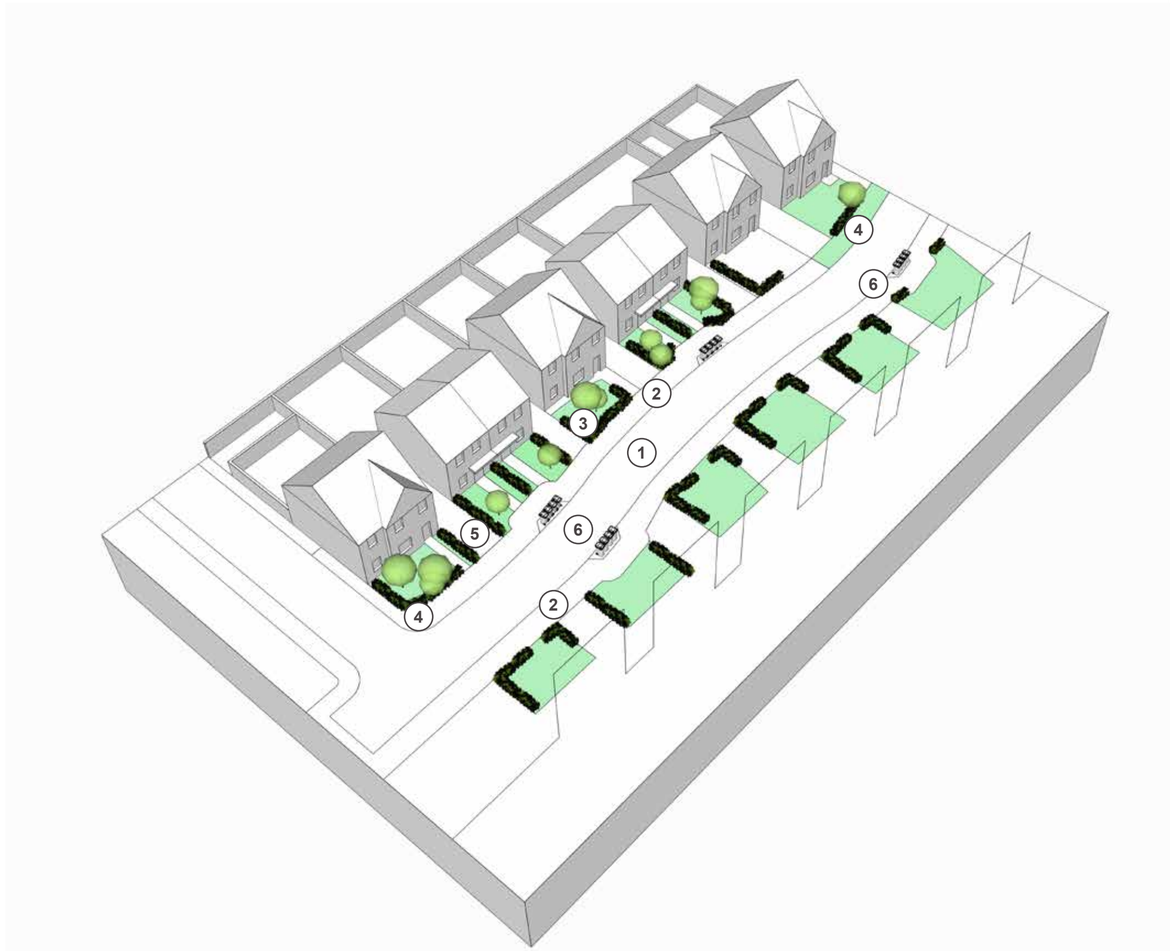
Carriageway: Single lane in each direction.

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

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

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

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



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

Figure 6.7 Lane

Mews

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

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

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

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

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

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

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

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

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

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

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

Carriageway: Single lane in each direction.

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

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

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

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

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

Figure 6.8 Mews

Unadopted Shared Drive

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

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

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

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

Footways/Cycleways: No footways, service verges only.

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

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

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

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

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

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

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

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

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

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

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

Figure 6.9 Unadopted Shared Drive

Garden Square

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

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

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

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

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

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

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

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

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

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

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

Carriageway: Single lane in each direction.

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

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

Dimensions & Character	
Carriageway Width :	5.5 metre perimeter streets to central green space.
Footway:	2 metres footways.
Footway/Cycleway:	N/a.
Verge:	N/a.
Junction Spacing:	See Streets.
Service Strip:	2 metres within footways.
Frontage to Frontage Distance:	Circa 12 - 70 metres.
Setback:	Circa 1- 6 metre defensible space to adjoining buildings frontages.
Max no. of Dwellings served:	Up to 150 Homes from surrounding streets/lanes.
Design Speed:	
Target Speed:	0-5mph
Street Trees:	
Layout:	Medium to large sized garden trees in square.
Character:	Urban green space where trees offer green backdrop and dappled shade to users.
Spacing:	Tree spacing dependent on size of square.
Design Details:	
On Street Parking:	Homes fronting onto the space requiring direct vehicular access shall include parking bays designed into space.
Plot Access:	Direct or from space.
Junction Radius:	6 metres.
Traffic Calming:	Paved thresholds with buildings stepping forward at thresholds to announce arrival.
Plot Boundary Treatment:	Parkland railing with Hornbeam hedge to front gardens and high brick wall to rear gardens where they front streets.
Productive Landscape:	Orchard trees and herb garden planters integrated into square design.
Materials:	
Footway Surfacing:	Bitmac wearing course..
Carriageway:	Tegula Block Paver (Traditional) to thresholds with Hot Rolled Bitmac wearing course to rest of space.
Shared/Private Drives:	Tegula Priora Permeable Paver (Traditional).

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

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

Figure 6.10 Garden Square

Square

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

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

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

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

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

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

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

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

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

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

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

Carriageway: Single lane in each direction.

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

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

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

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

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

Figure 6.11 Square

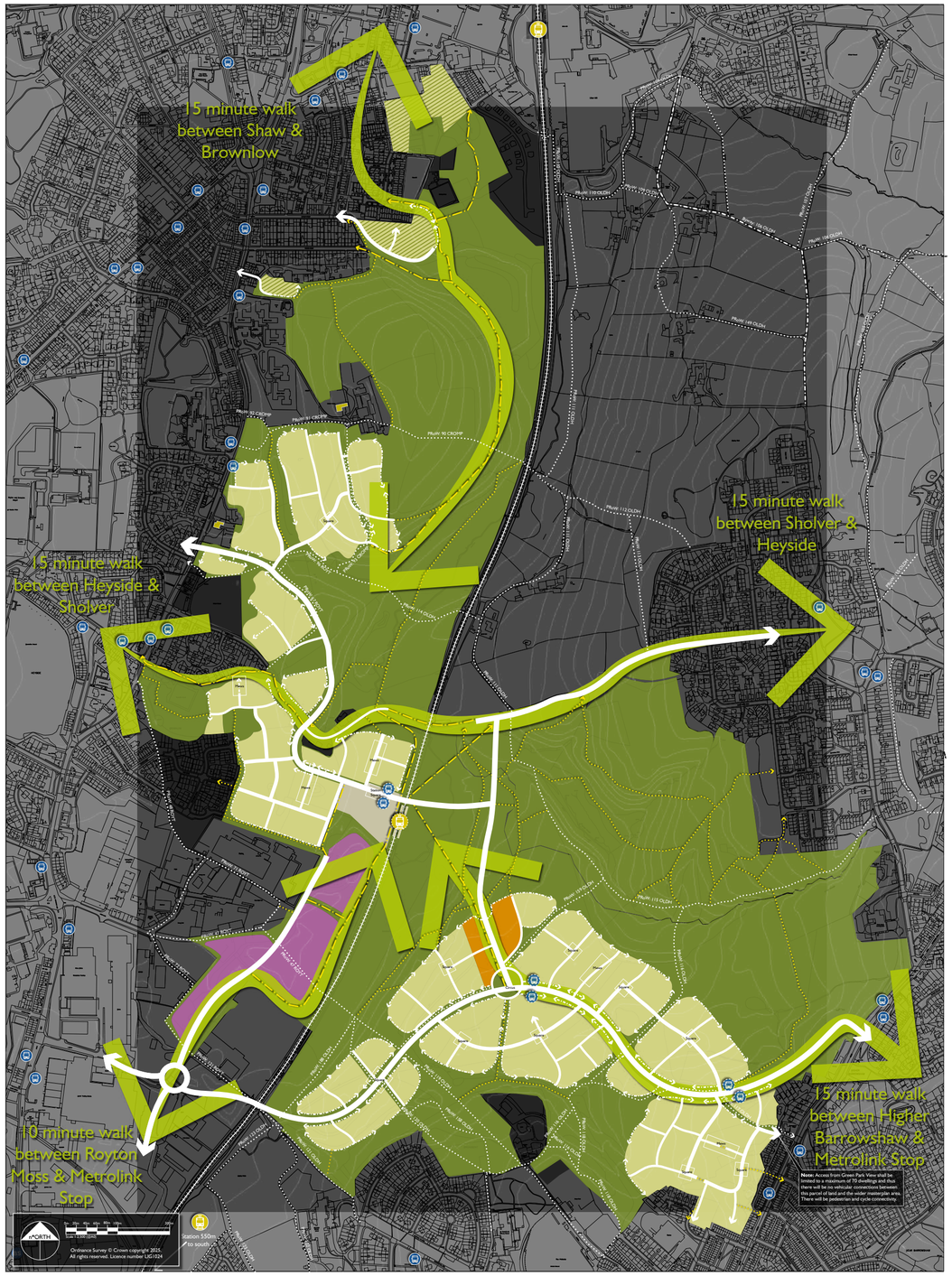


Figure 6.12
Amenity Footpath & Cycleway Network

The Amenity Footpath, Wheeling & Cycleway Network

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

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

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

Secured By Design

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

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

www.securedbydesign.com

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

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

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

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

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

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

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

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

'Street' Food

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

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

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

Figure 6.13 Community Food Production

Doorstep Play

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

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

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

Precedent images are illustrated here in Figure 6.14.

Figure 6.14 Doorstep Play

Car Parking

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

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

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

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

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

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

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

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

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

Figure 6.15 here illustrates that balanced approach to residential parking.

Figure 6.15 A Balanced Approach to Residential Car Parking

Figure 6.16 Cycle Parking & Storage Precedent Imagery

Cycle Parking & Storage

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

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

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

On street secure cycle stands are proposed in key locations such as the local centre or as part of key green spaces, as illustrated in Figure 6.17 here. Such stands would require shelter. Solutions incorporating shelters are illustrated above in Figure 6.16.

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

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

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

Substations & Utilities

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

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

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

Bin Stores & Refuse Collection

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

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

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

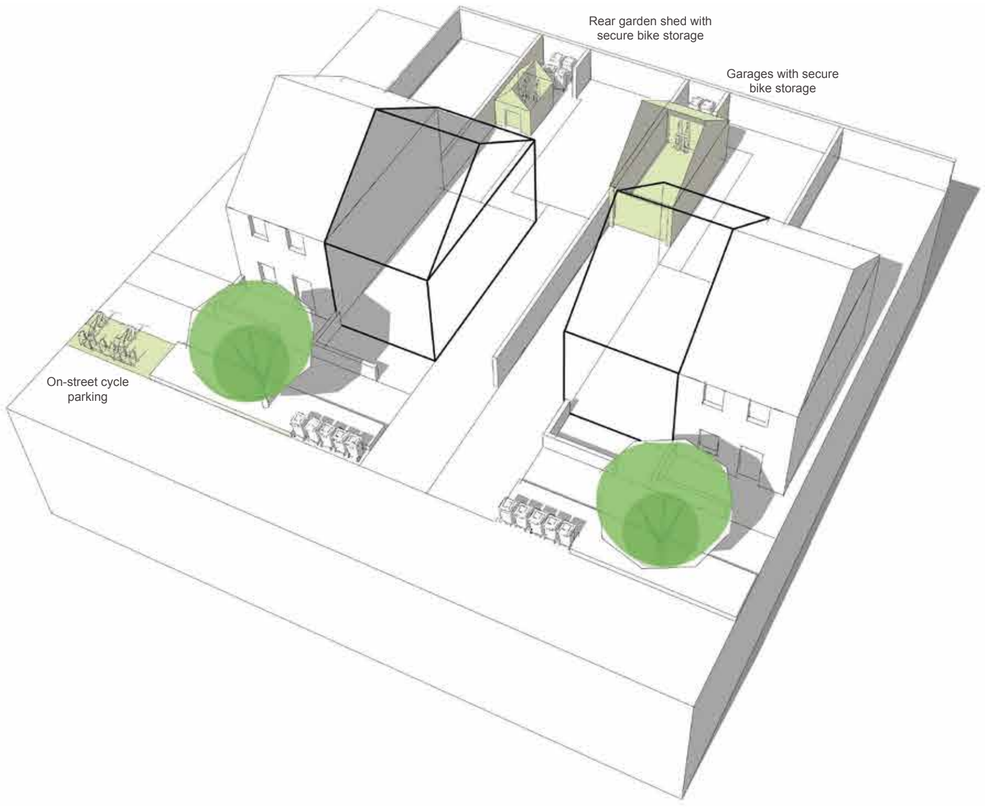


Figure 6.17 Cycle Parking & Storage

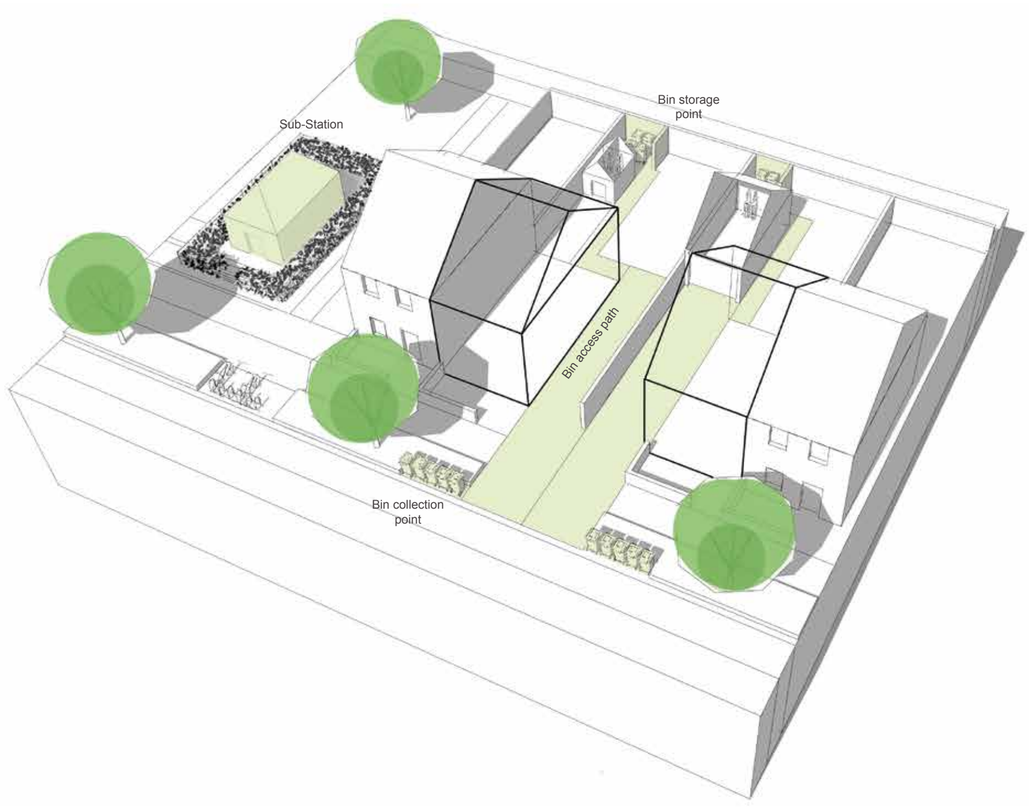


Figure 6.18 Substations, Bin Stores & Refuse Collection

7. CODING: BUILT FORM

Built Form

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

Land Use Mix

Land Use Mix

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

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

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

Compact Forms of Development

Residential Density

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

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

Employment Density

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

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

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

Urban Grain

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

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

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

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

Table 7.1 Plot Ratios

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

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

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

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

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

Built Form

Blocks

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

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

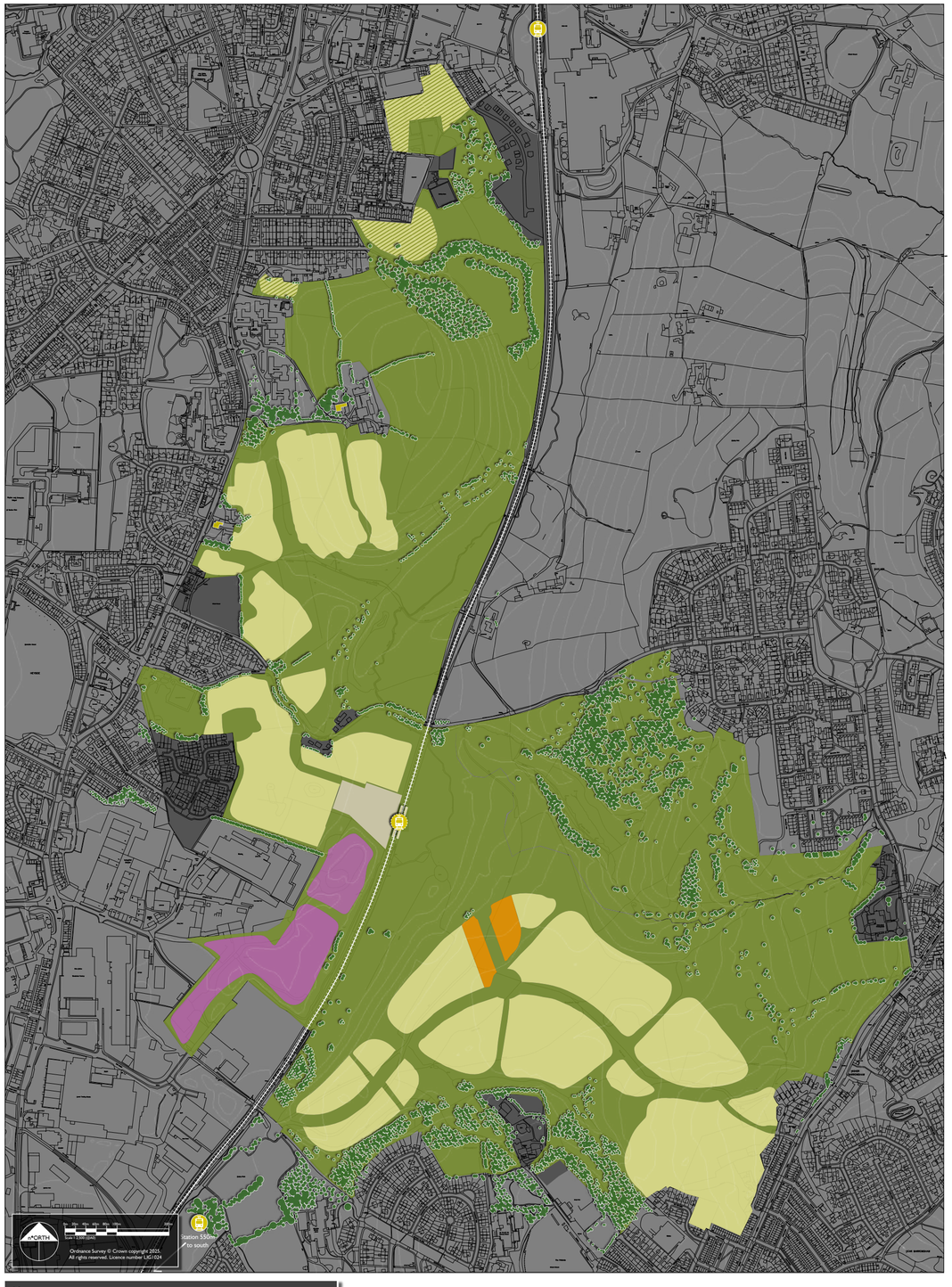


Figure 7.1 Land Use

Figure 7.2 Illustrative Block Structure

Building Lines

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

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

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

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

Height, Massing & Scale

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

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

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

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

Outside of the commercial built form at Royton Moss and the local centre, building heights can be used alongside consistent building lines and increases in density to create key public realm nodes within the layout, such as within the squares and mews, without having to utilise buildings greater than two and a half storeys. This can also ensure such spaces are not cold and overshadowed by the surrounding buildings.

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

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

Housing Quality

Space Standards

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

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

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

Table 7.2 Space Standards

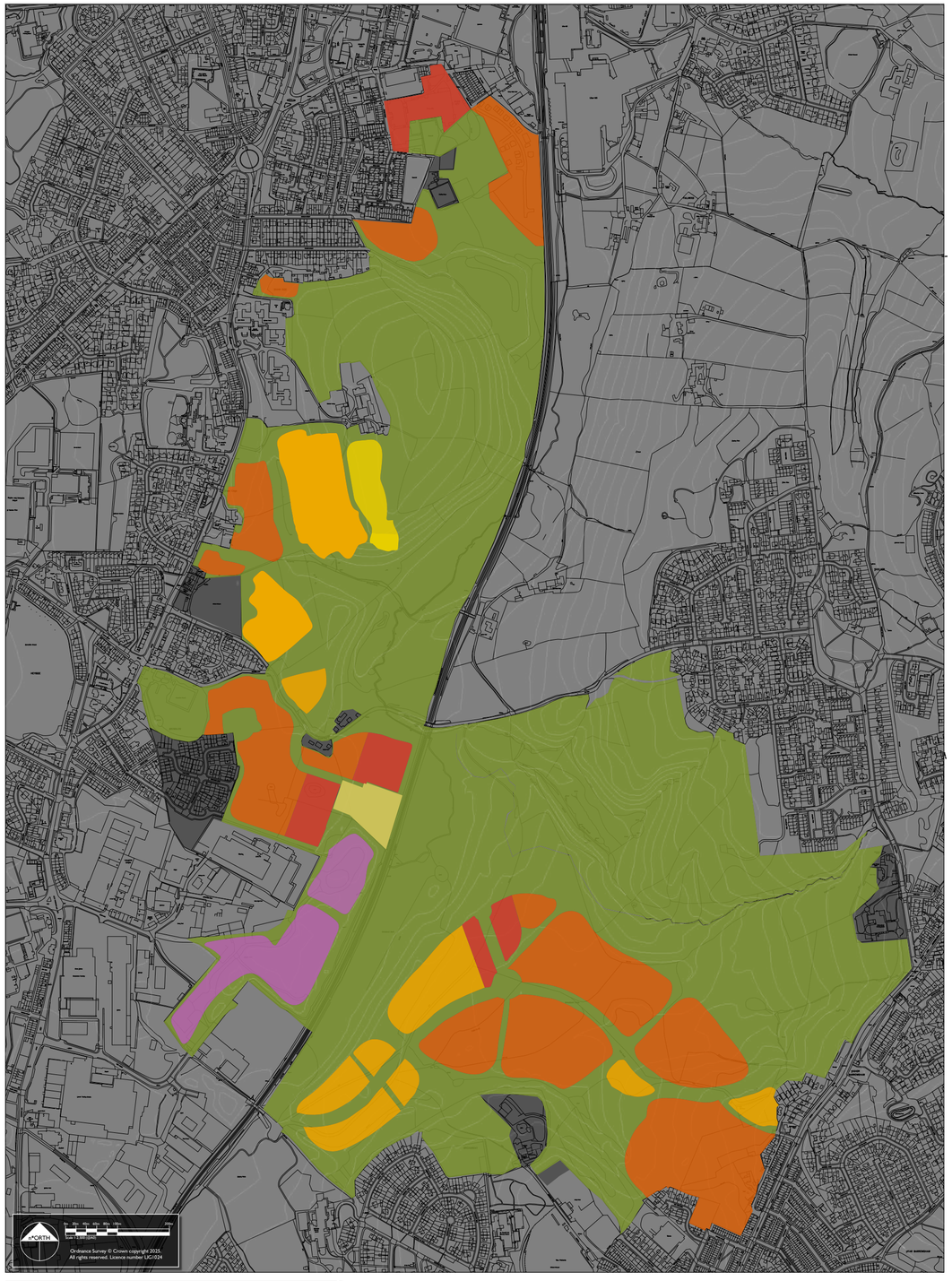


Figure 7.3 Residential Density

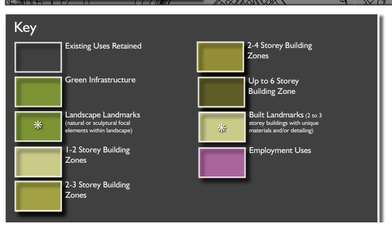


Figure 7.4
Building Heights

Accessibility

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

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

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

M4(1) Category 1: Visitable Dwellings

M4(2) Category 2: Accessible & Adaptable Dwellings

M4(3) Category 3: Wheelchair User Dwellings

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

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

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

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

Tenure Blind

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

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

Health & Wellbeing

The Home Environment

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

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

Natural Light, Aspect & Privacy

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

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

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

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

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

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

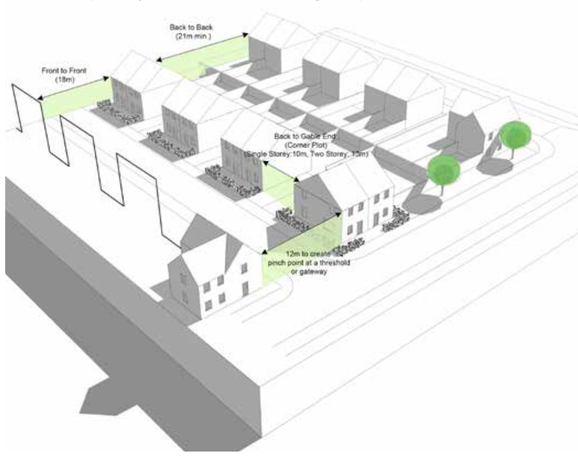


Figure 7.5 Separation Distances

Security

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

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

surveillance as illustrated in Figure 7.6.

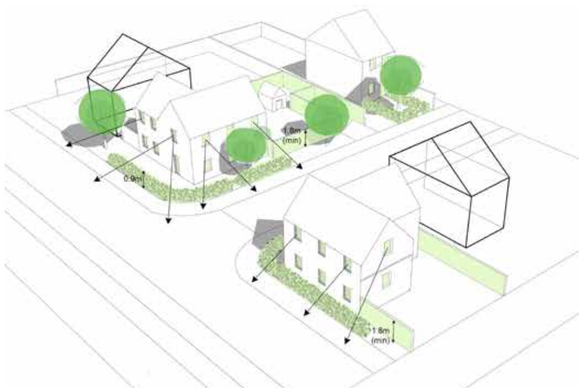


Figure 7.6 Security & The Home

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

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

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

All these aspects are illustrated in Figure 7.6.

Figure 7.7 Dual Aspect Homes

Private Amenity Space

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

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

Figure 7.8 Private Amenity Space

Resource & Energy Conservation

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

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

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

New Urbanism

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

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

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

Passive Design

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

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

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

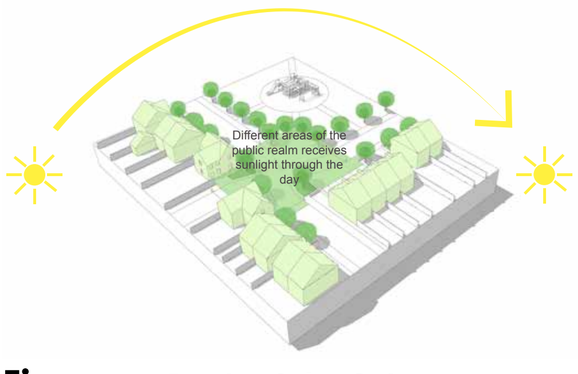


Figure 7.9 Passive Solar Gain

Active Energy Conservation Design

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

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

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

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

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

Low Carbon Heat

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

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

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

Housing Mix

Housing for All

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

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

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

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

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

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

Building Identity

Buildings Design Principles

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

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

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

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

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

Commercial building entrances should be easily identifiable in the building facade through the use of a porch, atrium or recessed detail in the elevation to delineate the entrance from the rest of the façade. These principles are illustrated in Precedent 7.1.

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

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

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

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

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

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

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

Windows: Elevations should have a wall to window ratio of between 15-40%. However, in ensuring enough daylight reaches habitable rooms and buildings exploiting solar gain for sustainability, health and wellbeing, buildings should look to achieve a wall to window ration closer to the upper end, whilst also taking account of requirements relating to Building Regs, Part O overheating.

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

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

Detailing & Materials Palette

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

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

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

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

The roofing material palette to be used includes:

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

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

Precedent 7.1 Entrances Precedent

Precedent 7.2 Building Plinths

Palette 4.1 Residential Materials

Palette 4.1 Commercial Materials

8. INFRA STRUCTURE PHASING, DELIVERY & MANAGE MENT

Phasing

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

Infrastructure & Development Phasing

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

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

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

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

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

Table 8.1 Phased Delivery of Homes

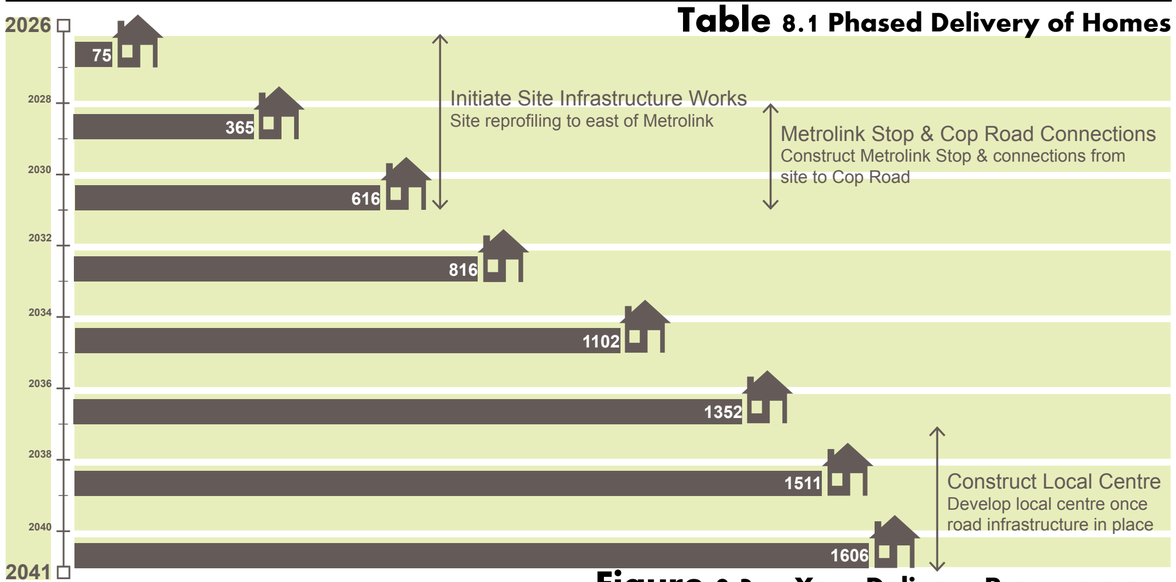


Figure 8.2 15 Year Delivery Programme

Phase 1

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

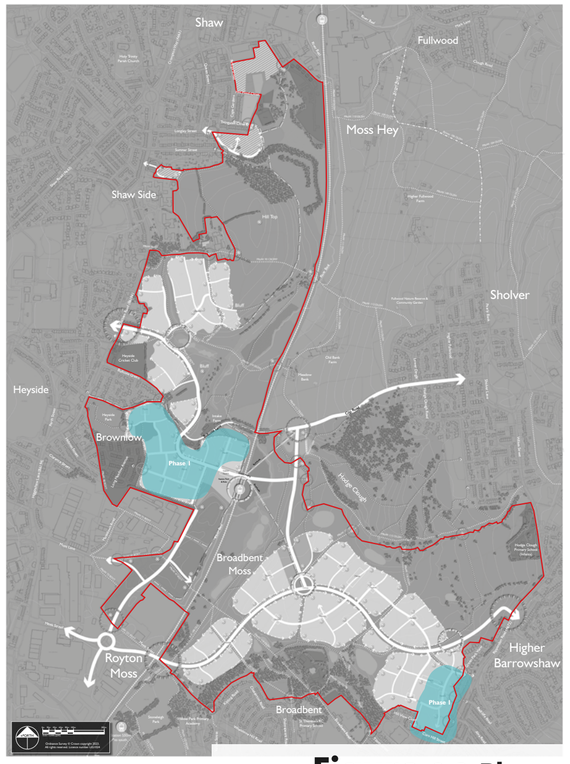


Figure 8.3 Phase 1

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

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

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

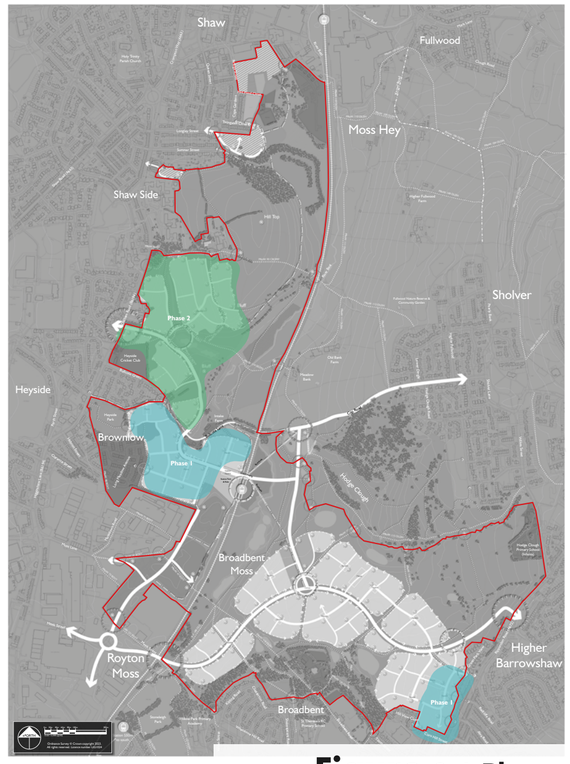


Figure 8.4 Phase 2

Phase 2

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

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

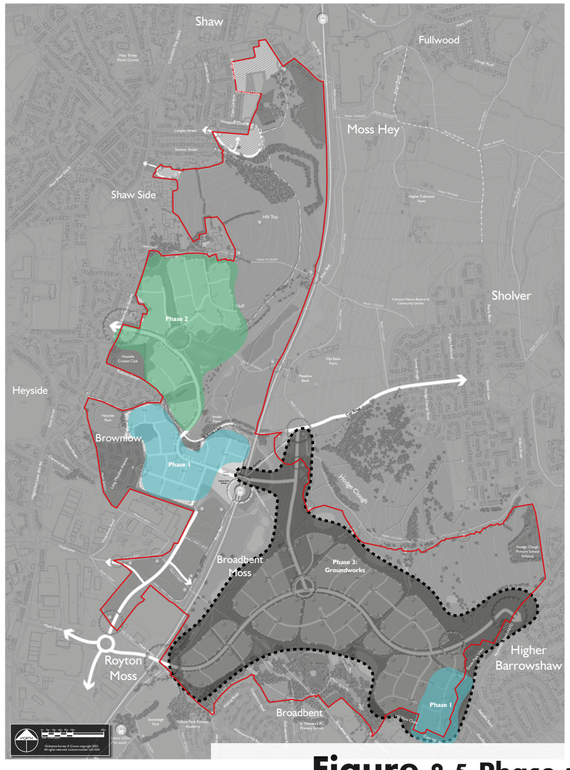


Figure 8.5 Phase 3

Phase 3

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

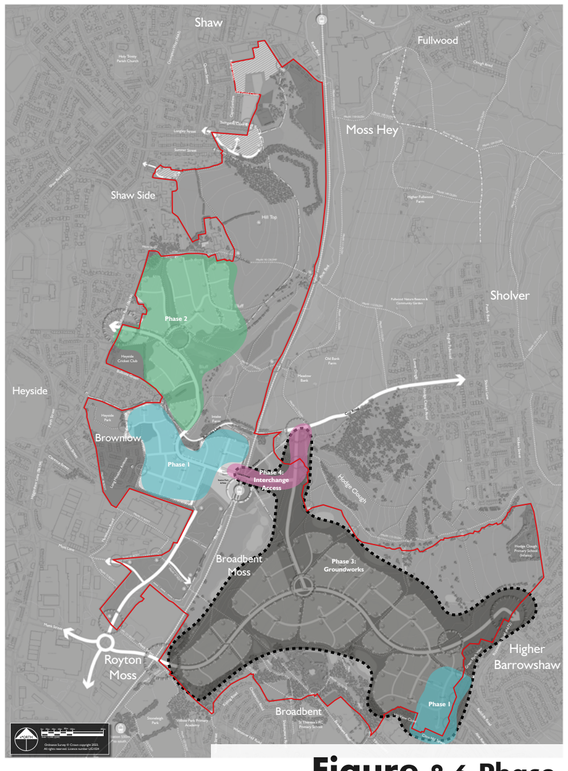


Figure 8.6 Phase 4

Phase 4

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

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

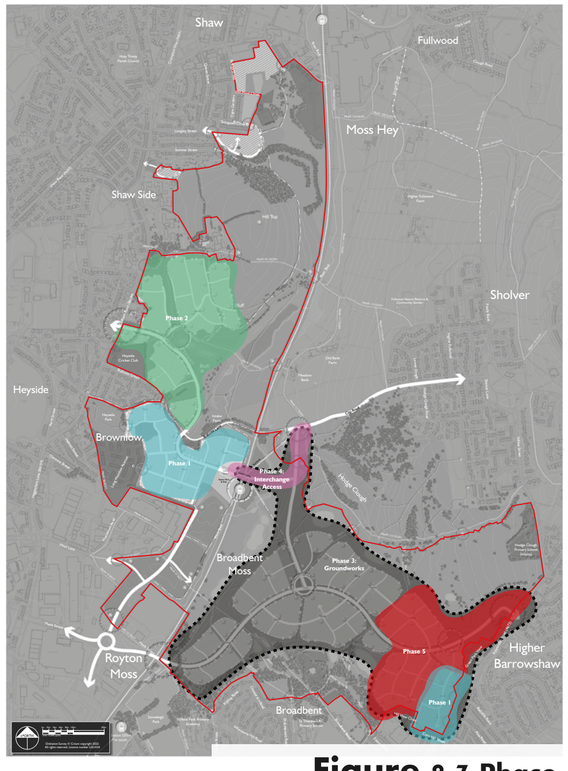


Figure 8.7 Phase 5

Phase 5

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

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

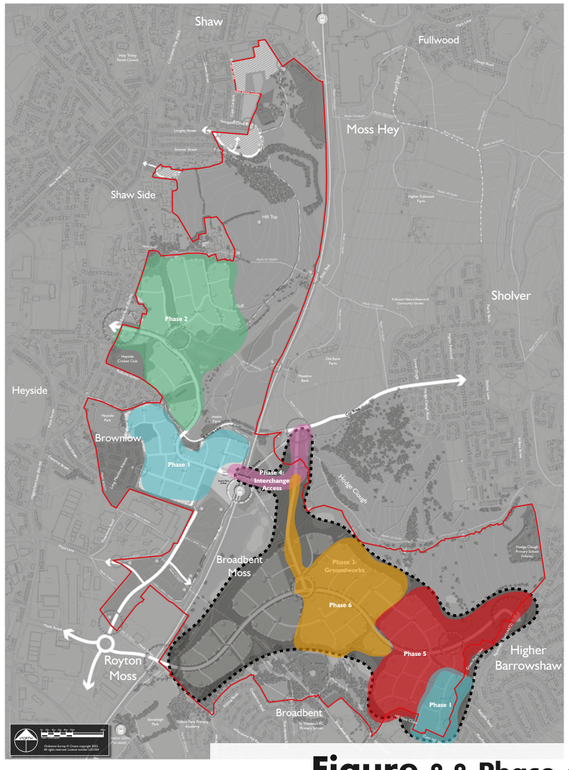


Figure 8.8 Phase 6

Phase 6

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

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

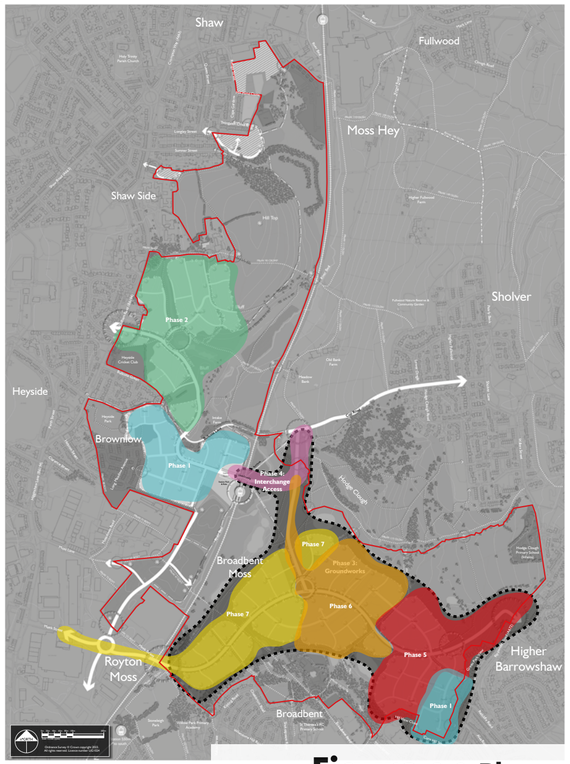


Figure 8.9 Phase 7

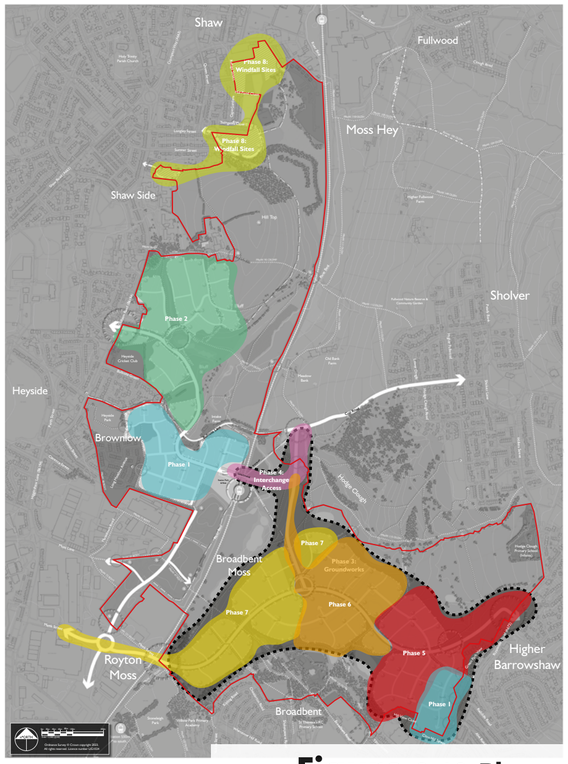


Figure 8.10 Phase 8

Phase 7

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

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

Phase 8

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

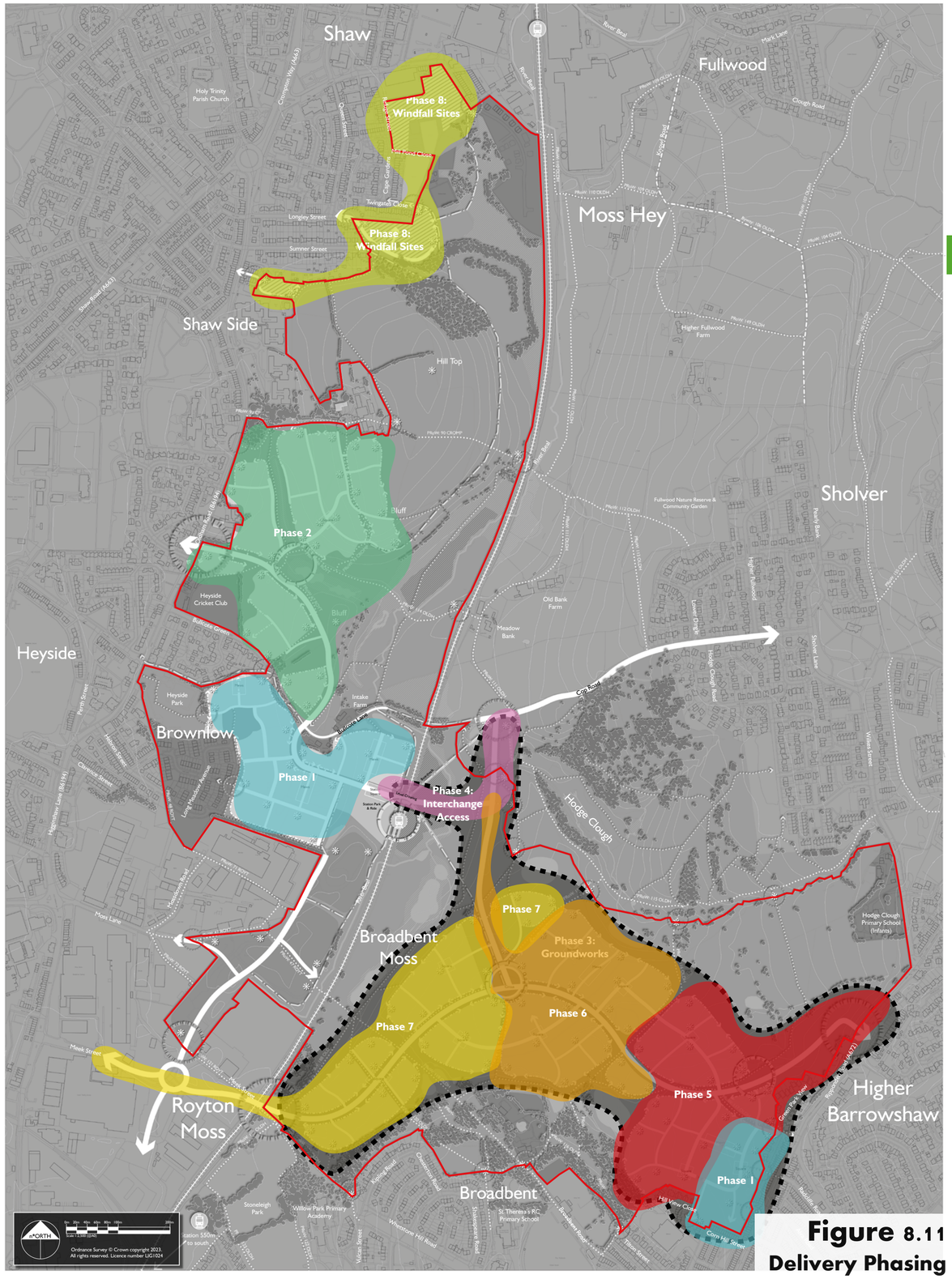


Figure 8.11 Delivery Phasing Plan

Long-Term Stewardship

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

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

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

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

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

Biodiversity Net Gain - Habitat Bank Potential

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

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

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

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

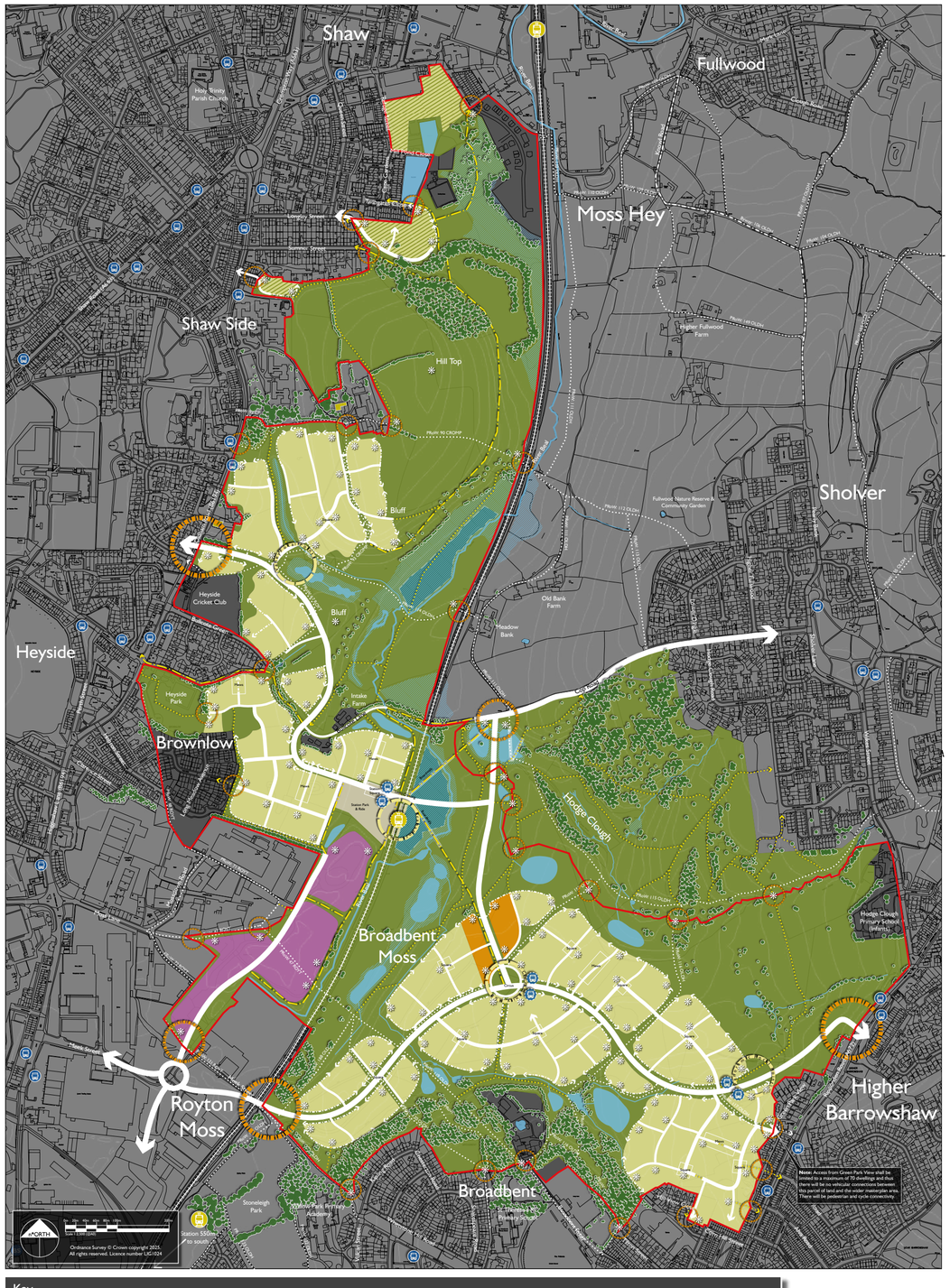


Figure 8.12
Parameters Masterplan

Footnotes: #1 The SuDS management train is for illustrative purposes only. There are potentially significant re-modelling/groundworks to be undertaken on the Casey-owned land and this exercise is envisaged to provide potential to accommodate SuDS features. Accordingly, the SuDS features depicted on the masterplan are highly indicative and are subject to change at the later stages of the design process.

Designed & Produced by:

e*SCAPE urbanists 15 years 2009 - 2024

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Broadbent Moss and Beal Valley Masterplan.

Background

During summer 2025 a public consultation was held on proposals for a masterplan for the Places for Everyone strategic allocation at Broadbent Moss and Beal Valley.

The consultation was publicised via a newsletter drop, promotion in the local press and social media advertising. Interested parties were able to provide feedback via an online social media survey, project website, telephone, e-mail and in person at three public exhibitions held at venues in Higginshaw, Shaw and Heyside.

The feedback received has been considered and, where possible, amendments have been made to the proposed masterplan. Much feedback related to a level of detail that is not provided at this stage and which it will only be possible to respond to when individual planning applications are prepared.

This document provides a short summary of the changes that have been made following the consultation, and provides some responses to the most common queries received but which did not result in amendments.

Revisions

Vehicular entrance from Green Park View

The masterplan area has principle vehicular access' from Higginshaw Road and Heyside to the west. To the east the site is proposed to be accessed via Cop Road and a new highways entrance connecting to Ripponden Road at a point between Green Park View and Wilkes Street.

The draft of the masterplan showed a third access from the east via Green Park View. Feedback during the consultation has led the consortium to agree that this is not an appropriate principle means of vehicular access into the wider site and **so it has been amended to serve a small portion of the masterplan area that will contain a maximum of 70 properties**.

Distance between developable area and properties on Green Park View

To address privacy and amenity concerns, the minimum back-to-back distance between existing properties and new development will be **at least 21 metres**. This distance follows recognised best practice in urban design and helps ensure the new neighbourhood fits comfortably alongside existing ones.

CAVENDISH

Improved illustration of walking times to Metrolink stop

The allocation is proposed to give rise to a highly sustainable development with respect to transport. In addition to active travel (walking, wheeling and cycling) infrastructure throughout and improved highways, and therefore bus, connectivity between Royton and East Oldham, a new Metrolink stop is proposed at Cop Road.

The stop will be within reasonable walking distance of properties within the entire masterplan area as well as existing properties in Sholver, Moorside and Heyside. **Radii showing the typical walking times have been overlayed** on to a masterplan map.

Clarity over development in Shaw

The masterplan consulted on presented parcels of land adjoining the southern part of Shaw in such a way that they appeared to be part of the consortium. This attracted much comment, particularly at the Shaw drop-in. This was incorrect and map colour coding has been updated to be clear which **parcels of land in Shaw are not within the consortium**. It is important to also note that work on some of these sites has already begun.

General feedback

Planning designation of the land within the consortium

Many respondents objected to the principle of development of this area, believing that it was Green Belt and so should be protected. While some of the land had previously been designated as Green Belt, this is not the case with the entire allocation. Of that which was previously designated Green Belt, this designation has been removed with the adoption of the Places for Everyone plan. The land in question is now forms part of a strategic allocation in Places for Everyone, intended to enable the development of new homes. The adoption of a masterplan for this area is the best way to ensure that development comes forward in a logical way with supporting physical and public service infrastructure.

Impact on public services including health and education

This proposal is for the adoption of a masterplan. The impact on the demand for school places will be assessed when planning applications come forward for the individual sites within the allocation. The masterplan has made allowance for a local centre which could include premises for services such as healthcare should the demand be found to exist.

Flooding

Respondents expressed concern about flooding in the area and scepticism about the ability to deliver homes given this risk. However, this had been taken into account in the

development of the masterplan with the overall developable area reduced, removing areas most at risk of flooding. This is reflected in the proposal to deliver around 1,700 homes in the area compared to the 2,000 for which the allocations in this area were made.

Timing of delivery

It was clear from some responses that many believed that, upon approval of the masterplan, work would begin immediately on the development of all of the homes. This is not the case, as the masterplan sets out a vision which will take more than 10 years to deliver in its entirety. The first site expected to come forward within the masterplan is the parcel of land south of Bullcote Lane. This will require a separate planning application and, if approved, construction is unlikely to begin until 2027 at the earliest. Each subsequent parcel of land will also require its own planning application.

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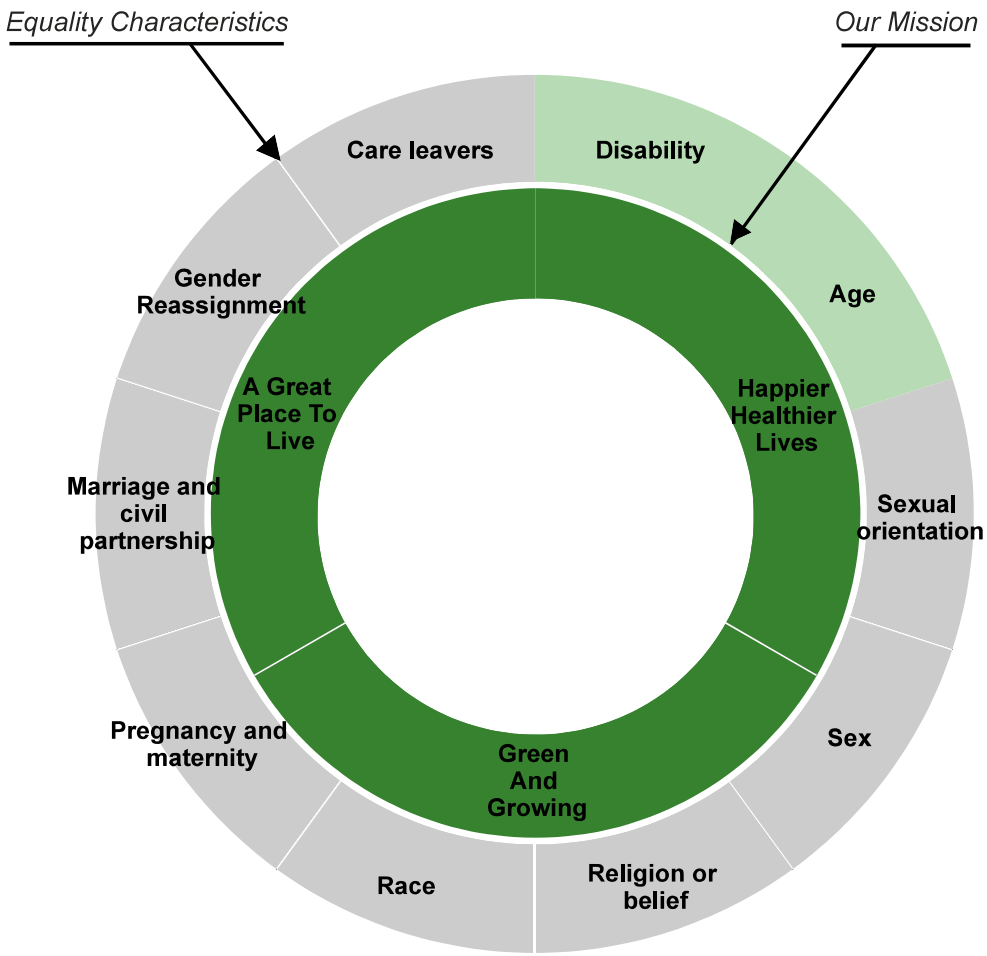
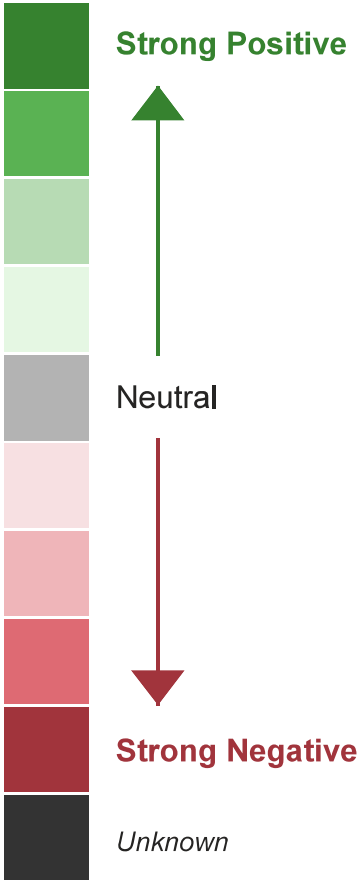
Beal Valley and Broadbent Moss Masterplan and Spatial Design Code

completed/last updated by Clare Davison on 13/11/2025

Portfolio	**Decent Homes**
Directorate	**Place**
Service/Team	**Economy**
Is this IA related to a Budget Reduction proposal?	**No**





Equality Characteristics

Category	Impact	Likely	Duration	Impact Score	Comment
Care leavers	Neutral	Very Likely	Long Term	0	
Gender Reassignment	Neutral	Very Likely	Long Term	0	
Marriage and civil partnership	Neutral	Very Likely	Long Term	0	
Pregnancy and maternity	Neutral	Very Likely	Long Term	0	
Race	Neutral	Very Likely	Long Term	0	
Religion or belief	Neutral	Very Likely	Long Term	0	
Sex	Neutral	Very Likely	Long Term	0	
Sexual orientation	Neutral	Very Likely	Long Term	0	
Age	Moderate Positive	Possible	Long Term	2	The masterplan and spatial design code makes reference to the new homes on site need to be easily reached, entered and used by everyone regardless of age and physical ability. It goes on to explain the Building Regulations in relation to this and how the homes on site will comply with the Building Regulations.
Disability	Moderate Positive	Possible	Long Term	2	The masterplan and spatial design code makes reference to the new homes on site need to be easily reached, entered and used by everyone regardless of age and physical ability. It goes on to explain the Building Regulations in relation to this and how the homes on site will comply with the Building Regulations.

Our Mission / Corporate Priorities

Category	Impact	Likely	Duration	Impact Score	Comment
A Great Place To Live	Strong Positive	Very Likely	Long Term	8	The masterplan and spatial design code is likely to have a strong positive impact on this priority as the vision sets out that the development will provide high quality homes and living environments for families, couples and individuals in which to live and interact. Each neighbourhood will have its own identity which will be focused around a strong and vibrant public realm and green space network.
Green And Growing	Strong Positive	Very Likely	Long Term	8	The masterplan and spatial design code is likely to have a strong positive impact on this priority as part of the mastreplan area is for employment land which will help to generate quality job opportunities and equip people with the skills they need to succeed.
Happier Healthier Lives	Strong Positive	Very Likely	Long Term	8	The masterplan and spatial design code is likely to have a strong positive impact on this priority by provided enhanced open space, an enhanced natural environment and an additional Metrolink stop to improve accessibility, as well a needed new homes, all of which will help achieve happier, healthier lives.

Negative Impacts

Category	Impact	Likely	Duration	Impact Score ▲	What action can be taken to mitigate the potential negative impacts?	Action(s)	Owner(s)	Timescale(s)	If the negative impacts can't be mitigated, why should the project/decision proceed?

Strong Positive Impacts that are Possible

Category	Impact	Likely	Duration	Impact Score ▲	What action can be taken to increase the likelihood that positive impacts are realised?	Action(s)	Owner(s)	Timescale(s)

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Addendum Report to CABINET

Beal Valley and Broadbent Moss Masterplan and Spatial Design Code

Portfolio Holder: Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author: Peter Richards (Assistant Director for Planning, Transport & Housing Delivery)

15 December 2025

Reason for Decision

To consider the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code, prepared in accordance with Places for Everyone, criteria 1 of JPA 10 Beal Valley and criteria 1 of JPA 12 Broadbent Moss, in light of the Motion agreed at the Council meeting on 10th December, requiring the preparation of a Supplementary Planning Document (SPD) incorporating this Masterplan and Spatial Design Code.

Executive Summary

Given the agreement of the Motion "Ensuring Statutory Scrutiny and Enforceability for Places for Everyone Masterplans" at the Council meeting on 10th December, there is a need to reconsider the recommendations made to Cabinet on the proposed Masterplan and Spatial Design Code in the report on the agenda, and revised recommendations have been proposed below.

Before officers proceed to prepare the SPD for public consultation, there is a need to seek endorsement from Cabinet that the Masterplan and Spatial Design Code, as prepared by the Developer Consortium with input from council officers, is a suitable basis for the SPD.

The endorsement of the Masterplan in this way is necessary to indicate the suitability of the masterplan as the basis for an SPD to not only avoid consulting on an SPD that the council could not support, but also to inform decision-making should a planning

application(s) be submitted for development on parts of the allocations before an SPD has been adopted.

This would not constitute a non-statutory agreement of the Masterplan (as referred to in resolution 2 of the Motion), but there is a need to provide some kind of basis for officers and Planning Committee to consider planning applications against or else applications could come forward that do not fit together within a wider masterplan of the sites, leading to fractured developments that do not fully meet the infrastructure requirements. In any event, the fact that there is a masterplan that has been submitted by the Developer Consortium means that masterplan would have to be a material consideration in any planning application decision.

The Masterplan and Spatial Design Code will be considered at Place, Economic Growth and Environment Scrutiny Board at the appropriate time in the new year, where members on the Board will be encouraged to provide feedback on what has been prepared by the Developer Consortium so that this can be incorporated into a draft SPD for public consultation.

Resolution 4 of the Motion also agreed for a report on timelines for consultation and adoption of the SPD to be brought to Cabinet in January, but a timetable for the preparation, consultation and adoption of the SPD is provided below in lieu of this resolution, for Cabinet to note.

This timetable is affected by the pre-election period, given that the council would not hold public consultations during the pre-election period, and so the consultation could not take place until after the local elections in May (although the agreement of Cabinet to proceed to consultation could be made in March).

Given the time required to then have the minimum 4-week public consultation, consider the feedback, make any necessary amendments and then bring the final SPD back to Cabinet for adoption, the SPD could not be adopted until September 2026.

Approval stage	**Date**
Preparation of SPD and any associated appraisals	January / February 2026
Cabinet (approval to consult)	23 March 2026
Pre-Election Period	26 March – 7 May
Consultation	15 May to 14 June 2026
Review of Feedback and Refining SPD	June / July 2026
Summer Recess	August 2026
Place Scrutiny	September 2026 (date tbc)
Cabinet (adoption)	September 2026 (date tbc)

Revised Recommendations

Given the above, Cabinet is recommended to:

1) Endorse the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code and, in accordance with the Motion agreed at the Council meeting on 10th December, authorise officers to prepare a Supplementary Planning Document incorporating this Masterplan and Spatial Design Code;

2) Note the timetable for the preparation of the SPD included in this addendum report; and

3) Note that the report will be considered by the Place, Economic Growth and Environment Scrutiny Board at the appropriate time in the new year, and should therefore be exempt from call-in, under Rule 14 of the Overview and Scrutiny Procedure Rules in the Constitution, and the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods be given delegated authority to respond to any feedback from Scrutiny as the Masterplan is taken forward to become a Supplementary Planning Document.

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Report to CABINET

Beal Valley and Broadbent Moss Masterplan and Spatial Design Code

Portfolio Holder: Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author(s):
Elizabeth Dryden-Stuart (Strategic Planning Team Leader) and
Clare Davison (Senior Planning Officer, Strategic Planning)

15 December 2025

Reason for Decision

To endorse the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code, prepared in accordance with Places for Everyone, criteria 1 of JPA 10 Beal Valley and criteria 1 of JPA 12 Broadbent Moss.

Executive Summary

The Places for Everyone (PfE) Joint Development Plan Document (DPD), is a strategic plan that covers nine of the ten Greater Manchester districts - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on 21 March 2024.

PfE sets out the strategic framework for the Oldham Local Plan and allocates sites for employment and housing to meet our growth needs – in Oldham this includes JPA10 Beal Valley and JPA12 Broadbent Moss.

Policies JPA10 and JPA12 identify a range of criteria that development on Beal Valley and Broadbent Moss will need to address. In both cases this includes a requirement for

development to be ‘in accordance with a comprehensive masterplan and design code as agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy’.

As such, this report sets out details of the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code for endorsement by the council. The masterplan and code have been prepared by consultants e*SCAPE URBANISTS on behalf of a consortium comprising the main landowners / developers for JPA10 and JPA12. They will go on to inform future planning applications relating to JPA10 and JPA12 and will be a material consideration in their determination.

Recommendation:

Cabinet is recommended to:

1. Endorse the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code.

2. Note that the report will be considered by the Place, Economic Growth and Environment Scrutiny Board on 18 December 2025, and should therefore be exempt from call-in, under Rule 14 of the Overview and Scrutiny Procedure Rules in the Constitution, and the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods be given delegated authority to respond to any feedback from scrutiny.

Beal Valley and Broadbent Moss Masterplan and Spatial Design Code

1 Background

1.1 The Places for Everyone (PfE) Joint Development Plan Document (DPD), is a strategic plan that covers nine of the ten Greater Manchester districts - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The Plan took effect and became part of the statutory development plan for each of the nine PfE authorities on 21 March 2024.

1.2 PfE sets out the strategic framework for the Oldham Local Plan and allocates sites for employment and housing – in Oldham this includes JPA10 Beal Valley and JPA12 Broadbent Moss.

1.4 Policies JPA10 and JPA12 identify a range of criteria that development on Beal Valley and Broadbent Moss will need to address. In both cases this includes a requirement for development to be '*in accordance with a comprehensive masterplan and design code as agreed by the local planning authority. This will include the need for an infrastructure phasing and delivery strategy in accordance with JP-D1'*.

1.5 Policy JP-D1 relates to Infrastructure Implementation and it states that through local plans, other local planning documents and development management decisions we will '*require applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the local planning authority for sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it'*.

2 Current Position

2.1 The land within JPA10 and JPA12 is owned or controlled by several developers and landowners', the majority of whom are working together to bring the sites forward for comprehensive development. The consortium of main landowners comprises Casey, Barratt Redrow, Kellen Homes and Wain Homes, and together they have prepared the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code to address relevant policy requirements in PfE (including policies JPA10 and JPA12) and Oldham's Local Plan.

2.2 The Masterplan and Spatial Design Code sets out the consortiums aims and objectives for the holistic and integrated development of Beal Valley and Broadbent Moss. It has been prepared in collaboration with the council, Transport for Greater Manchester (TfGM), the Environment Agency, Homes England & the Greater Manchester Combined Authority (GMCA).

2.3 The Masterplan and Spatial Design Code has been prepared having regard to the challenges and constraints of each site, including the steep topography, current vehicular movement, access to public transport, mine shaft locations, ecological habitats, flooding and water catchments, and existing landscape features and

character. In doing so, it is considered that the consortium has developed a masterplan and spatial design code that is responsive and unique to Beal Valley and Broadbent Moss.

2.4 Through preparation of the Masterplan and Spatial Design Code the consortium has concluded that land at Beal Valley and Broadbent Moss can accommodate around 1,700 new homes. This is slightly less than the 1,930 homes set out in policies JPA10 and JPA12, however the lower capacity enables the retention and enhancement of more green space and biodiversity.

Vision

2.5 The Masterplan and Spatial Design Code has been prepared around the vision set out below and underpinned by the development principles illustrated in Figure 1.

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

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

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

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

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

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

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

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

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

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

Figure 1: Beal Valley and Broadbent Moss Masterplan and Spatial Design Code Development Principles

Spatial Design Code

2.6 The Spatial Design Code is split into the following elements:

- **Nature, Green and Blue Infrastructure** – incorporating a strong green infrastructure network that is integral to the masterplan and which not only retains and enhances existing natural features such as trees, hedgerows, grasslands, watercourses and ponds but also introduces new features, such as flood alleviation measures and sustainable drainage. Figure 5.2 of the Masterplan and Spatial Design Code illustrates the proposed green and blue infrastructure network.

  Through the allocation there is also a potential opportunity to create a Biodiversity Net Gain Habitat Bank, not only for the development itself but also the wider area, and to deliver opportunities identified in the Greater Manchester Local Nature Recovery Strategy.

- **Movement and Public Realm** - promotes the use of public transport, walking, wheeling and cycling through a pleasant and green setting whilst accommodating motor vehicles. As illustrated through Figure 6.1 of the Masterplan and Spatial Design Code, it promotes a street and space hierarchy that begins with the link road that runs through the site from Ripponden Road, through Broadbent Moss to the proposed Metrolink stop and Park & Ride facility south of Cop Road, and onto Oldham Road through Beal Valley. Connected to this link road are then a series of routes at various scale depending on their location and purpose.

- **Built Form** – the Masterplan and Spatial Design Code promotes development that is governed by the character areas, uses and retained site features, using the landscape, public realm, density of development, building types and forms to create the sense of place. Density across the allocations radiates out from higher densities near to the local centre and Metrolink stop and lower density on the fringes of the development, as illustrated in Figure 7.3 of the Masterplan and Spatial Design Code. Within this section, principles are also set out for space standards, accessibility, residential amenity, resource and energy conservation, housing mix and design principles.

  In terms of housing mix, the Masterplan and Spatial Design Code sets out that:
  - this has been informed by local housing needs and includes 1 to 5 bed family homes.
  - affordable housing provision shall be provided for in accordance with the Local Plan policy requirements, subject to viability, and pepper-potted throughout the site, being tenure blind drawing on the same materials
    palette and house types as the rest of the residential areas.

Infrastructure phasing, delivery and management

2.7 As illustrated in Figure 2 below, development across Beal Valley and Broadbent Moss has been phased is such a way that the early phases will open up a site for

the new Metrolink Stop within a few years of development commencing, which in turn will enable additional infrastructure to be developed. By phase 6 the road infrastructure will be in place to enable the local centre to be developed, supported by footfall from the new community and users of the Metrolink Stop, to ensure its vibrancy and viability.

Figure 2: Beal Valley and Broadbent Moss Delivery Phasing Plan

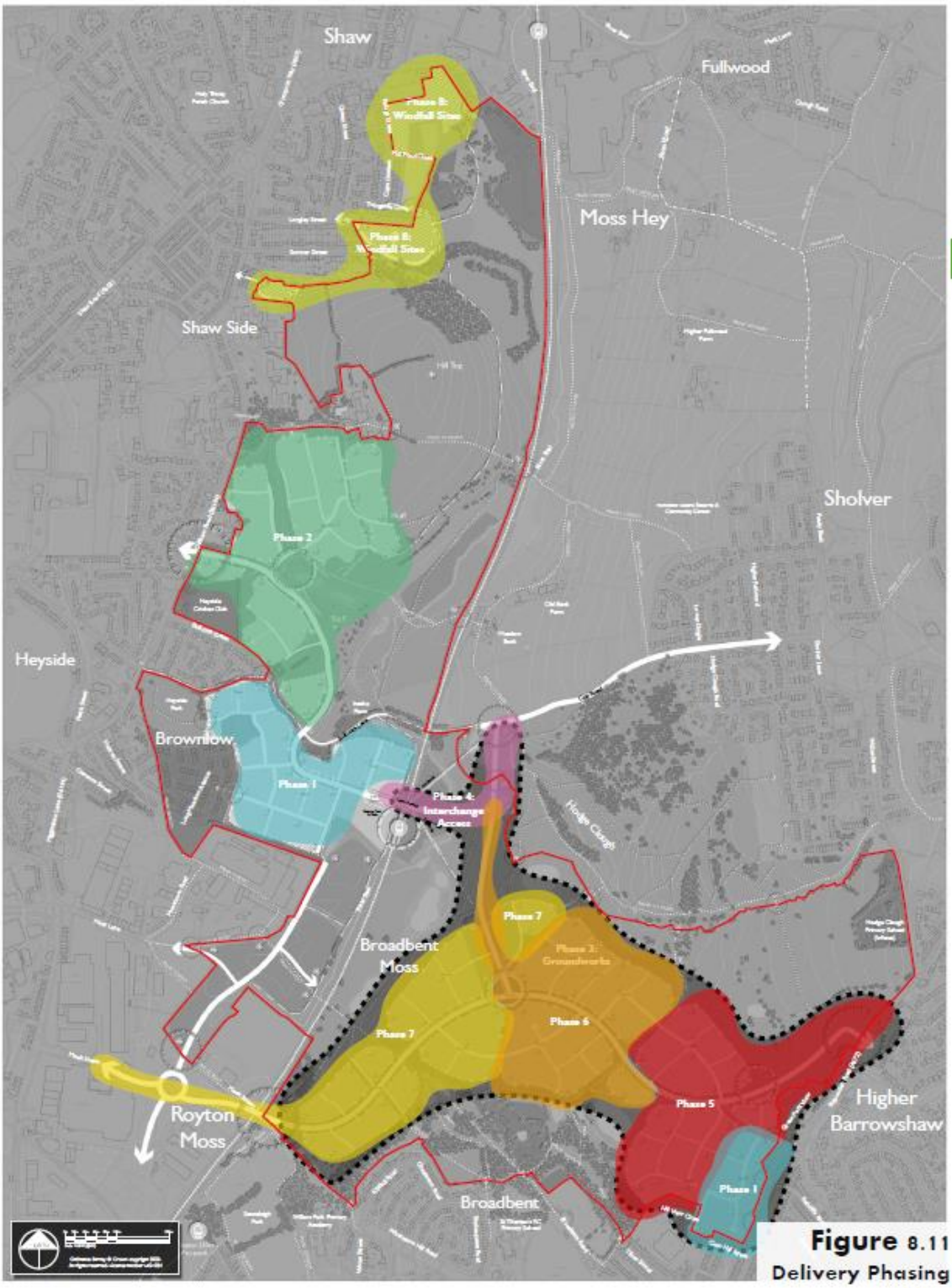

Figure 8.11 Delivery Phasing Plan

Masterplan

2.8 The culminating masterplan, shown in Figure 3 below, reflects the spatial design code and design parameters set out above.

Figure 3: Beal Valley and Broadbent Moss Parameters Masterplan

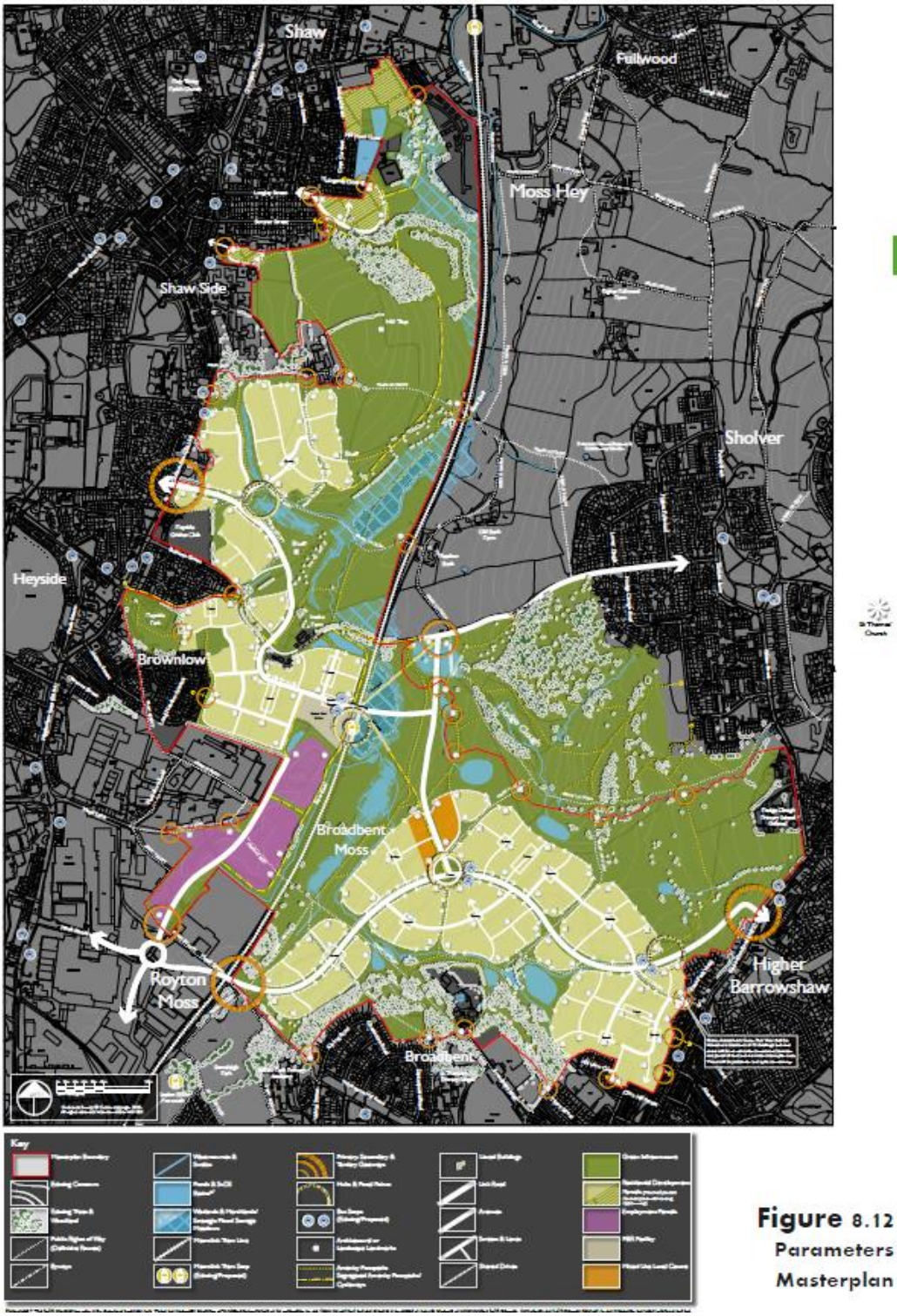

Figure 8.12 Parameters Masterplan

3 Options/Alternatives

3.1 *Option 1 - Endorse the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code*

Advantages – Endorsing the Masterplan and Spatial Design Code will provide ongoing guidance for any subsequent planning applications relating to Places for Everyone JPA10 Beal Valley and JPA12 Broadbent Moss. This will provide clarity for developers, officers and the local community.

Disadvantages – There are no disadvantages to endorsing the Masterplan and Spatial Design Code.

3.2 *Option 2 - Do not endorse the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code*

Advantages – There are no advantages to endorsing the Masterplan and Spatial Design Code.

Disadvantages – Not endorsing the Masterplan and Spatial Design Code could lead to Beal Valley and Broadbent Moss being brought forward in an incoherent manner and would not meet the requirements of Places for Everyone JPA10 Beal Valley and JPA12 Broadbent Moss.

4 Preferred Option

4.1 The preferred option is to endorse Beal Valley and Broadbent Moss Masterplan and Spatial Design Code as this will provide ongoing guidance for any subsequent planning applications relating to Places for Everyone JPA10 Beal Valley and JPA12 Broadbent Moss. This will provide clarity for developers, officers and the local community.

5 Consultation

5.1 The consortium held a consultation on the draft Beal Valley and Broadbent Moss Masterplan and Spatial Design Code during summer 2025.

5.2 The consortium published details of the consultation via a newsletter drop, promotion in the local press and social media advertising. Interested parties were able to provide feedback via an online social media survey, project website, telephone, e-mail and in person at three public exhibitions held at venues in Higginshaw, Shaw and Heyside.

5.3 A summary of the key issues raised and changes that have been made following the consultation can be found in Appendix 2.

6 Financial Implications

6.1 The endorsement of the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code will provide ongoing guidance for any subsequent applications relating to Place for Everyone.

6.2 Whilst the endorsement of this guidance will provide greater clarity for developers, officers and the local community, it does not in itself have any financial implications for the Council.

(John Hoskins)

7 Legal Implications

7.1 Section 9D of the Local Government Act 2000 specifies that any function of the local authority which is not specified in regulations under section 9D(3) is to be the responsibility of an executive of the authority under executive arrangements. The Local Authorities (Functions and Responsibilities) (England) Regulations 2000 were made under this section and Regulation 2 and Schedule 1 of the Regulations specify which functions of a local authority are not to be the responsibility of an executive of the authority. The preparation and approval of an informal planning document does not appear in the list of functions relating to town and country planning and development control in Part A of Schedule 1 of the Regulations which are not to be the responsibility of an executive. Therefore, in accordance with section 9D of the Local Government Act 2000, it is the Cabinet's responsibility to prepare and approve an informal planning policy document such as the Beal Valley-Broadbent Moss masterplan and spatial design code. (A Evans)

8 Procurement Implications

8.1 None

SKapoor (Commercial Procurement Unit)

9. Oldham Equality Impact Assessment, including implications for Children and Young People

9.1 The completed Oldham Equality Impact Assessment is attached at Appendix 3.

9.2 The assessment found that the Beal Valley and Broadbent Moss Masterplan and Spatial Design Code has a neutral impact on most equality characteristics with the exception of age and disability, on which it was included to have a moderate positive impact.

9.3 The assessment found that the masterplan and spatial design cod is very likely to have a strong positive impact on the council’s three missions / corporate priorities – A Great Place to Live; Green and Growing; and Happier Healthier Lives, over the long-term.

10 Key Decision

10.1 Yes

11 Key Decision Reference

11.1 RBO-15-25

12 Background Papers

Places for Everyone Joint Plan - https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/pfe-adoption/

Beal Valley and Broadbent Moss consultation page - https://bvbm-masterplan.co.uk/

13 Appendices

Appendix 1 – Beal Valley and Broadbent Moss Masterplan and Spatial Design Code
Appendix 2 – Consultation Summary of key issues raised and changes made
Appendix 3 - Oldham Equality Impact Assessment

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Report to PLACE, ECONOMIC GROWTH AND ENVIRONMENT SCRUTINY BOARD

Saddleworth Neighbourhood Plan: approval to publicise the plan and submit the plan to examination

Portfolio Holder: Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author(s):
Elizabeth Dryden-Stuart (Strategic Planning Team Leader)

12 January 2026

Reason for Decision

To consider the report and addendum report to Cabinet on 15 December 2025 seeking approval to publicise the Saddleworth Neighbourhood Plan and submit the plan for examination, as per the agreed recommendation 5) of the addendum report.

Executive Summary

Given the agreement of the Motion "Ensuring Statutory Scrutiny and Enforceability for Places for Everyone Masterplans" at the Council meeting on 10th December, there was a need to reconsider the recommendations made to Cabinet on the Saddleworth Neighbourhood Plan (attached as Appendix B). Revised recommendations were proposed in an addendum, attached as Appendix A.

The revised recommendations were agreed by Cabinet on 15 December 2025, and they included the recommendation that the report be considered by the Place, Economic Growth and Environment Scrutiny Board at the appropriate time in the new year.

The addendum report is attached at Appendix A and the original Cabinet report, and supporting appendices, is attached at Appendix B.

As per the addendum Cabinet report, members of the Place, Economic Growth and Environment Scrutiny Board are invited to provide feedback on the Saddleworth Neighbourhood as it progress towards publication and submission as per the amended timetable set out in Appendix A.

Recommendation:

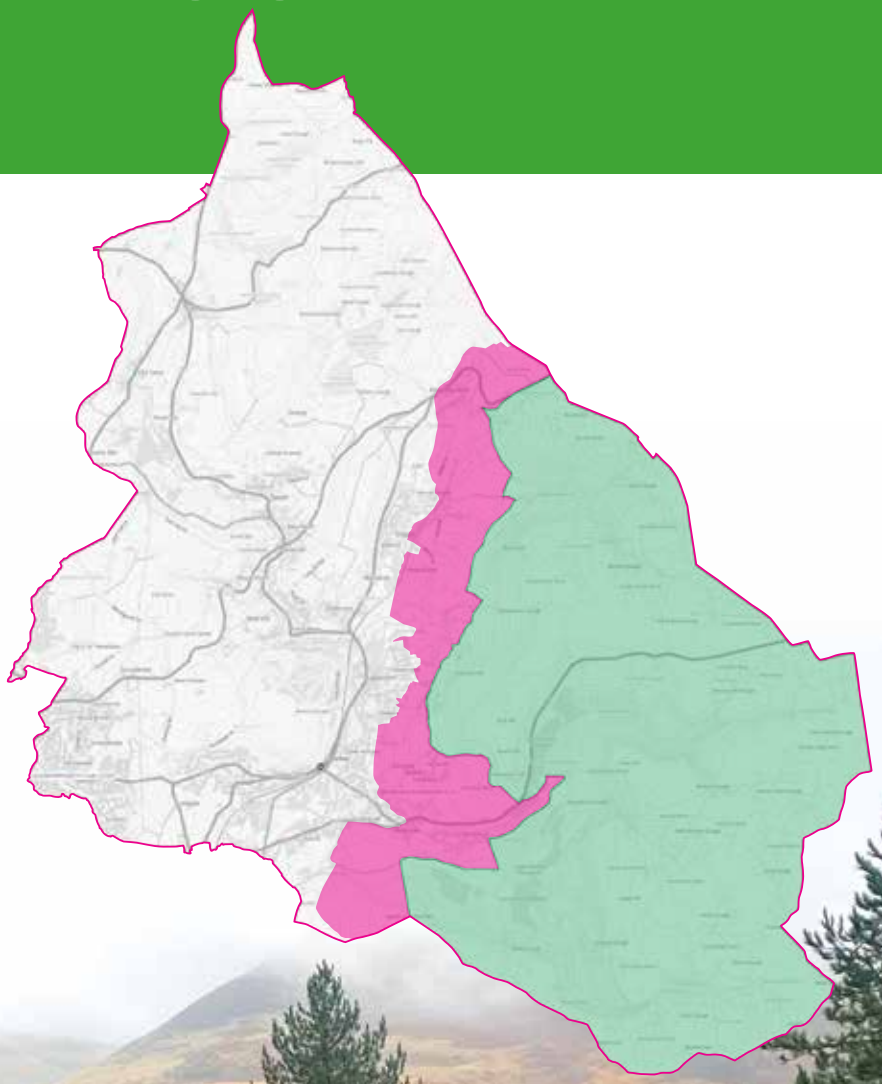
Members of the Place, Economic Growth and Environment Scrutiny Board are invited to provide feedback on the Saddleworth Neighbourhood as it progress towards publication and submission as per the amended timetable set out in Appendix A.

Appendices

Appendix A – Addendum Report to Cabinet 15 December 2025
Appendix B – Original Report to Cabinet 15 December 2025 and appendices 1 to 8

SADDLEWORTH NEIGHBOURHOOD PLAN 2025–2045

V2.3



Introduction

A Neighbourhood Plan helps to shape what happens in an area for years to come. This plan will help to shape what happens in the Parish of Saddleworth over the next twenty years. These policies sit alongside those in other strategic planning policies, listed in full on pages 12–13.

The Neighbourhood Plan will be reviewed every five years to determine if an update is required and covers a period to 2045.

The designated area agreed with Oldham Council and the Peak District National Park is the land within the boundary of the Parish of Saddleworth.

Neighbourhood Planning gives residents the power to develop a vision for their neighbourhood and shape the development and growth of their locality. This plan allows them to have their say on what new homes, shops, offices and community facilities should look like, what infrastructure should be provided, and ensuring the highest possible quality of development.

Neighbourhood Planning provides a powerful set of tools for local people to use to ensure that they get the right sort of development for their neighbourhood and where the ambition of the residents is in line with the needs and priorities of the wider area.

Consultees on the plan were:

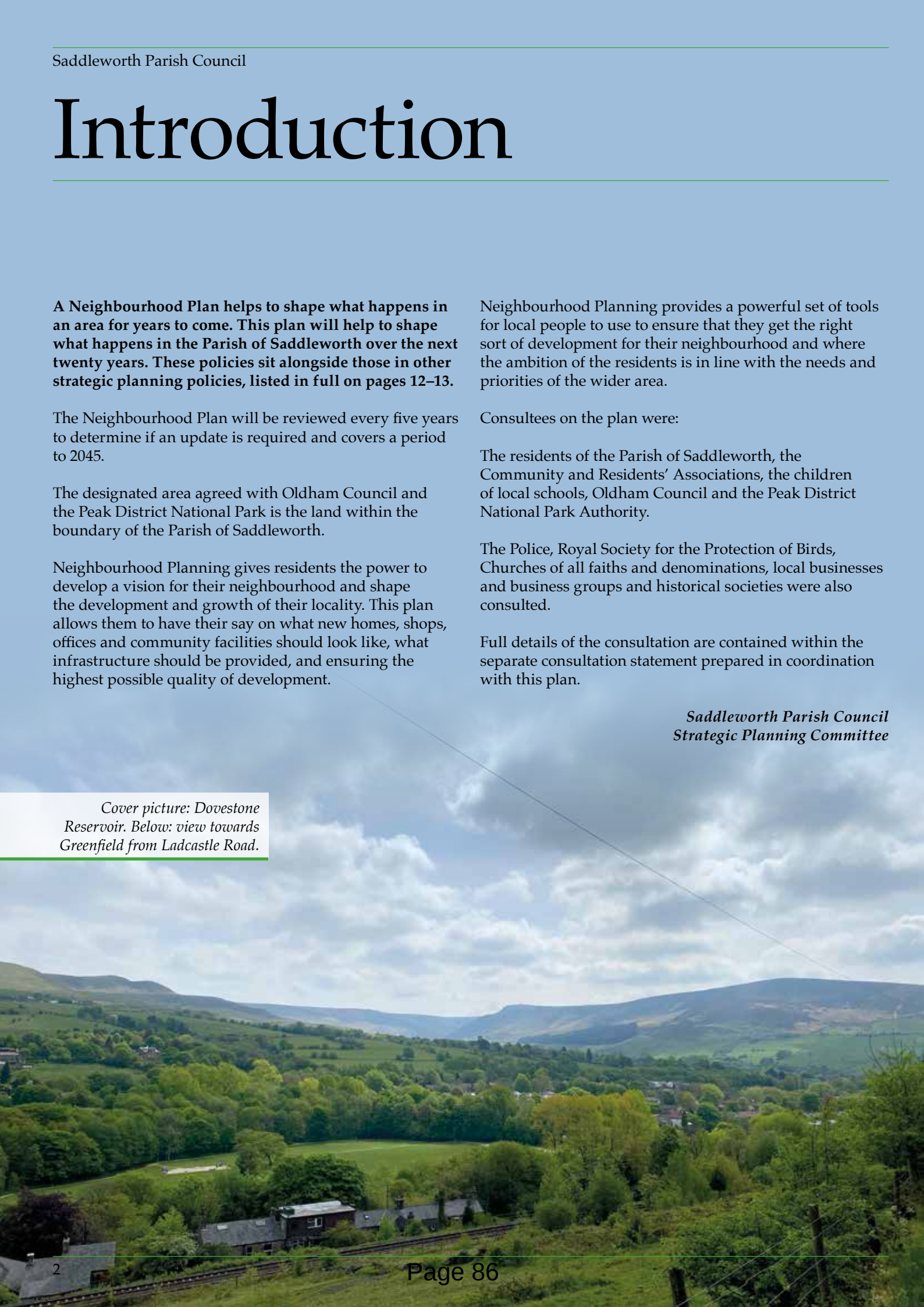
The residents of the Parish of Saddleworth, the Community and Residents' Associations, the children of local schools, Oldham Council and the Peak District National Park Authority.

The Police, Royal Society for the Protection of Birds, Churches of all faiths and denominations, local businesses and business groups and historical societies were also consulted.

Full details of the consultation are contained within the separate consultation statement prepared in coordination with this plan.

Saddleworth Parish Council
Strategic Planning Committee

Cover picture: Dovestone Reservoir. Below: view towards Greenfield from Ladcastle Road.



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History

Saddleworth is crossed by two rivers – the river Tame and its tributaries in the east and the river Medlock and its tributaries in the west. The river Tame and its catchment area contains the settlements of Denshaw, Delph, Dobcross, Diggle, Uppermill and Greenfield. The river Medlock catchment area contains the settlements of Scouthead, Austerlands, Grasscroft, Lydgate, Grotton and Springhead.

Situated on the western side of the Pennines, but historically part of the West Riding of Yorkshire, Saddleworth has long looked in two directions – over the Pennines and eastward to the towns of Huddersfield, Halifax and Leeds and westward to its Lancashire neighbours of Oldham, Ashton, Rochdale and Manchester. This dual identity is as true today as it was in the Middle Ages and in the time of the Tudors and the Stuarts, when its absentee Lords of the Manor lived far away in Yorkshire and administration was from Pontefract and later Wakefield. Ecclesiastically, however, it was in the Parish of Rochdale and Diocese of Chester. Today, it is administered by Oldham Council, forms part of the sub-region of Greater Manchester, but is partly in the Peak District National Park and is a part of the South Pennines Countryside Character Area.

Slackcote Mill is one of the Saddleworth mills which has found a new lease of life as a home to modern industry

Saddleworth was at the forefront of the industrial revolution with many water-powered textile mills[2] springing up along the River Tame and the emergence of one of the most impressive turnpike road networks in the country. The construction of the Huddersfield Narrow Canal, with its three miles long tunnel under the Pennines, was one of the major engineering feats of its day.

The second half of the twentieth century witnessed a transformation of Saddleworth from a community of industrial stone built villages to a largely dormitory area for the major employment centres on both sides of the Pennines. The motorway network accelerated this change. Local shops and services declined in most of the villages and with this change came a decline in the local economy. House building mushroomed especially in the west, as Saddleworth was transformed from an industrial landscape to a district of attractive Pennine villages with a valued industrial heritage.

This industrial heritage, and its beautiful natural setting, means that the Parish has a thriving tourist, hostpitality and retail trade, in addition to the growing homeworking sector.

The present Civil Parish dates from the local government reorganisation of 1974, but its boundaries are essentially the same as those of its predecessor which was formed by the amalgamation of Saddleworth Urban District Council with Springhead Urban District Council in 1937. Saddleworth Urban District Council had been in existence since 1900, and the medieval Township dated back to the Saxon period. This long history gives a real sense of local identity both at a parish level and at a village community level.

[2] Oldham's Mill Strategy was published in 2022, which includes a history of Oldham's mills, and listings of the existing mills in Saddleworth. It can be found at https://www.oldham.gov.uk/info/201213/local_plan_review/2819/oldham_mills_strategy

Profile

Saddleworth, like many communities, faces many challenges today and in the future. These relate mostly to the pressure of development accompanied by rising land prices, the decline of a mixed local economy, the lack of affordable housing, and the expense of maintaining local services and infrastructure in a geographically large rural district. However, these are balanced by Saddleworth's strengths: its largely prosperous, healthy, and well-educated population; its strong community spirit; its businesses and entrepreneurial spirit; and its beautiful countryside, recreational facilities, farming, tourism, biodiversity and heritage. The vibrancy of the community is shown by the large number of voluntary societies and organisations and community festivals such as the annual Whit Friday Brass Band Contest, and the Rush Cart Weekend.

The population of Saddleworth is around 26,000. It is split 49%/51% male/female, which is a marginally larger gap than across Oldham borough as a whole.

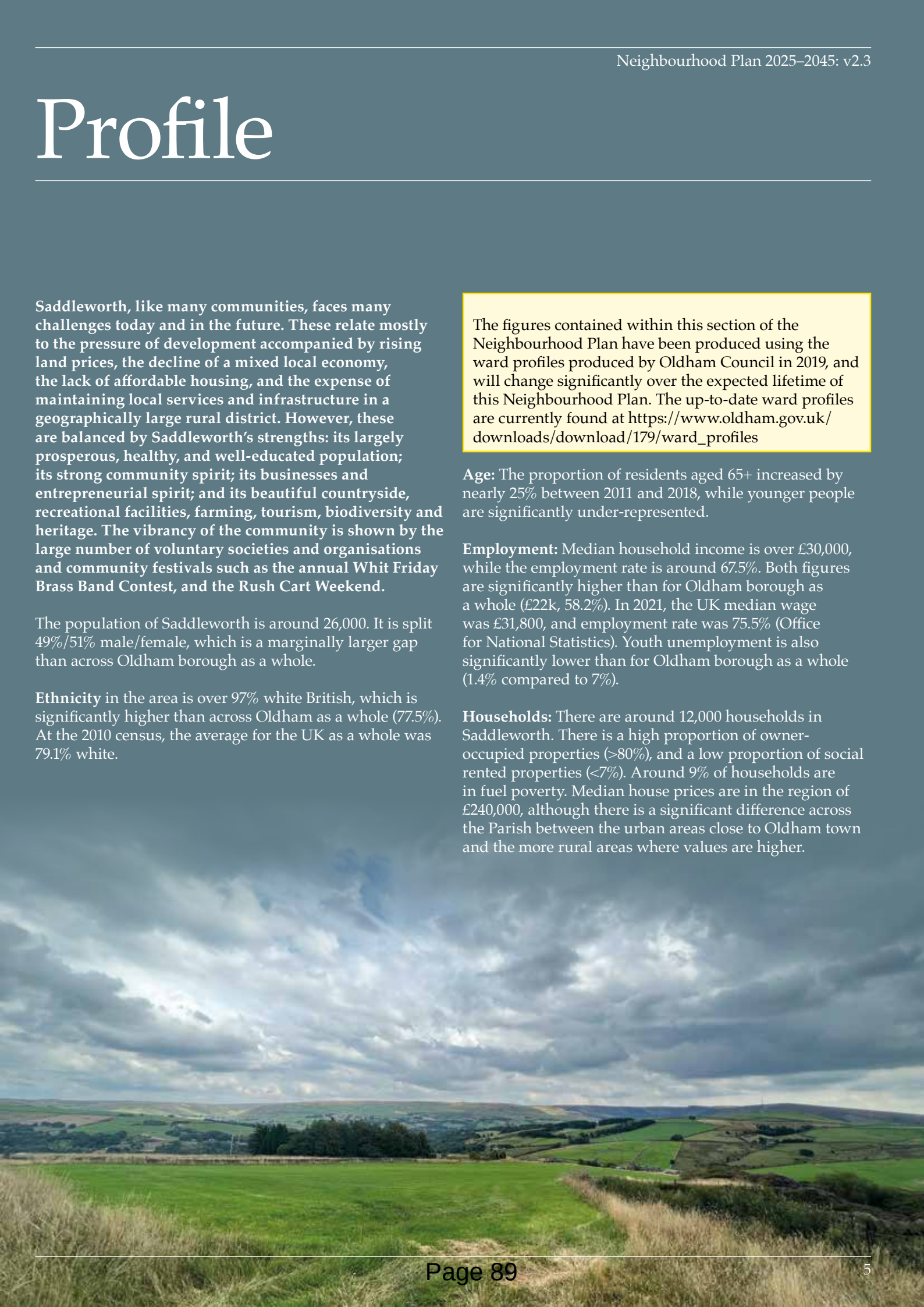
Ethnicity in the area is over 97% white British, which is significantly higher than across Oldham as a whole (77.5%). At the 2010 census, the average for the UK as a whole was 79.1% white.

The figures contained within this section of the Neighbourhood Plan have been produced using the ward profiles produced by Oldham Council in 2019, and will change significantly over the expected lifetime of this Neighbourhood Plan. The up-to-date ward profiles are currently found at https://www.oldham.gov.uk/downloads/download/179/ward_profiles

Age: The proportion of residents aged 65+ increased by nearly 25% between 2011 and 2018, while younger people are significantly under-represented.

Employment: Median household income is over £30,000, while the employment rate is around 67.5%. Both figures are significantly higher than for Oldham borough as a whole (£22k, 58.2%). In 2021, the UK median wage was £31,800, and employment rate was 75.5% (Office for National Statistics). Youth unemployment is also significantly lower than for Oldham borough as a whole (1.4% compared to 7%).

Households: There are around 12,000 households in Saddleworth. There is a high proportion of owner-occupied properties (>80%), and a low proportion of social rented properties (<7%). Around 9% of households are in fuel poverty. Median house prices are in the region of £240,000, although there is a significant difference across the Parish between the urban areas close to Oldham town and the more rural areas where values are higher.



Education: Across Saddleworth, >85% of pupils enter the Early Years Foundation stage with a good level of development, compared to a UK average of 71.8%. Less than 17% of adults have no qualifications, and >35% of adults have a first degree.

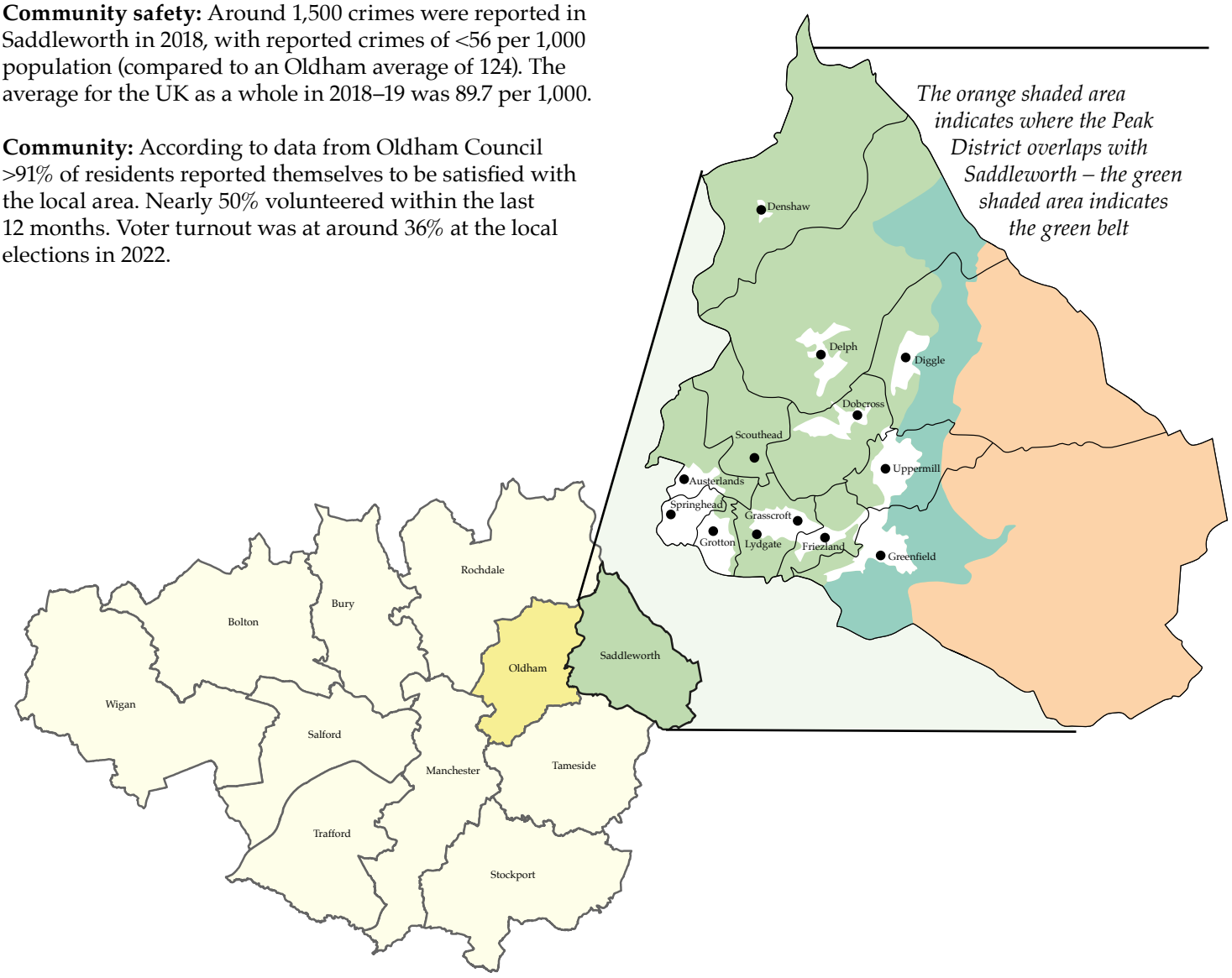
Health: <17% of adults have limiting long-term illnesses, which is higher than the proportion for Oldham borough as a whole, although this is likely to be related to the significantly higher proportion of elderly residents. Male life expectancy is over 81 years, and female life expectancy is over 85 years. People generally live healthy lifestyles, and this is then reflected in good health outcomes.

Community safety: Around 1,500 crimes were reported in Saddleworth in 2018, with reported crimes of <56 per 1,000 population (compared to an Oldham average of 124). The average for the UK as a whole in 2018–19 was 89.7 per 1,000.

Community: According to data from Oldham Council >91% of residents reported themselves to be satisfied with the local area. Nearly 50% volunteered within the last 12 months. Voter turnout was at around 36% at the local elections in 2022.

Geography: The area totals 7,876 hectares and over half is Green Belt. The lowest lying areas of Saddleworth are around the valleys of the Tame and Medlock rivers, and their tributaries, through the most populous villages, as well as Springhead and Grotton. The highest areas are above the villages, with White Hill at 467m, Standedge at 457m, and Ashway Moss at 497m.

There are substantial blanket peat bogs in Saddleworth, with work by RSPB and United Utilities being done to protect and enhance them. They cover over 4,000ha above Dovestone Reservoir (not all in Saddleworth). The peat bogs have huge significance in holding carbon, providing homes to wildlife and ensuring water quality.



Infrastructure

Education: Saddleworth has one secondary school, which has recently moved to a new site at Diggle, with capacity for 1,500 pupils.

A significant proportion of children from across the area are educated outside the Parish, with two secondary schools – Waterhead Academy and Leesbrook Academy – falling just outside the Parish boundaries, and a number of schools in Oldham borough also having intake from across Saddleworth.

There are 12 primary schools: Bright Futures; Christ Church CofE, Denshaw; Delph Primary School; Diggle School; Friezland Primary School; Greenfield Primary School; Greenfield St Mary's CofE; Holy Trinity CofE, Dobcross; Knowsley Junior School, Springhead; Springhead Infant and Nursery; St Anne's CofE Lydgate; and St Chad's CofE, Uppermill.

Health: There are medical centres located across the Parish, but many patients travel outside the Parish to receive treatment.

The main GP practice is Saddleworth Medical Practice, located in Uppermill, which has a satellite at Gartside Street Clinic in Delph. Pennine Medical Practice in Mossley, which falls under the Primary Care Board for Saddleworth, also has a satellite centre in Greenfield.

Other practices located outside the Parish but providing services for Saddleworth residents include Lees Medical Practice, Leesbrook Medical Practice, Moorside Medical Practice, and the Pennine Medical Centre in Mossley (which also falls outside the Borough). The two nearest hospitals are the Royal Oldham Hospital and Tameside Hospital (again, Tameside Hospital falls outside the Borough).

Services such as physiotherapy and mental health are also provided by smaller practices located across the area.

There are a number of dental practices across the area, with a mix of private and NHS dentists.

Transport: The Parish is served by a single railway line, and one station, located at Greenfield. Trains run towards Manchester and Huddersfield. There are accessibility issues at the station with only stepped access to the Huddersfield-bound platform.

Saddleworth School

The Metrolink service does not extend to Saddleworth. It runs through Oldham, with the nearest stations located at Oldham Mumps, Derker, Shaw and Milnrow, all outside the Parish boundary.

Bus services mainly operate as spokes from Oldham, although some services also connect to Huddersfield, Ashton and Holmfirth. There is also the Saddleworth Rambler – a local service intended to connect the individual villages. A Ring and Ride service is available upon registration for residents who find it difficult to use public transport.

The main motorways near to Saddleworth are the M62, with junction 22 at Rishworth Moor falling just outside the Parish boundary, and the M60 ring road, which falls several miles outside the Parish. The primary arterial roads through the Parish are the A62, the A672 and the A670.

With around 12,000 households in Saddleworth, and an estimated number of cars per household in the UK[2] of between 1.393 for areas classified as "rural town and fringe", and 1.77 for areas classified as "rural village, hamlet and isolated dwellings", that would suggest around 19,000 cars in Saddleworth.

Parking in many of the Saddleworth villages is restricted by the traditional rural nature of the villages, with many of the earlier homes and roads being designed prior to the need to provide parking spaces for one or multiple cars.

There is an extensive network of footpaths across Saddleworth. A full map of public rights of way in Saddleworth can be found at https://maps.oldham.gov.uk/

There are no cycle routes in Saddleworth that form part of the national cycle network; the nearest route is route 601, which runs from Oldham to Hyde. More information can be found at: https://www.sustrans.org.uk/national-cycle-network

TfGM has a map of Bee Network cycle provision in Greater Manchester, at https://mappinggm.org.uk/bee-network/. No definitive list of local cycle routes exists.

Housing: The draft Local Plan for Oldham[3, 4] includes a housing needs analysis for Saddleworth. Oldham's housing requirement, based on Places for Everyone[5] is 404 homes per year for 2022–2025, 680 homes per year for 2025–2030, and 772 homes per year for 2030–2039.

Communities: There are at least 15 churches across Saddleworth, catering to a range of denominations. There is a Buddhist Temple on Court Street in Uppermill, as well as a Spiritualist Church on High Street, and Oldham borough as a whole contains places of worship for a wide range of faiths.

The Parish also contains a large number of community centres and buildings, including the Saddleworth Civic Hall in Uppermill (which is also home to the Parish Council) and Saddleworth Museum.

Note: Infrastructure policies are dealt with by topic within the policy and parish action section – environment, design; health, well-being and education; housing; retail, commerce and tourism; and travel and transport.

[2] https://www.statista.com/statistics/299972/average-age-of-cars-on-the-road-in-the-united-kingdom/

[3] Oldham's current local plan at time of writing was published in 2011. A new local plan is under development and can be viewed at https://www.oldham.gov.uk/info/201233/local_plan_review/3095/draft_local_plan

[4] The Local Plan for Oldham covers the whole borough, excluding the part that falls within the PDNPA

[5] Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.

Issues

We have identified these issues through research and analysis of the Parish, combined with the opinions of the community which were expressed during our ongoing consultation.

Environment

The biggest threat to our way of life not just in Saddleworth, but across the world, is climate change and damage to the environment.

Key issues in Saddleworth include air quality, the development of the natural environment, biodiversity and resilience, energy use and production, flooding and water use, and a lack of energy-efficient housing stock.

Climate change is such a critical issue that as well the specific policies section on "Environment", it is embedded as a cross-cutting theme in all policy sections.

The Parish Council has declared its ambition to be carbon neutral as an organisation by 2030, and Oldham Council's target for the wider borough is to be carbon neutral by 2030. It is expected that all new building or renovation work should be done with that ambition in mind, with regards to building methods, environmental impact of use, and minimising associated environmental costs such as transport.

Design

There is a need to protect the unique character, landscape and heritage of the area, which can be damaged by inappropriate development that fails to take into consideration the nature of the Parish.

The existing natural beauty and heritage of Saddleworth adds significantly to the well-being of its residents, and any threat to that risks undermining its communities, and the lives of those who live and work there.

Low water levels at Dowry reservoir are a prime example of environmental change, as are more extreme weather events

Housing

Saddleworth has an identified lack of appropriate housing for young families, with local first-time entrants into the housing market unable to find properties to rent or buy. Similarly there is a lack of affordable housing for people to downsize to when they are older.

Health, well-being and education

One of the most common comments in the survey of residents was concern that there was a lack of pre-school, education and healthcare facilities, and that where there are facilities, some residents are excluded due to lack of accessible transport.

In particular, emphasised by the Covid-19 pandemic, is an issue around social exclusion, particularly for the elderly and vulnerable. For those in outlying areas, especially those poorly served by public transport, isolation can be extremely difficult to escape. This was particularly identified as an issue for mothers with young children.

As well as difficulty accessing GP services, there is a lack of support for other critical healthcare needs.

There is also a growing awareness and concern about anti-social behaviour, and its increasing impact on the sense of community that is one of the strengths of Saddleworth's villages.

Retail, commerce and tourism

There has been a gradual loss of many local facilities from villages, with post offices and banks being prime examples. As a result, an issue facing Saddleworth is ensuring that there remain cohesive communities which retain their identity. Saddleworth remains very distinct from Oldham in terms of its economy and employment, which is reflected throughout this document.

Many services which would enable people to live and work in the area, such as high-quality broadband, remain under-provided. There is also a lack of a coherent approach to employment and industries – particularly tourism, retail and farming – and no alternative vision to Saddleworth serving as a commuter area.

An empty former bank in Uppermill

Local facilities, in the form of community centres, leisure facilities and open-air facilities, e.g. playing fields, parks and allotments, are also under threat.

Travel and transport

A critical issue is the lack of public transport and public transport infrastructure. There is minimal access to the rail network, and no access to the tram network. Bus services have been massively reduced, and continue to be under threat.

At the same time, there are unresolved issues around private transport, in particular a lack of provision for electric vehicle charging or other renewables, a lack of parking both on the road network and on residential and commercial property, and the general maintenance of roads.

There is also a lack of joined up infrastructure for pedestrian and cycle routes, and a lack of investment in their maintenance.

Consultation and local voices

An additional concern voiced through the consultation was that local residents often feel overlooked in decision-making processes, particularly around investment and development – most notably planning.

Vision

"Our vision is that Saddleworth will be made up of many thriving communities, each a place with its own strong identity, each one offering great opportunities for people to make their homes, to work, and to spend their leisure time. Many of local people's needs for services, such as for shops, education, and healthcare will be effectively met within Saddleworth. New developments will be accommodated but will be located and designed with sensitivity and with investment in the necessary supporting infrastructure. Saddleworth will be known for the quality of its countryside and the care with which land owners manage it."

The fundamental principle which underpins our vision and the policies in this plan is that of sustainable development. This means :

- achieving simultaneous and carefully balanced progress in pursuit of economic, social and environmental objectives – not prioritising one of these issues at the expense of the others;
- considering the long term legacy of our actions – ensuring that young people and generations to come can enjoy a quality of life at least as good as that we enjoy in Saddleworth today, and that the biodiversity of the area is further enhanced;
- having a wide geographic perspective – recognising that our local actions can have much wider impacts. Climate change is just one example.

We are very clear that Saddleworth must not become just a commuter area for Greater Manchester and the West Yorkshire conurbation.

Saddleworth must work together with Oldham for the benefit of both the Parish and the wider borough.

A long term vision is an essential part of a Neighbourhood Plan. It sets out the direction in which this Plan, and future updates, should take us.

Our vision for Saddleworth reflects views expressed by local people during the extensive public engagement which has informed the preparation of this Plan.

Saddleworth will benefit greatly from its vital economic, social and environmental links with the rest of the Greater Manchester area, and also its strong connections to West Yorkshire. These neighbouring areas will continue to provide great opportunities for our residents, for instance, for employment and entertainment.

Likewise, the particular qualities which make Saddleworth such an asset to the North of England must be conserved and enhanced. The contribution which it will continue to make to the Peak District National Park is particularly noteworthy. Saddleworth's natural landscapes, its attractive and diverse villages, and its outstanding opportunities for a wide range of outdoor recreation are great strengths. These make Saddleworth a great place to live and visit, but they will also help to underpin its economic contribution.

The tourism and leisure sector is an obvious example, but we envisage that other small and medium sized enterprises will make Saddleworth their base because of its excellent environment and its vibrant communities, and because highly skilled people will choose to live here.

The Parish should be an area with a flourishing natural environment that is resilient, sustainable and well connected and that enables the free movement of wildlife through and across the Parish.

Plans & legislation

The Saddleworth Neighbourhood Plan 2025–2045 has been developed in parallel with other planning legislation, plans and strategies, which includes the National Planning Policy Framework (NPPF), Places for Everyone (PfE) and Greater Manchester's Transport Strategy 2040, Oldham Council's forthcoming Local Plan, and the Peak Park Management and Local Plans

The revised National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied. It currently falls under the Ministry of Housing, Communities and Local Government (formerly Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities), and can be found at https://www.gov.uk/government/publications/national-planning-policy-framework--2.

Places for Everyone is a strategic plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It had been submitted to the Planning Inspectorate at the time of this Neighbourhood Plan being developed, and has now been formally adopted.. Every effort has been made to ensure that this plan is aligned to *Places for Everyone* as required by national legislation. The Places for Everyone portal can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/

Oldham Council's Local Plan is still under development at the time of this Neighbourhood Plan being prepared. Every effort has been made to ensure that this plan is aligned to the current and forthcoming Local Plans for Oldham, as required by national legislation. The portal for Oldham Council's Local Plan can be found at https://www.oldham.gov.uk/info/200199/planning_and_building/1809/local_plan_review

The Development Plan Document (DPD) for Oldham Council was adopted in November 2011, to supersede the majority of the 2006 Unitary Development Plan (UDP) policies. This is available at https://www.oldham.gov.uk/info/201229/current_local_planning_policy/978/joint_core_strategy_and_development_management_policies_development_plan_documents_dpds

Allocation of sites

Places for Everyone allocates sites for development. The Oldham Local Plan will also consider allocating sites. There are no legislative powers for the Neighbourhood Plan to over-ride those.

The role of this Neighbourhood Plan is to ensure that the character and quality of the Parish is enhanced if any of those sites are brought forward for development.

The Parish Council covers an area with a number of sensitive environmental assets, and in addition to this, a large proportion of the area of the Parish Council falls within the Peak District National Park, where the Peak Park Local Plan is the relevant planning document for development (under the direction of the Management Plan).

The planning policies for the Peak District National Park are found in the Development Plan which consists of the Core Strategy (2011) (https://www.peakdistrict.gov.uk/planning/policies-and-guides/core-strategy) and the Development Management Policies (DMP) Document (2019) (https://www.peakdistrict.gov.uk/__data/assets/pdf_file/0024/95091/Webpage-Final-Branded-DMP-Doc-Copy.pdf). Other plans and guidance (which can be found on their website) include the Authority Plan 2023–28, Management Plan, Corporate Strategy 2019–24, and the Landscape Strategy. The statutory purposes of National Parks are defined in the Environment Act 1995, S61 and S62. Major development is not appropriate in the National Park other than in exceptional circumstances.

A screening has been carried out to assess whether this plan requires a Strategic Environmental Assessment, to determine whether it is likely to have significant environmental effects. That screening, published separately, confirms that it does not.

The planning process – background

At the moment, planning decisions for proposals in Saddleworth outside the National Park are decided by Oldham Council, either by delegated decision by officers, or through the Borough Planning Committee. The Parish Council is statutorily notified of planning applications, and provides responses to the Council via the Parish's Planning Committee.

Planning applications within the National Park are decided by the Peak District National Park Authority, with the Parish Council as a consultee.

Previously, some decisions on planning applications submitted to Oldham Council were delegated to the Parish Council, and there is no legal impediment to decisions being delegated on this basis in the future.

The majority of land in Saddleworth is classified as Green Belt or other protected open land (OPOL)[2] , in addition to which there are 22 defined Conservation Areas. As such these environmental assets have been already classified, and protected by existing plans and legislation. This can be viewed at https://mappinggm.org.uk

Further links to relevant policies and guidance can be found on page 59 of this Neighbourhood Plan.

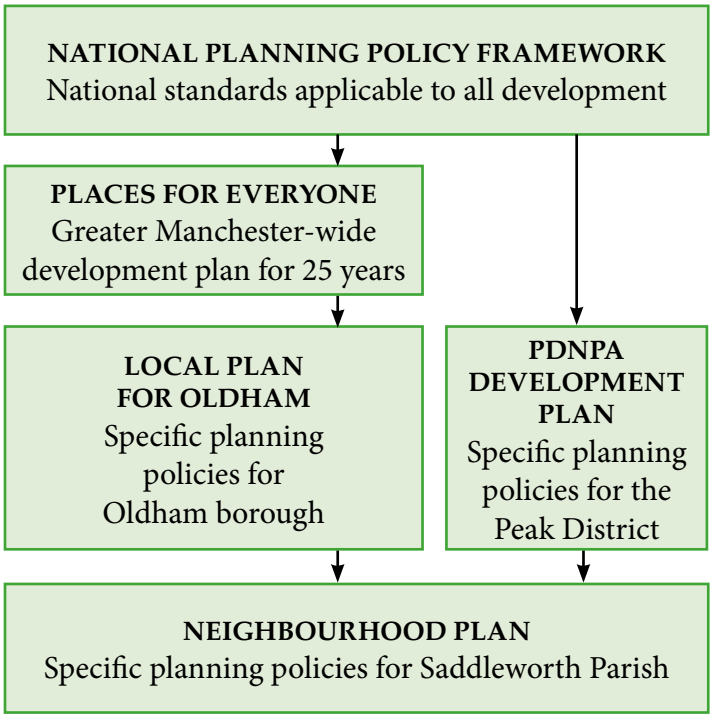


Figure 1: flow chart showing the hierarchy of national and local planning legislation and local plans. Plans also include the GM Waste and Minerals Plans.

[2] These are under consideration for redesignation as Local Green Spaces.

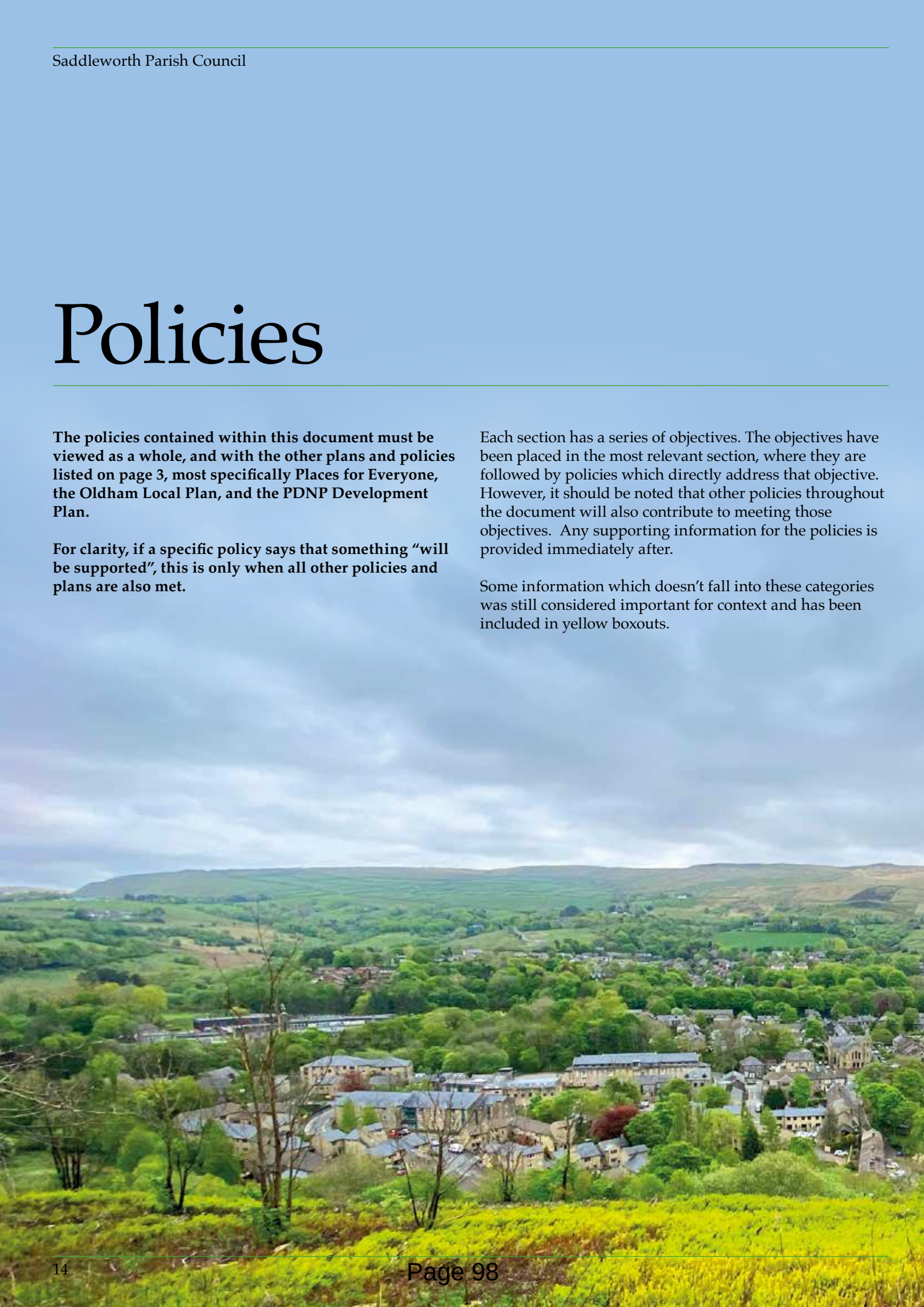
Policies

The policies contained within this document must be viewed as a whole, and with the other plans and policies listed on page 3, most specifically Places for Everyone, the Oldham Local Plan, and the PDNP Development Plan.

For clarity, if a specific policy says that something "will be supported", this is only when all other policies and plans are also met.

Each section has a series of objectives. The objectives have been placed in the most relevant section, where they are followed by policies which directly address that objective. However, it should be noted that other policies throughout the document will also contribute to meeting those objectives. Any supporting information for the policies is provided immediately after.

Some information which doesn't fall into these categories was still considered important for context and has been included in yellow boxouts.



For clarity, it should be noted that this document does not allocate any sites for development. Any sites referred to in this document – in particular the site at Chew Brook Vale, policy 9 – have already been designated for development in other planning policy documents, such as *Places for Everyone*, and the Parish Council has no powers under which to change the status of these sites.

Throughout the consultation process, there was a substantial concern that previous versions of the plan did not address a lack of healthcare facilities in the Parish. This has resulted in the introduction of the Health, Wellbeing and Education section of this document, to bring together into one place all relevant parts of the plan regarding these aspects for clarity.

Again, while there were strong calls in the consultation feedback for this Neighbourhood Plan to include a specific requirement for new GPs and dentists, the Parish Council has no legislative powers to do this.

We have included the strongest possible requirements that we believe to be possible under current legislation in the Health, Wellbeing and Education section, as we believe these concerns to be valid. We support calls for legislation to be changed to deliver these increased services, so that they could be included in either further iterations of this plan, or in other legislation.

Environment

The Environment section should be read in conjunction with Oldham's Green Infrastructure Strategy which has been prepared to inform the Local Plan review for Oldham.

OBJECTIVE 1: To ensure that development maintains green belt purposes and protects and enhances green spaces.

To ensure that development delivers a high quality, well-integrated natural environment, and protects and enhances the existing natural environment, particularly recreation and nature conservation corridors, local green spaces and green belt.

POLICY 1: GREEN INFRASTRUCTURE

1.1 Developments should aim to:

- **deliver the provision of new appropriately-sized open and/or green spaces, in line with identified needs/ deficiencies, such as pocket parks and active green spaces (e.g. green walls and green roofs) and their maintenance, and an overall enhancement in the provision of green infrastructure and/or open spaces;[2]**
- **deliver a positive impact on the relationship between urban and natural features, where the development is adjacent to existing green spaces, so that it integrates positively with any natural features (for example, this would include green corridors such as canals and former railway lines); and**
- **create or enhance existing green space, and replace any loss of green space with an equal or greater new provision of green space.**

1.2 If a development replaces a lost green space with a replacement which creates a new requirement on the local authority to manage, provision should be made to maintain the site without additional impact on the public purse.

[2] See Oldham Council's Local Plan Green Infrastructure and Open Space Strategies for reference, including the identified needs and deficiencies.

1. In the Neighbourhood Survey carried out to support the Neighbourhood Plan, 73.26% of people cited environment as one of the three most important issues concerning Saddleworth currently, rising to 79.78% of people when asked for the three most important issues concerning Saddleworth in 20 years time. Only housing rated more highly as an issue.

2. The reclaimed railway lines which run through Saddleworth are particularly noteworthy in creating recreation and nature conservation corridors. These are already identified as Recreation Routes/Open Spaces and these should be treated as key Green Infrastructure features.

3. The dramatic and distinctive rural landscape of Saddleworth provides many great benefits. These include its:

- scenic value,
- aesthetic function as a backdrop for the local villages,
- contribution to local and distant views,
- providing a setting for recreation and tourism,
- creating a sense of personal well being, and
- economic, cultural and artistic value.

4. The landscape of Saddleworth is a huge asset, not only for the community of the Parish but for the whole of Oldham, Greater Manchester and beyond.

5. Many parts of the Saddleworth countryside have been greatly enhanced over recent decades. Tree planting and derelict land reclamation has had a transformational impact, particularly along the valley bottoms. The Huddersfield Narrow Canal has been restored to use. Disused rail lines have become tree lined recreation routes. New countryside leisure areas have been created and the network of footpaths, cycleways and bridleways has been enhanced.

6. Nonetheless the Saddleworth landscape is fragile. The stretches of countryside between and around the Saddleworth villages are narrow. They are under great pressure from various types of development even though much of the land is within the Green Belt. The open slopes on the valley sides are highly visible. Any landscape change on these hillsides has a great impact on local and distant views. It would be very easy for all the great benefits provided by the Saddleworth landscapes to be eroded.

The Linear Park at Springhead

7. The Neighbourhood Survey identified over-development as a major concern, and several respondents drew particular attention to the impact on community cohesion and community identity. This was in particular identified in response to question on how people would like to see Saddleworth in 20 years time. A typical response was:

> "I would like it to be pretty similar to as it is today but with a thriving, varied, independent economy that reaches all of the villages. I would like all green spaces to be preserved as these are some of the last in Oldham and are the very reason I moved back to Oldham."

and more simply:

> "Not an urban sprawl"

8. Map A indicates the areas of Saddleworth covered by the green belt in light green and dark green. The area which is dark green also adjoins the Peak District National Park and is the subject of a specific policy in this plan (Policy 5). The exact area covered is available on Oldham Council's Mapping system at maps.oldham.gov.uk.

9. A high percentage of the rural area of Saddleworth outside the National Park is in the Green Belt. This can protect the landscape against urban and suburban encroachment but is no guarantee against other unwelcome landscape changes. These changes can have many causes. They can result from inappropriate development, from unsympathetic land management, direct damage, and from the impacts of climate change, such as land erosion and invasion by non native flora.

10. Other changes can result from:

- tipping on or reshaping of land;
- dressing of access tracks with builders' waste materials such as broken tiles, glass and plastics;
- culverting of watercourses and rerouting of watercourses (sometimes leading to increased bank erosion);
- redundant farm machinery left to decay;
- disrepair of the dry stone walls which are such a feature of the upland landscape;
- barn conversions in open countryside; especially where garden "clutter" is uncontrolled, e.g. sheds, greenhouses, inappropriate boundary structures, etc;
- barns built to create the opportunity for converting to new houses.

11. All proposals for development within the Green Belt will need to be in accordance with the National Planning Policy Framework (NPPF), which makes clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

12. The NPPF says: "Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land."

13. The National Planning Policy Framework refers to National Parks and states that "development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas".

14. The existing protection of Saddleworth's open countryside by a Green Belt designation is an essential component of the overall planning policy position. However that is not sufficient on its own to safeguard the landscape against a gradual erosion of its character and beauty.

15. PfE and the Oldham Council's Local Plan contain policies which are designed to add further protection (see paragraph 46 below – Landscape Character Areas.)

POLICY 2: BIODIVERSITY

2.1 Developments should aim to:

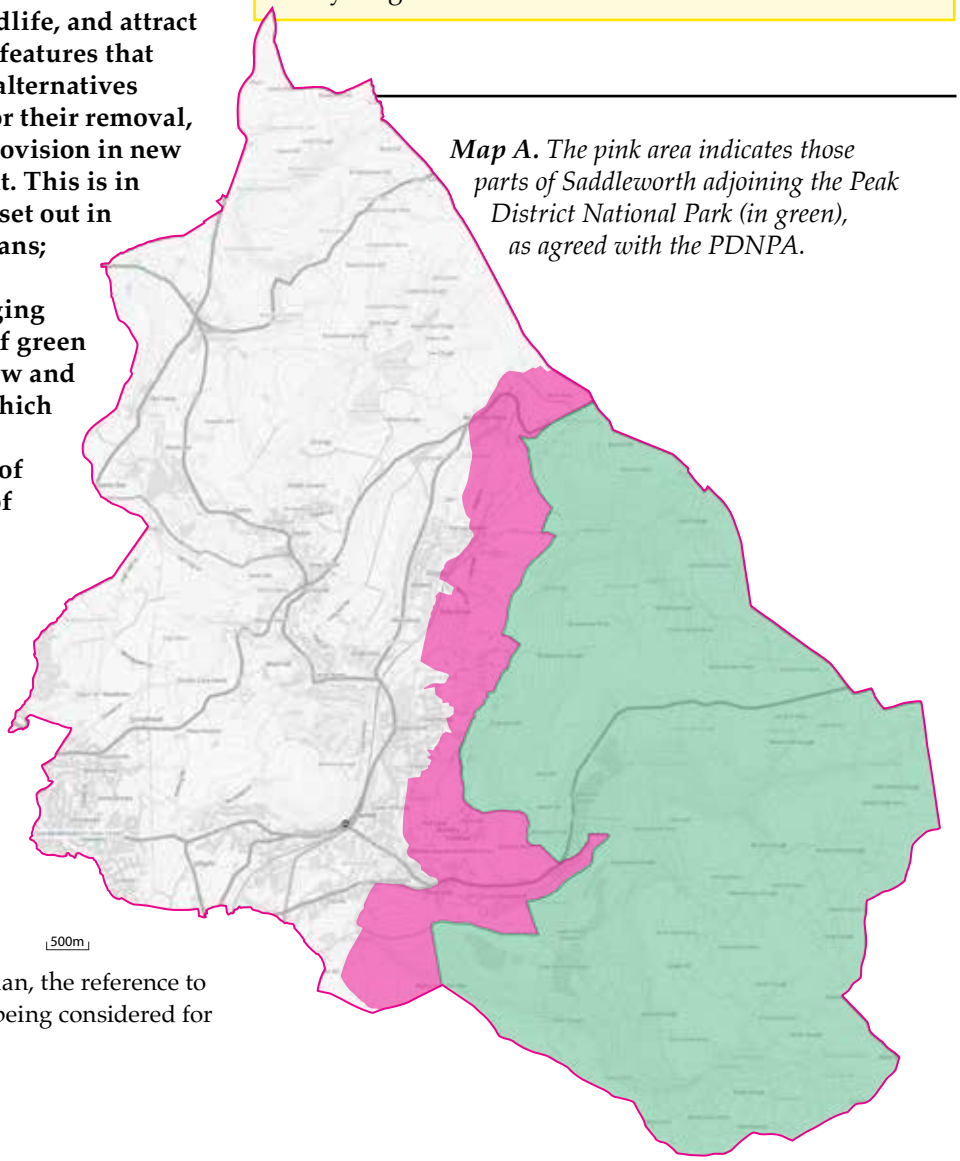
- **protect and enhance any existing wildlife, and attract new species, particularly by keeping features that support existing wildlife, providing alternatives where there are overriding reasons for their removal, and incorporating new supporting provision in new buildings and across the development. This is in line with the mitigation hierarchy as set out in national planning policy and local plans; and**
- **support wildlife movement and foraging through, for example, the provision of green infrastructure such as native hedgerow and tree planting (or additional species which have been agreed to provide greater diversity and resilience), and the use of native wild flower planting in areas of green spaces.[3]**

2.2 Development must respect the need for increased tree coverage in the Saddleworth lowlands[4][5], and in particular encouraging the expansion of native species across the district.

The purpose of the Green Belt

The NPPF sets out the five purposes of Green Belt:

- to check the unrestricted sprawl of large built up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.



Map A. *The pink area indicates those parts of Saddleworth adjoining the Peak District National Park (in green), as agreed with the PDNPA.*

[3] All developments should be informed by and contribute to the emerging Greater Manchester Local Nature Recovery Strategy and future ecological networks.

[4] For the purposes of this Neighbourhood Plan, the reference to lowlands is areas under 800ft which are not being considered for tree planting.

[5] See paragraphs 17–18.

2.3 Developments will not be supported which:

- **do not meet Oldham Council's target provision for the replacement of trees;**
- **result in the removal or degradation of existing green spaces such as wildlife corridors; or**
- **would result in the loss of or harm to irreplaceable habitats such as Ancient Woodland.**

16. Biodiversity net gain is now a mandatory requirement for development, under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), which means developers must introduce a biodiversity net gain of 10%.

Tree coverage and peatlands

17. Greater Manchester is aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative.

18. The GM Green and Blue Infrastructure Strategy promotes work with agricultural landowners and stakeholders to promote more carbon sequestration (removing CO_2 from the atmosphere by storing carbon). There is a commitment to protect and enhance peat bogs around Denshaw Moor, agricultural land on high ground around Delph, the extensive areas in the Peak Park, and heathland around Alphin Pike.

POLICY 3: PROTECTED SPACES

3.1 The South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation (SAC) are of particular importance in Saddleworth. Development is required to meet policies within PfE and Oldham Council's Local Plan[6] which address recreational impacts on the SAC/SPA, including any "functionally linked" land[7]. Any specific proposals for facilitating tourism or tree planting are required to be assessed at a project level for any significant likely effects on the special interest of designated sites. Developments which fail to do so, or which do not mitigate against such impact will not be supported.

3.2 In the SPA/SAC specific mitigation at a project level may include requiring dogs to be on leads and the provision of advice for avoiding fire risks.

Special Protection Area and Special Area of Conservation

19. The South Pennine Moors are classified as a Special Protection Area (SPA) and designated as a Special Area of Conservation (SAC).[8]

20. The SPA and SAC cover an area of 45,270.52 ha., and include part of the moorland in Saddleworth (as well as in Barnsley, Cheshire, Derbyshire, Kirklees, Sheffield, Staffordshire and Tameside).

21. The original citation states that the site qualifies as it is used regularly by more than 1% of the British population of the merlin (30–36 pairs), golden plover (443–445 pairs) and short-eared owl (22–25 pairs).

[6] Development must meet PfE Policy JP-G5 'Uplands' which deals with the issues of recreational impacts and functionally linked land and other local plan policies on nature.

[7] "Functionally linked" land means areas of land adjacent to a designated site which are critical to, or necessary for, the defined area's ecology.

[8] https://magic.defra.gov.uk/MagicMap.aspx?startTopic=Designations&activelayer=spaIndex&query=Ref_CODE%3D%27UK9007022%27

Moorland above Dovestone reservoir

Sites of Special Scientific Interest (SSSIs)

22. An SSSI is a conservation designation denoting a protected area. This can be based on biological or geological criteria. In England, SSSIs are determined by Natural England.

23. According to a DEFRA report, "SSSIs protect a large proportion of species in England and Wales, including most rare species. Although there are some gaps, they are seen to be representative of our biodiversity as a whole. SSSIs have helped to protect some species in England and Wales which would otherwise be at risk of extinction nationally."[9]

24. SSSIs in Saddleworth include Ladcastle and Den Quarries; Standedge Road Cutting, Dark Peak and South Pennine Moors.

Sites of Biological Importance (SBIs)

25. Greater Manchester Ecology Unit (GMEU) operates the SBI register for, and on behalf of, the ten Local Authorities that comprise Greater Manchester. This dataset contains all current SBI boundaries, including the name of each site and its defining features. SBIs are Greater Manchester's equivalent to Local Wildlife Sites (LWS).

SSSI impact risk zones

Natural England maintain a database of which types of developments are likely to impact on SSSIs, which can be found at https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::sssi-impact-risk-zones-england/explore?location=52.791703%2C-2.504131%2C7.73

26. The 16 SBIs in Saddleworth (as at 2021) are Alphin Pike & Buckton Moor (North), Dark Peak Moors, Hull Brook, Slackcote Valley, and South Pennine Moors (South) (all Grade A); Castleshaw Pasture, Dacres, Dick Clough, Hey Bank, Huddersfield Narrow Canal (North), Medlock Headwater and Strinesdale, Moorgate Quarry, Royal George (all Grade B); and Armit Road Lodge, Fields by White Brook, and Tame Water Woodland (all Grade C).

27. Collectively, the SBIs, SSSIs, and the Special Protection Area highlight the critical importance of much of Saddleworth's natural resources to the biological diversity of the UK, and as such, the critical role their protection must play in development decisions that affect the area.

[9] Mitigation strategies need to be joined up between the responsible authorities and interested groups. Co-ordination and working with partner organisations is key for strategies to be effective. See Natural England report on the Recreational Use of the South Pennines Moors and implications for strategic housing growth (Footprint Ecology 27th March 2024).

28. The protection of biodiversity within the Parish is not solely reliant on the protection of designated sites. Priority and irreplaceable habitats can occur outside of sites such as SSSI's and SBI's. Where irreplaceable habitats are present, these should be given the highest protection. Irreplaceable habitat is defined in national planning policy as habitats, which would be very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

29. The subsequent policies in this section of the Neighbourhood Plan are designed to supplement all the above. They are intended to address, and be tailored to, the very particular issues affecting the Parish. They take account of the special character of the landscape, the specific pressures which threaten it, the benefits that this great asset provides if carefully conserved, and the preferences expressed by local people.

POLICY 4: LOCAL GREEN SPACES

4.1 We have allocated the following sites as Local Green Spaces:

- **Ashfield Playing Field, Springhead;**
- **Church Fields, Dobcross;**
- **Dawson's Field, Scouthead;**
- **Diggle Fields, Diggle.**

See Appendix 3 for an outline map of these Local Green Spaces.

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30. A Local Green Space designation gives the area equivalent protection to it being in the green belt – see glossary for further details.

31. The emerging Local Plan for Oldham has identified Local Green Spaces, as well as other green infrastructure. It has already been identified that the following OPOL sites should be considered for Local Green Spaces status:

- Dacres
- Stoneswood
- Wall Hill
- Thornley Brook
- Stonebreaks

Support for green spaces

Local Green Space designation can be made in Local Plans or Neighbourhood Plans. These plans can identify on a map ('designate') green areas for special protection. Anyone who wants an area to be designated as Local Green Space should contact the local planning authority about its local plan or get involved in neighbourhood planning.

The Parish Council will endeavour to promote the use of Local Green Space status, as well as other protected statuses, such as SBIs and SSSIs, and support local residents in applying for these protected statuses, as well as applying for them itself where appropriate.

- Ryefields Drive
- Ainley Wood
- Summershades Lane

32. Consultation responses revealed a significant concern about the loss of existing green space to residential development.

33. The feedback from the surveys conducted for this Neighbourhood Plan also identifies an extensive number of sites which might be included as further Local Green Spaces.

34. Some of these responses sought protection of the Green Belt and OPOL in general. However, others suggested particular sites for Local Green Space designation. All iof the suggested were evaluated for their suitability for designation, and in terms of the policy protection which the sites would enjoy (e.g. under Polices 5, 7 and 10).

35. Based on this assessment the Neighbourhood Plan proposes four sites for Local Green Space designation:

- Ashfield Playing Field, Springhead (proximity and recreational value);
- Church Fields, Dobcross (proximity, significance, recreational value, historic importance and demonstrably special);
- Dawson's Field, Scouthead (proximity, recreational value and demonstrably special);
- Diggle Fields, Diggle (proximity, recreational value and historic importance).

36. A further site, defined as suffrage field, Lydgate, has also been recommended for Local Green Space status. However, due to ongoing planning challenges, this site has been recommended to be processed as part of Oldham Council's forthcoming Local Plan.

37. The defined borders of the Local Green Spaces are provided in the supplementary report Suggested Local Green Spaces, available at www.saddleworthparishcouncil.org.uk/downloads/for-inspection/suggested-local-green-spaces.pdf, and Appendix 3 to this document.

OBJECTIVE 2: To promote and encourage the stewardship and conservation of a beautiful and locally distinctive rural landscape in a period of changing climatic and economic conditions.[10]

[10] Including partnership work as outlined in Parish Action 2 – design, character and , and Parish Action 6– farming and rural environment).

The Church of St Chads

POLICY 5: CHARACTER AND QUALITY OF LAND ADJACENT TO THE NATIONAL PARK

4.1 Development must respect the setting of the Peak District National Park (the indicative area adjacent to the National Park as shown in Map A, and appendix 1)[11] by being sensitively located and designed so as to avoid or minimise adverse impacts on the National Park.

The setting of the Peak District National Park

38. Approximately 40% of Saddleworth is in the Peak District National Park. This area makes a tremendous contribution to the local landscape with all the benefits that this entails.

39. "The 1995 Environment Act establishes the statutory purposes of national park designation as:

> *i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and*
>
> *ii) to promote the opportunities for the understanding and enjoyment of the special qualities of those areas by the public*

40. Section 62 of the Act also places a general duty on all relevant authorities to seek to further these purposes. In pursuing these purposes, section 62 also places a duty on the National Park Authority to seek to foster the economic and social well-being of the local communities.

41. Where there is irreconcilable conflict between the statutory purposes, the Sandford Principle[12] will be applied and the conservation of the National Park will be given priority.

[11] Development outside the area defined in Map A could be considered to have an impact on the setting of the National Park, but a demonstration of exceptional circumstances would be required.

[12] As per the Environment Act 1995, the Sandford Principle states that, where there is a conflict between the statutory purposes of national parks, any relevant authority "shall attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park".

42. Most of the area of PDNP in Saddleworth is classed as Natural Zone (Core Strategy policy L1 and DMP DMC2). The Natural Zone are the wildest and least developed parts of the national park and development is only acceptable in exceptional circumstances (i.e. for the management of the Natural Zone or for the conservation and/or enhancement of the PDNP).

43. This Neighbourhood Plan should have regard to the NPPF requirement in respect of the setting of the National Park. Saddleworth's rural landscapes adjoin a long section of the boundary of the northernmost part of the Peak District National Park. Along most of this length the landscapes on each side of the boundary are not separated or distinguished by any strongly marked geographical feature or character differences. The Peak District National Park Authority wishes to see the requirements of the NPPF reflected in this Neighbourhood Plan.

44. The geographic extent of a "setting" is difficult to define. A large development or one which would involve a very significant change in the landscape might have a very significant impact on the National Park even though it is located at some distance from the boundary.

45. Map A (page 18, and appendix 1) shows the rural areas which can be described as "directly adjoining the National Park". Proposed developments within this area would be assessed against policy 5. However, this does not exclude the possibility that proposed developments which are located at a greater distance from the National Park may be considered to adversely affect the Park by reason of being in its setting – wind turbines are one example of a potentially impacting development.

Moorland above Denshaw

Planning policies to protect Landscape Character Areas across Saddleworth

46. A Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) has been prepared for Greater Manchester. This assesses the quality and sensitivity of different landscapes and considers cross-boundary relationships (including with the Peak District National Park). The GMLCSA identified different landscape types which include Saddleworth. PfE Policy JP-G1 will also ensure that development reflects and responds to the special qualities and sensitivities of key landscape characteristics.

POLICY 6: CONVERSION OF AGRICULTURAL BUILDINGS (BARN CONVERSIONS)

6.1 A proposal for change of use of agricultural buildings or stables will be supported if it is deemed to have no detrimental impact on the agricultural economy, nor on the openness of the landscape and people's enjoyment of the open countryside.[13]

6.2 Developments will be supported which can demonstrate the following:

- **if brought into use later than 20th March 2013, the applicant has demonstrated that the building has been in active use for the approved purpose and for no other purposes for a minimum of seven years;**
- **the building footprint or height does not increase substantially, in line with national and local plan policies;**
- **ecological surveys have been carried out and developments should incorporate green infrastructure to support biodiversity and preserve existing wildlife, including protected species such as bats; and**
- **adequate screening by appropriate features such as tree planting, hedge planting and drystone walls or the provision of such features.**

Ownership and usage

Some of the lack of information about watercourses is caused by there being no comprehensive record of the ownership/usage of Saddleworth's rural areas. Ownership, even when not recorded, falls into multiple categories, including:

- Land owned privately, mainly farmed under grazing, some set aside for wildlife conservation. In some places the land is the subject of public access requirements (such as rights of way).
- Land owned by water utilities and under the same mix of uses.
- Land owned by local authorities, often formerly derelict before reclamation for the purpose of landscape enhancement, recreation and biodiversity.
- Land owned by private individuals and managed for its landscape or biodiversity value. One or two small examples exist, but this is generally uncommon in Saddleworth.
- Land owned or managed by voluntary/charitable organisations for landscape, biodiversity or recreation purposes, for example the Royal Society for the Protection of Birds (RSPB) at Dovestone Reservoir.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

47. Between 2018 and 2022, 27 planning applications were received which involved the conversion to or replacement with dwellings of existing agricultural buildings in Saddleworth. That is above and beyond any conversions which were allowed under permitted development rights.

48. Permitted development rights for conversion of agricultural buildings in force since April 2018 stipulate that the agricultural building must have been built prior to April 2013, or have been in agricultural use for 10 years before permitted development rights apply.

49. The conversion of unused or under-used agricultural buildings into dwellings is often positive and contributes to the achievement of housing targets.

[13] Some barn conversions will fall under "permitted development", and therefore will not be required to apply for planning permission. Such development cannot therefore be subject to these requirements.

The war memorial at Pots and Pans is an example of a significant site with publicly valued viewpoints from across Saddleworth.

50. However, it should not be the case that agricultural buildings can be erected in the green belt (without any requirement for planning permission) and subsequently converted to housing simply to avoid restrictions on housebuilding in the green belt. This policy is intended to remove that possibility; but ensure that agricultural buildings can still be built where required, and that former agricultural buildings which have fallen into disuse can still be converted where appropriate.

51. The high volume of this type of development is a very significant threat to the character and beauty of the very open, but narrow, areas of countryside in Saddleworth. Much of our agricultural land is elevated and without tree cover which might provide a degree of concealment. The agricultural buildings are generally visible over great distances. The high housing values in the area add to the pressure for conversions. New homes in the converted structures are highly sought after because they enjoy spectacular, extensive, unrestricted views across the open countryside to the local hills and the National Park.

52. A negative impact on the landscape may be increased through additional development taking place within the new gardens (e.g. sheds, greenhouses, play equipment, washing lines and unsympathetic boundary treatments). Overhead services can be another issue.

53. Saddleworth is in many ways an exemplar of an area where the cumulative impact of this type of development can be most detrimental in terms of landscape quality, tourism, leisure and (by affecting its setting) the National Park.

POLICY 7: PROTECTION OF IMPORTANT VIEWS

7.1 Development proposals which will detract or harm a valued viewpoint through interruption of key identified views or through inappropriate development by virtue of its design will not be supported unless there is a clear and convincing justification.

54. The Greater Manchester Landscape Character and Sensitivity Assessment in particular notes the Saddleworth War Memorial on Pots and Pans as the subject of such a view.

55. Churches in Saddleworth have been commonly, but not exclusively, placed at the head of the valleys where congregations walked up footpaths to the church, which frames each church among the landscape.

56. As an example, in *St Anne's Lydgate: The Story of a Pennine Parish 1788–1988* by Canon CCW Airne, he states "As Lydgate Church enters into its third century, more changes will come, and new opportunities open up. Looking back over the past we learn of times of neglect and indifference: times of inspiration and progress but in spite of the ups and downs the gospel has been preached and countless people have ordered their lives by it. The Church on the Hill, battered by two centuries of wind, rain and snow, still stands as a beacon proclaiming that Christ has died, Christ is risen, Christ will come again, and calling God's people to worship and fellowship."

57. Consideration should be given to the views of church spires and towers from across the area, particularly the Church of St Chad (as viewed from Pickhill valley), St Anne's Lydgate (as viewed up the footpath from Coverhill Road), and St Paul's Church in Scouthead[14] (as viewed from Woodbrook valley).

58. Pots and Pans war memorial was designed to be viewed from each of the villages in Saddleworth at the time. It is therefore not possible to name a specific location from which the view is important, but particular consideration should be given to any developments which would significantly change the view of the war memorial from any of the villages.

OBJECTIVE 3: To protect and enhance the environment, and ensure that development adequately addresses flood risk, and promotes sustainability.

To have clear information about watercourses for the purposes of risk assessment and response.

POLICY 8: EROSION AND FLOODING

8.1 Developments will be supported which avoid exacerbating flood risk from all sources and make use of natural techniques to minimise and mitigate that flood risk, such as Slow the Flow initiatives on tributary streams and catchment areas, or "wilding" initiatives to create natural sustainable drainage systems (SUDS).

8.2 Development in flood risk areas will only be permitted in line with national and local plan policy requirements, subject to a satisfactory Flood Risk Assessment, which identifies appropriate mitigation for the site, where required.[15]

Flooding

As well as the requirement for SUDS, it is recommended that efforts should be made to identify pre-existing drainage and culverted waterways, and report them to Oldham Council, to improve knowledge of existing potential flood risks.

8.3 Any application for planning permission shall be supported by an assessment of the natural drainage patterns for the site and any existing flow paths and discharge points. The assessment shall determine how these are likely to be modified by the proposed development. The assessment shall have regard to any steep topography and ground conditions in accordance with the guidance in CIRIA C753 'The SuDS Manual' and the thereafter the development shall identify any necessary mitigating measures to protect proposed and existing properties from flood risk.

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59. Incidents of extremely heavy rainfall against a background of generally wetter ground conditions have led to increased flood damage and erosion in recent years. This can damage the landscape; but the landscape if managed wisely can also play a role in slowing the speed of run off.

60. Surface water run off can be slowed by protecting and enhancing the peat bogs on the high plateaux, increasing tree cover, a reduction in close cropped or cut grassland and the creation of water holding features. Hard surfacing of the ground and straightening, channelling and culverting of watercourses exacerbates the problem.

61. In the Neighbourhood Survey, of 266 specific responses 79% specifically called for more to be done to address flooding issues, including avoiding development on flood risk areas, the use of SUDS (sustainable drainage systems), and the use of wilding initiatives to manage water flows.

[14] Now in private ownership.

[15] The local plan includes a comprehensive policy on foul and surface water management. This is reflected in the emerging Oldham Local Plan, see draft Policy CC4 – Sustainable Drainage – Foul and Surface Water.

> "More is needed – priority should be re-wetting and replanting the moors, where its low enough, or the bare farmland around it, banning land being managed for grouse, following Scotland' s recent example. Rivers should be allowed to have soft banks, which is proven to help reduce flooding – exactly the opposite of what's recently been allowed in the new build areas around Greenfield, which will make the problem worse, creating fast flowing water which will build up and flood at points where the water can escape, instead of being softened along its route. People should be made aware when houses are being built on land at flood risk."
>
> *Survey response*

62. Information on flooding concerns can be found in Dobcross responses (p 148 of the submission), and in the individual answers to question 12 on the Neighbourhood Survey.

Further policies

See also:

Policy 9 – sustainable construction, with regards to environmental standards for individual buildings, including zero-carbon approaches, energy generation and drainage.

Policy 10 – design, character and heritage, with regards to the character of individual buildings or areas, and for the identification of areas of special interest, such as Sites of Special Scientific Interest (SSSIs), Sites of Biological Importance (SBIs).

The Travel and Transport section (Policy 25 and Parish Action 5 – cycling, pedestrian and leisure infrastructure; Policy 26 and Parish Action 6 – public transport; Policy 26 – accessibility to transport, with regards to minimising vehicle journeys and accessing pedestrian and cycle routes or public transport, and Policy 29 – air quality and vibration monitoring), with regards to minimising vehicle journeys, accessing pedestrian and cycle routes or public transport, and air quality.

Design

OBJECTIVE 4: To ensure the sustainable design and construction of all new development.

To support opportunities for energy generation and the minimisation of energy use.

POLICY 9: SUSTAINABLE CONSTRUCTION

9.1 Developments must aim to deliver modern standards of design and construction, where appropriate, to minimise the environmental impact of the construction process. Where modern approaches are not used – for example, to match historic building methods – efforts must still be made to minimise this impact.

9.2 Developments will not be supported which do not meet or exceed national environmental guidelines and recommendations, or requirements set out in Places for Everyone for zero-carbon homes across their lifetimes.

9.3 Developments will be particularly supported which include, where appropriate, small-scale and/or district[16] energy provision, including but not limited to solar power, hydropower, and other types of energy as highlighted in local energy plans.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

See also the supporting evidence for policy 1 – green infrastructure.

63. Saddleworth Parish Council has adopted a specific target of ensuring that the Parish Council is carbon neutral by 2030, which is in line with the Oldham Council target of carbon neutrality across the borough by 2030.

64. The Local Area Energy Plan for Oldham does not include Saddleworth as a First Step Priority Area for any measures, but does designate it as a "Heat Pump Prevalent Zone" in its Long Term Deployment Areas.

65. In response to the Neighbourhood Survey question on preferred methods of providing renewable energy, preferences by weighted average (where 1 is most preferred and 5 is least preferred), were 1 – solar panels (2.26); 2 –hydroelectric (2.41); 3 – ground source heat pumps (2.63); 4 – air source heat pumps (3.17); 5 – biomass (3.34); 6 – domestic wind turbines (3.55); 7 – commercial wind turbines (4.11). A small, but significant, number of respondents did not answer the question because they did not have sufficient knowledge of the technologies involved in the question, suggesting that there needs to be better communication to accompany any approaches.

66. The student consultation showed strong support for the use of renewable energy. They gave us examples, such as the use of solar panels and wind turbines which ultimately use what is already around us, wind, sunlight and water. They also wanted further promotion of cycling and public transport to help tackle climate change. Some liked the idea of a solar powered school.

OBJECTIVE 5: To conserve and enhance historic assets, and ensure that where possible, traditional, unused heritage assets are brought back into new use.

Development must maintain or improve the unique local vernacular, with particular respect paid to historical design and methods of construction.

To ensure that new developments are, wherever possible, of a high enough standard to create new heritage assets for the Parish in the future.

POLICY 10: DESIGN, CHARACTER AND HERITAGE

10.1 Development that enhances or preserves Conservation Areas and heritage assets in the area – as well as their distinct character, appearance, and setting – will be supported.

[16] District here is defined as covering part or all of the Parish.

Traditional stone weavers' cottages in Uppermill

10.2 There is a strong presumption in favour of developments which retain existing heritage assets and their setting, to the fullest extent. Any proposal that incorporates the partial or full loss of a heritage asset must demonstrate why the reuse of the asset is not applicable, through the submission of a detailed Heritage Statement and accompanied structural/ condition and viability surveys to justify the extent of harm.

10.3 Development will be supported which is of a high quality of design, and which complements and enhances the distinct local character and identity of Saddleworth's villages.

10.4 This shall be achieved by, for example:

- **the use of distinctive local building materials, to ensure complementary and sympathetic design to enhance or better reveal the distinct Saddleworth vernacular, with particular regard given to the design and materials used in weavers' cottages and associated mill buildings;**
- **a presumption in favour of a colour palette which reflects, or is in harmony with, the materials of its context. In particular, extensions and infill development should respect and be sensitive to their context and settings;**
- **taking into account the context of listed buildings, conservation areas, scheduled monuments and their settings, along with significant views (see policy 2). Whilst OPOL (and future local green spaces) and other types of protected status should also be considered;**
- **the provision of associated high-quality public realm.**

10.5 Proposals which substantially harm the special character, and/or architectural and/or historical significance, and setting of Conservation Areas, heritage assets, and adjoining vernacular styles in the area will not be supported.

10.6 Account will be taken of the Local Heritage List designations (once adopted) when considering planning and development.

10.7 Particular weight will be given in favour of developments which incorporate environmental technology in a way which is complementary to the heritage of the area.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

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67. The NPPF contains strong policy to prevent harm to heritage assets.

Saddleworth Parish Council Cemetery

68. Castleshaw Roman Fort is one of two scheduled monuments listed in Saddleworth by Historic England. Saddleworth War Memorial (Pots and Pans), as well as being a grade II listed structure, is of particular relevance as the centre of Armistice Day celebrations. The Church of St Chad is a Grade II* listed building, as is Heights Chapel. The Uppermill Viaduct is a Grade II listed structure. All of these were also specifically named by residents in response to the survey question on sites that should be identified and promoted for tourism and heritage, although this is not an exhaustive list.

69. In defining Saddleworth's existing design, character and heritage, the Greater Manchester Landscape and Character Needs Assessment identifies a "unifying vernacular of traditional millstone grit farms and cottages, with small villages and clusters of buildings in sheltered locations often fringed by trees", with specific reference to St Chad's Church and Diglea.

70. Saddleworth has, in particular, a rich heritage of weavers' cottages and traditional mill buildings, and new developments should be integrated in such a way as to address and enhance these sensitively.

71. Earlier buildings used gritstone for the walls and flagstones for the roofs. With the building of the Huddersfield Narrow Canal in the early-19th century, large amounts of slate became available and building styles changed to incorporate this much cheaper material.

72. As well as the above description of Saddleworth's vernacular; there are distinct identities and styles which exist in each village and in specific areas, such as village high streets.

73. Common vernacular styles also include terraced properties, semi-detached and detached Victorian/ Edwardian properties. Currently, character appraisals exist for only two of the conservation areas – Grasscroft and Delph, which can be accessed at https://www.oldham.gov.uk/info/200291/heritage/1908/conservation_areas – there are a further 20 conservation areas in Saddleworth for which Oldham Council is expected to produce character appraisals.

74. This Neighbourhood Plan has specifically not excluded contemporary design, but instead has stated that it must be complementary to existing design, and reflect or be in harmony with existing designs.

75. The Student Consultation wanted to protect our heritage assets, from mills and canals to other statues and landmarks. However, they understood that if sites could be of more use then perhaps we should redevelop them. They believed that our history should be kept alive.

Privately owned heritage assets and those under the control of other public authorities

76. When considering Saddleworth's local heritage, immediate thoughts are the buildings or structures that are formally 'listed'. However, heritage assets include more than just buildings and monuments; they also include sites, places, areas or landscapes. The unifying factor is that the asset has a degree of significance that merits consideration in planning decisions.

Conserving heritage assets

There are a number of heritage assets within Saddleworth which other public authorities own or for which they have a statutory duty of care. Others are in private ownership.

Saddleworth Parish Council will support residents to ensure that they can report heritage assets that are not being maintained in a manner that enhances or preserves their heritage, so that appropriate action can be taken, such as Urgent Works Notices, Repairs Notices or Compulsory Purchase Orders.

Saddleworth Parish Council will also work in coordination with other organisations to enhance and preserve existing heritage and at risk assets – including, but not limited to, Saddleworth Civic Trust, Historic England, the Yorkshire Milestone Society, Oldham Council, and the Peak District National Park Authority (PDNPA).

Saddleworth Parish Council will support and provide information on other forms of support for the maintenance and enhancement of heritage assets, such as grant funding to maintain or repair existing heritage assets.

Saddleworth Parish Council is directly responsible for a number of assets across the Parish, which have a range of heritage and green benefits.

The assets include Saddleworth Civic Hall & car park in Uppermill, Saddleworth Cemetery, Uppermill Allotments, the land opposite Three Crowns in Austerlands, and Dawson's Field in Scouthead (on lease from OMBC).

77. Historic England maintains the National Heritage List for England (NHLE) – the only official, up to date, register of all nationally protected historic buildings and sites in England – listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields.

78. There are currently 386 designated heritage assets in Saddleworth on the National List for England, of which five are Grade II* listed buildings and two are scheduled monuments – the Bowl Barrow NNE of Knarr Barn, and Castleshaw Roman Fort. Full information on listed buildings and the two scheduled monuments in Saddleworth are available at Historic England's website at https://historicengland.org.uk/listing/the-list/

79. In addition to this, there is a Local Heritage List project. The Greater Manchester Local Heritage List Project is being run by the Greater Manchester Archaeological Advisory Service (GMAAS) together with the Greater Manchester Combined Authority and Oldham Council.

80. The aim of the project is to identify non-designated heritage assets that make a significant contribution to the character and local distinctiveness of the borough and are considered by their local community to be of historic importance. Once accepted onto the Local List, these cherished historic buildings and sites can be given greater consideration in the planning process.

81. The current conservation areas are: Hey (Springhead); Stonebreaks (Springhead); Lydgate; Scouthead; Grasscroft; Royal George Mills (Friezland); Ladhill Lane (Greenfield), Boarshurst (Greenfield); Hey Top (Greenfield); Uppermill; St Chad's Church (Uppermill); Holly Grove (Uppermill); Dobcross; Tame Water (Dobcross); New Delph; Delph; Diglea; Harrop Green (Dobcross); Grange (Delph); New Tame (Slackcote); Denshaw; and Bleak Hey Nook (Delph).

82. The Parish Council is responsible for a number of assets which have heritage status or characteristics, and as such has direct responsibility for their upkeep.

- Former British Telecom phone boxes
- Bus shelters
- Saddleworth Parish Council Cemetery
- Saddleworth Civic Hall and car park

83. The maintenance of these assets falls under the remit of the Assets Management Committee of the Parish Council, which will ensure that they are maintained in a manner which enhances or preserves them and their distinct character, appearance and setting.

Former dye tanks at the Chew Brook Vale site

84. In addition, there are a number of heritage assets within the Parish that are maintained by the Borough Council. In particular, this includes heritage street lighting (at: Brook Lane, Dobcross; Carr Lane, Diggle; Dale Lane, Delph; Pastures Lane, Delph; Sandbed Lane, Scouthead; Stoneswood Road in Delph; and Oldham Road in Denshaw), and the milestones across the Parish. The Yorkshire Milestone Society maintains lists of milestones throughout Yorkshire. There are about 30 milestones situated on roads and additional ones in isolated non-road areas.

POLICY 11: DESIGN MASTERPLANS

11.1 Design masterplans should be prepared for developments of more than 25 houses, which should:

- **be in accordance with an infrastructure delivery plan, according to scale;**
- **create buildings, spaces and streets which positively reflect and respond to the local landscape, townscape and historic character;**
- **create integrated, accessible and sustainable transport systems with walking, cycling and public transport designed to be the most attractive forms of transport and effectively linking into the surrounding areas;**
- **provide a clear structure and hierarchy of pedestrian friendly streets and well-connected footpaths and cycle ways integrated with the wider built and natural environment and communities;**
- **plan for integrated and mixed-use communities with walkable locally accessible community, employment and retail facilities;**
- **positively integrate with adjacent communities and positively contribute to their character and the way the area functions, including addressing infrastructure matters;**
- **provide a diverse and distinctive range of flexible and adaptable house types, tenures and building forms to meet the differing needs of the population;**
- **provide strategies for foul and sustainable surface water management; and**
- **create an accessible multi-functional green infrastructure network. Integrate existing areas of blue and green infrastructure in development with consideration being given to the provision of access, surveillance and the orientation of buildings to promote positive engagement with the wider blue/ green infrastructure network.**

11.2 With particular regards to large development sites (100+ houses), or mixed use developments sites of over 1.25 hectares, the masterplan should include an indication of how the development would be phased. This should be developed with the opportunity for timely participation from the local community.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

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85. The NPPF states that policies should: "set clear expectations for the quality of the places to be created and how this can be maintained … and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community;".

86. The definition of a major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010. However, it was regarded as unreasonable to set a requirement for design masterplans at 10 houses. A requirement of 25 houses was chosen to ensure that the policy would apply to developments which could have a more significant impact on the locality.

POLICY 12: CHEW BROOK VALE

12.1 The former Fletcher's Mill site in Greenfield is designated in Places for Everyone as JP Allocation 13 Chew Brook Vale.

12.2 The site is allocated for housing; and also a range of commercial, retail and leisure facilities totalling up to 3000sqm.

12.3 As part of delivering the allocation, the Neighbourhood Plan seeks to ensure development of the site:

- **creates a village setting similar in its characteristics to existing ones in the South Pennines and Dark Peak;**
- **is informed by a masterplan and design code which will distinguish it from an estate housing development including the disposition of the buildings, the design of road and pedestrian routes, the use of locally typical building styles and the retention of some characterful existing building;**
- **is informed by a flood risk assessment that takes into account the latest information on all sources of flood risk, in accordance with advice in the national planning practice guidance.**
- **provides a mixture of land uses including a minimum of 1000sqm commercial, leisure and retail facilities up to a maximum of 3000sqm; and**
- **supports throught the design the provision of any necessary public bus services and associated facilities.**

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87. Places for Everyone includes further conditions for the development of Chew Brook Vale.

88. The intention of this policy is to ensure that the development on the site of the former Fletcher's Paper Mill at Chew Brook Vale creates a real "place", a small village surrounded by countryside, and typical of ones in a National Park setting. The site is very near to the Dovestone area, one of the region's most valuable outdoor leisure destinations. It stands at an important gateway to the Peak District National Park. It has the benefit of an outstandingly beautiful setting and has an important connection to a significant aspect of Saddleworth's industrial history. This site should not be developed in the manner of a suburban housing estate. There is the opportunity for a truly exceptional scheme.

89. The development should create a place which fully reflects the character of Saddleworth. It should be one where people will be eager to live, but also where some will work. It should be an attractive destination for day visitors and longer stay tourists, providing them with facilities such as shops, a café and a restaurant that this local area currently lacks. These will add to the visitor experience and be used by local residents. They will create jobs in the village and boost the local economy. The concept is one of an integration of living, tourism and work – a vibrant community of the type found elsewhere in Saddleworth, and in many parts of the Peak Park, the Dales and the Lake District.

90. The retention and reuse of the existing buildings of the greatest heritage value will add to the character of the village. It will ensure that there is a mix of building types and architectural styles. The reuse of buildings from previous eras will give the village a distinctive identity, and provide an important memory of the unique history of the site.

91. The new village will be some distance from existing bus routes. The provision of a bus service will be of benefit to residents, those employed on the site, and leisure and tourism visitors to the Dovestone area.

92. The village should be a place in its own right, one with its own identity and heritage, and a name which reflects the history of the locality.

93. Complementary to Appendix D in PfE where ”indicative transport interventions” for the Allocation are listed, the provision of a public bus service and facilities is required. An extension of the current public bus services, or a ”village to village” service similar to the original Saddleworth Rambler, could serve the development if the necessary turning arrangement was created as part of the development scheme.

Further policies

See also:

Policy 1 – green infrastructure, with regards to encompassing environmental design.

Policy 8 – erosion and flooding, with regards to design of flood prevention and response.

Health, wellbeing and education

OBJECTIVE 6: To ensure developments, including public realm are designed to promote physical and mental health and wellbeing.

To design with public safety in mind, ensuring that the public realm has considered design which minimises risk from, and reduces the likelihood of, antisocial behaviour.

POLICY 13: SAFETY AND WELLBEING

13.1 Major developments[17][18] should aim to deliver:

- **new and/or enhanced spaces which deliver routes for active travel. Particular priority is given to spaces which are developed with an awareness of the benefits for physical and mental health that good design can deliver. Developments will be supported which can demonstrate clear improvements for wellbeing, for example, by having an impact on reducing social isolation. Off site development of walking and cycling infrastructure may be required;**
- **new public realm that is well-designed, safe, accessible, inclusive, easy to understand, well-connected and related to the local and historic context. Where new public realm is created that could provide a risk of anti-social behaviour, applications must be supported by a Crime Impact Assessment.**

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94. The NPPF specifically requires that local planning decisions: "should aim to achieve healthy, inclusive and safe places and beautiful buildings which … are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas;"..

95. The Neighbourhood Survey identified crime and antisocial behaviour as a significant concern for residents. Under "other" it was the second most significant current concern (after access to education and healthcare), and the third most significant future concern (over development taking second place on that question).

OBJECTIVE 7: Ensure that key infrastructure needs are supported by any development, in particular ensuring that there is sufficient capacity at schools and health centres.

POLICY 14: HEALTH, SOCIAL CARE AND EDUCATION

14.1 Development will be required to provide or contribute to health, social care and education infrastructure made necessary by that development or where it gives rise to the need for additional or improved infrastructure to mitigate its impact on existing provision.

14.2 The required infrastructure should be provided at the appropriate time during the construction of the development. It should normally be provided prior to the development becoming fully operational or occupied unless it is demonstrated that this will not have an unacceptable impact on the services required by residents or occupiers within and adjacent to the development.

14.3 Developments will be supported in particular which can provide or contribute to:

- **increased accessibility to education, social care and healthcare for isolated or inaccessible communities,**
- **mitigation of any impacts from the development on education and healthcare, and**
- **where required, deliver appropriate provision for healthcare and education support, either through facilities as part of the development, or by section 106 agreements. In particular, this should cover: new school places, health care facilities, public transport facilities, and new community facilities where there is an identified need.**

[17] As defined in defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010.

[18] Major development is not appropriate in the National Park other than in exceptional circumstances.

Saddleworth Medical Practice

14.4 Applications for major residential developments must be accompanied by a report about what local healthcare provision exists, how accessible it is to the development (with particular regards to the preference for 20 minute neighbourhoods and public transport access), and what impact the development will have on the number of people seeking to access that healthcare provision, with a view to enabling an informed decision to be taken with regards to any section 106 requirement.

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96. The NPPF specifically refers to strategic policies to "make sufficient provision for … community facilities (such as health, education and cultural infrastructure);" and "setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure)."

97. Further it states that "It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education."

98. Oldham Council does not use the Community Infrastructure Levy, which would otherwise form one of the primary aspects for any response on infrastructure as part of the Neighbourhood Plan. It relies instead on the use of section 106 agreements, and any contributions will have to be made through this approach.

99. This Neighbourhood Plan has looked at specific infrastructure deficiencies which need to be addressed before development can go ahead, e.g. highway impact, public open space, affordable housing, education and healthcare.

100. In particular, the answers to questions 4 and 5 of the Neighbourhood Survey, and questions 9 and 10 of the Dobcross submission provide information on identified infrastructure needs.

101. In the Neighbourhood Survey, 82.25% of people identified housing, planning and development as one of their three key issues for the next five years, and the same chose it over 20 years. In other responses, education and healthcare places, and roads and parking were the most common responses. Under "other" responses, access to healthcare and education where the most identified concerns in the survey, both for current concerns, and for future concerns.

102. The Dobcross submission primarily identified issues around traffic and parking in both the current and future issues facing the village.

103. The student consultation identified a worry amongst the students for the young people who hope to settle down here. One particular student raised the concern that if more houses were to be built in Saddleworth there would be a knock on effect across the area, with more demand being put on schools and health services not to mention the number of extra cars on the roads.

104. Compared to the rest of the borough of Oldham, Saddleworth is unique in respect to the remoteness and isolation that can be caused in its well-separated villages, which is also exacerbated by its relatively poor public transport (the tram system does not extend to the Parish, it has relatively low bus coverage, and the train line does not connect to the rest of the borough, thus providing little help for access to health and social care).

105. Its demographics show a relatively ageing population with high healthcare needs, and it has seen no new healthcare centres, unlike some comparable other districts in Oldham.

Housing

OBJECTIVE 8: To address under-provided housing needs, in particular, suitably affordable (including social) housing stock for first time entrants in to the market looking to stay in the area, or for pensioners to move into appropriate and easily maintained homes. In particular, this would include 1- and 2-bedroom homes, as indicated by the current housing needs analysis and surveys carried out for this Neighbourhood Plan.

To ensure that development prioritises the use of sustainable sites, and makes effective and efficient use of brownfield land.

POLICY 15: HOUSING

15.1 Development will be supported which delivers a range of housing types, with specific focus on the provision of affordable, social and intermediate housing. In particular, preference will be given to developments which include one-bedroom accommodation targeted at young people, allowing those leaving family homes for the first time to remain in the area, and appropriate homes for the elderly and disabled, which promote accessibility.

15.2 Individual developments which fit those needs will also be looked upon favourably.[19]

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

106. The National Planning Policy Framework (NPPF) requires that the objectively assessed need for housing in a housing market area is met in full in local plans. Oldham Council maintains an updated Local Housing Needs Assessment, including a specific analysis of the needs of Saddleworth.

107. Places for Everyone (PfE) (formerly The Greater Manchester Plan for Homes, Jobs and the Environment – GMSF) proposes a stepped housing requirement for Oldham of: 404 homes per year for the period 2022–25; 680 homes per year for 2025–30; and 772 homes per year in 2030–39.

108. The LHNA[20] identifies that Saddleworth and Lees has the highest median house prices of any of the districts in the borough.

109. Saddleworth and the Saddleworth villages are identified as a clear identifiable sub-market, with a distinct need for affordable housing. The LHNA identifies a complete lack of 1-bedroom housing, and limited housing for older residents, both of which are needed. Demand for housing is high across the district.

110. Information on the community response to housing needs can be found on pages 71–73 of the Dobcross submission, and pages 7–10 of the data from the Neighbourhood Survey.

111. Specific data on property type and size is included on pages 45 and 46, while information on tenure is included on page 51. Comparable market rent data is on page 58 of the data from the Neighbourhood Survey.

112. The Neighbourhood Survey found that residents identified that there was little desire for shared space housing (e.g. flats) – just 9% of respondents cited it as their first priority. Just over 45% of respondents to the Neighbourhood Survey specified detached houses as their least preferred development type, by far the strongest response to any particular type of housing.

113. In order of response, the weighted preferences for types of housing (most preferred first) were: 1) Terraced (2.53); 2) Retirement homes (2.76); 3) Semi-detached (2.80); 4) Sheltered/supported accommodation (2.91); 5) Shared space (e.g. flats) (3.30); 6) Detached (3.49)[21].

[19] A Local Housing Needs Assessment has been prepared for Oldham. Developers should reference the updated 2024 document.

[20] This LHNA was carried out in 2019. Developers should refer to the latest LHNA in making this assessment.

[21] The more preferable the option, the lower the score.

114. There was little need identified for private rented accommodation, with 64% wanting more owner-occupied, and 37% wanting more social rented stock.[22]

115. There was a strong preference for three bedroom houses (64%), then two bedroom houses (39%). There was small demand identified for four bedroom or more (6.5%) or one bedroom (6%). This contrasts with the Oldham Housing Needs Analysis; however, the neighbourhood survey received only 9% of responses from people under 25, so is likely to be weighted in such a way as to fail to identify this need, so more weight is given to the Housing Needs Analysis.

116. The Student consultation showed that they understand that as they grow up they hope they will be able to continue to live in Saddleworth. However, houses will need to be made more affordable in order for this to happen.

POLICY 16: CONSULTATION

16.1 Major developments should have as a condition of their approval, the formation of a consultation group with local residents and groups, to discuss the development between planning approval and completion.

16.2 Applications for development should facilitate positive and proactive engagement with the community by those bringing forward plans for development, both as plans are prepared and submitted, and as development takes place. In support of this, all planning applications for development which are likely to have an impact beyond the immediate site should be accompanied by a Statement of Community Engagement.

POLICY 17: DERELICT AND EMPTY PROPERTIES AND SITES

17.1 Developments will be supported which bring derelict, empty or partially empty properties back into full use.[23]

17.2 The Local Plan for Oldham has a specific policy to make the most efficient use of brownfield land, which is strongly supported for development in Saddleworth.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

OBJECTIVE 9: To help facilitate appropriate housing in Saddleworth, and encourage a range of approaches to providing it (which could include such options as a community land trust with Parish Council involvement, or Parish Council supported development).

To facilitate low-cost alternative provision of appropriate housing for local residents for whom the market is not providing a means to remain in the area.

POLICY 18: COMMUNITY AND SELF BUILD

18.1 Developments will be particularly supported which are for individual self-build or community led projects, where they:

[22] Respondents could choose more than one option.

[23] The Local Plan provides further polices on housing.

- **demonstrate that they have a local connection (see below)[24];**
- **include as a condition that the occupancy of the property will be restricted to people with a local connection; and**

[24] For the purposes of this policy only, a Local Connection is classed as either being by residency or by employment and is defined as follows:

[a.] Residency qualification: have been resident in Saddleworth for 12 continuous months at the time of application; or have lived in Saddleworth for 3 out of previous 5 years; or have close family (mother, father, brother or sister, adult children or grandparent) who have been resident for five continuous years and continue to be resident in Saddleworth or the neighbouring parishes.

[b.] Employment qualification. An individual will be considered to have a Local Connection if they or their partner is in employment which meets all of the following criteria: the office or business establishment at which a person is based or from where their work is managed is within Saddleworth; and is in paid employment and works a minimum of 16 hours per week; and has been employed for a minimum of 12 continuous months at the time of their application; and is currently in employment and; has a permanent or fixed term contract or is self-employed.

Houses in Multiple Occupation

One frequent concern raised about planning decisions is with regards to Houses in Multiple Occupation (HMOs). For clarity, no planning permission is currently required for HMOs for up to six residents. The Local Plan for Oldham is currently considering the imposition of an Article 4 direction for specific areas of the borough where justified, which would change this situation – a decision which can only be taken by Oldham Council, which is analysing the whole of the borough at the time of writing.

- **undertake in an agreement that they will live in the property as their main residence once it is complete for at least two years; and**
- **undertake an agreement that once the development has commenced, they will complete the building of the dwelling within two years.**

18.2 Planning obligations (section 106 agreements) will be used to ensure these requirements are fulfilled as appropriate.

A typical housing mix in Delph: red brick semi-detached houses, stone terraces, a more modern estate, and new stone-built housing

Mixed stone and brick terraced housing in Springhead

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

117. Parish Action 1 sets out ways in which the Parish Council will set out to establish or support a community land trust in the area.

118. Oldham Council maintains a register of individuals and groups which would like to self or custom build in the area. As of May 2023 there are 334 entrants on the register, with 79 new entries added in the last year for which information is available. Of those, 29% of entrants citing Saddleworth as a desired location, making it the most desired location for a plot.

119. In our school consultation, many of the pupils believed that houses should replace the school in Uppermill, similarly some brought up the Fletchers Mill site in Greenfield in this regard. The overall opinion is that there should be considerable thought given about where houses are built.

120. The students were clear about the merits of good design, emphasizing that houses should be more attractive.

Further policies

See also:

Policy 9 – sustainable construction, with regards to environmental standards for individual buildings, including zero-carbon approaches, energy generation and drainage.

Policy 10 – design, character and heritage, with regards to the character of individual buildings or areas.

Policy 20 – homeworking and connectivity, with regards to housing design to ensure flexible spaces for current and future working.

Policy 26 – accessibility to transport, with regards to provision of parking facilities, including cycle storage

Policy 28 – in relation to electric (or alternative renewable) vehicle charging.

Retail, commerce and tourism

OBJECTIVE 10: Retain employment sites to support existing traditional industries, take advantage of the highly-qualified workforce, and to develop opportunities in emerging and future technologies and business.[25]

To ensure that there is adequate infrastructure and support both for people who access Manchester, West Yorkshire and Oldham for work, and those who work within Saddleworth.

Ensure the provision of sporting, leisure and recreational facilities and spaces for the population.

POLICY 19: RETAIL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

19.1 New office, retail and commercial development[26] will be supported within existing or new employment areas subject to the following criteria:

- **the scale and nature of the proposals would not have significant harmful impacts on the amenities of adjoining sites;**
- **the scale and nature of the proposals would not have an unacceptable impact on existing commercial activity on adjacent land, including agricultural activity; and**
- **the proposal would not have unacceptable impacts on the local road network, particularly in respect of the volume of HGV traffic.**

19.2 Transport assessment or statements should be provided in line with the requirements of *Places for Everyone* (see Travel and Transport section).

19.3 In addition to site allocations in the Local Plan for Oldham (including PfE), proposals will be supported which result in the creation or sustainable expansion of existing and new businesses, particularly those defined as micro (sole traders or those with fewer than ten employees) or small (ten to 50 employees).

19.4 Such proposals will be supported where the following all apply:

- **the site is located outside the Green Belt or the development is acceptable in terms of national Green Belt policy;**
- **the proposal supports new business investment or the expansion of an existing business;**
- **the site is large enough to accommodate car parking, including electric vehicle charging points (or other renewable technology), service areas and landscaped areas appropriate to the scale of the business; and**
- **the proposals recognise the overall aim to reduce carbon emissions and congestion through sustainable design and promoting access by walking, cycling and public transport.**

19.5 Development is preferred which involves the re-use of existing buildings. Where re-use of the existing buildings is not possible, redevelopment of those sites would then be considered.

19.6 There will be a strong presumption against the loss of commercial premises.[27]

19.7 The Local Plan for Oldham provides the criteria for change of use around viability, marketing and regeneration benefits. In Saddleworth, as part of the marketing assessment, we would expect to see that land has not been in active use for at least 12 months, and that the marketing campaign would be for a continuous period of 12 months.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

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121. The National Planning Policy Framework (NPPF) places particular importance on building a strong competitive economy and indicates that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

[25] Examples might include, but are not limited to, manufacturing on demand, smart infrastructure, energy transition, regenerative medicine, and integration of electronics and photonics.

[26] See the Local Plan for Oldham for types of use (including size thresholds), and definitions of the Saddleworth employment areas

[27] Unless they have been allocated for other uses in Places for Everyone or Oldham Council's Local Plan.

122. The NPPF also indicates that local plans should positively encourage sustainable economic growth and support the expansion of existing businesses, as well as supporting economic growth in rural areas. It specifies achieving this both through the conversion of existing buildings and well-designed new buildings.

123. Employment land can be placed under pressure from alternative uses: therefore it is important for the wellbeing of the local economy to secure the long-term future of a range of employment opportunities.

124. The Dobcross submission states: "If more business is to be located in the area the preference would be for shops, cafés and restaurants but there is some support for office accommodation and light industrial units."

125. In the Neighbourhood Survey, around 20 per cent of respondents indicated that they were considering starting working locally in the next few years. In terms of developments most likely to help them, there was a preference for offices (32.94%) or light industrial space (32.94%), although there were also requirements for all other forms of space indicated (leisure, retail, agricultural and tourism).

OBJECTIVE 11: To ensure sufficient infrastructure, including communications, to allow residents to work from home with a view to encouraging entrepreneurial development, and to ensure that growing businesses can remain in the area.

POLICY 20: HOMEWORKING AND CONNECTIVITY

20.1 Proposals which promote the role of homeworking at an appropriate scale within the economy will be supported.[28] [29]

20.2 Development proposals should incorporate suitable infrastructure to support integrated communication technologies, providing for future improvements in technology so far as possible. Developers should be encouraged to review and improve this throughout the design and build process.

20.3 Development will be supported which allows houses to be used flexibly, currently or in the future, to allow for homeworking.

20.4 New developments will be supported which make provision for homeworking, through provision of high quality broadband and telecommunications.

20.5 On sites allocated for residential development in the Local Plan for Oldham or Places for Everyone, and on all other new buildings, all properties should be served by superfast broadband (fibre optic) connections[30]**, unless it can be demonstrated through consultation with providers that this would not be either possible or practical.**

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126. Research from House of Commons library data showed that at the start of 2022, 3.1% of homes in Saddleworth had gigabit broadband connections. The current rate of progress would only deliver this to 37.2% of homes by 2025.

127. In response to question 21 of the Neighbourhood Survey, there were very mixed responses. 29 respondents stated that broadband provision was not good enough for homeworking, and three gave mixed responses. 42 stated that it was currently good enough.

OBJECTIVE 12: To support tourism with a view to strengthening the local economy, while minimising any negative impacts, in particular where tourist activity accentuates local pinchpoints for traffic and infrastructure.

[28] 'It will be the responsibility of the occupant to ascertain if their homeworking will require planning permission, for example for a Change of Use.

[29] Note: The provision of business advisory groups falls outside the remit of a Neighbourhood Plan, but would be encouraged as part of an accompanying Parish Plan.

[30] Or equivalent high-standard connection, as technology improves.

One of the designated Saddleworth Employment Areas in Greenfield

POLICY 21: TOURISM AND LEISURE

21.1 Development of new tourist facilities will be supported where it meets the following criteria:

- **it contributes to the spread of tourism across the whole of Saddleworth, in particular by making additional locations for tourism more accessible;**
- **it seeks to address needs at or close to the site, for example, the provision of parking, or the improvement of public transport connections;**
- **it creates a balance of provision, for example a mix of long-stay and short-stay tourism (with associated benefits for the local economy);**
- **it develops new facilities which also are available for the benefit of the local community, in particular if they can be demonstrated to meet a need in local provision;**
- **it is appropriate to the surrounding landscape character;**
- **it supports local employment opportunities.**

21.2 Developers will be asked to provide a statement outlining how any amenity and recreation impacts will be managed, appropriate to the scale of the application.

21.3 Development of community, leisure and sports facilities which contribute to the improvement of the health and well-being of the population will be supported.

21.4 Development proposals which enhance or improve existing community facilities will be supported. Proposals which offer the following types of community activities will be particularly welcome:

- **opportunities to develop social networks for people who are isolated;**
- **promoting community-based healthcare and wellbeing;**
- **promoting adult learning opportunities;**
- **charitable and voluntary work;**
- **promoting early years activities for parents, carers and children; and**
- **food and craft markets.**

21.5 Development proposals that will result in the loss or reduction in scale of a community facility will be resisted unless:

- **alternative facilities of equal or better accessibility, size and suitability are provided; or**
- **it can be demonstrated that the community facility is no longer viable.**

Please note the requirements for development to comply with policies 1 and 2, in particular the compliance with the protection of protected habitats and their supporting areas, pages 16–19.

Please note the transport section with regards to the provision of walking and cycling routes, pages 48–55.

Please also note the section on heritage, and in particular the policy on protected views, page 25.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

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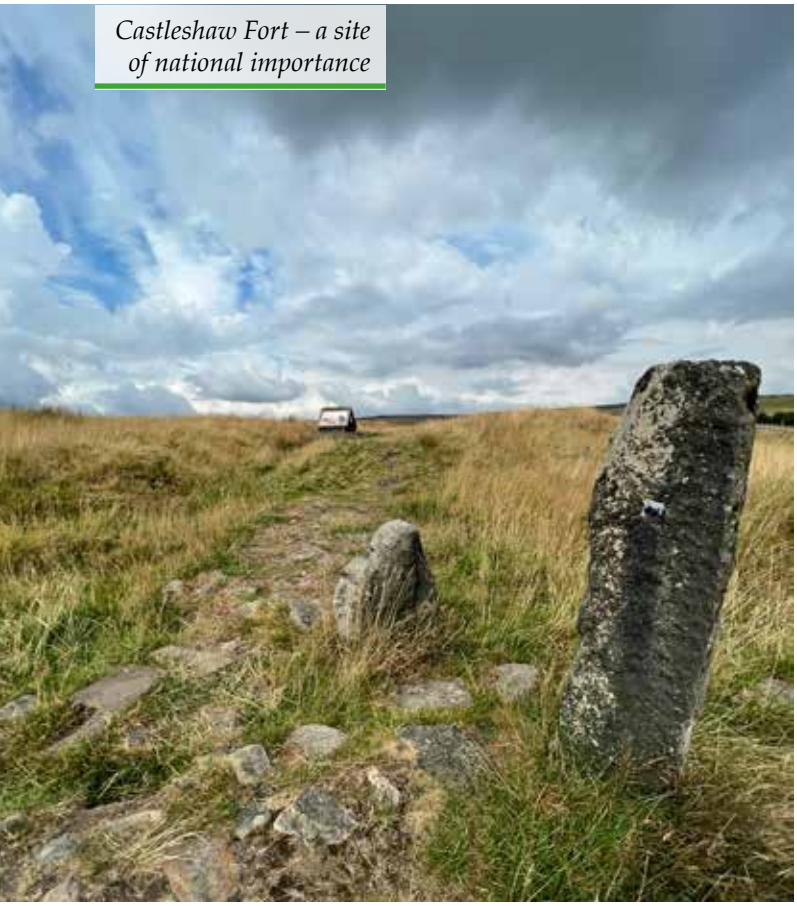
128. Parish Action 2 sets out ways in which the Parish Council will seek to promote tourism and leisure in the area.

129. Tourism makes a significant contribution to the economy, particularly in rural areas. The National Planning Policy Framework (NPPF) recognises that the planning system should facilitate and encourage development and improvement in tourism provision.

130. However, there can be drawbacks arising from tourism, including additional public authority costs, traffic and parking congestion, commercialisation of the historic environment and conflicting uses of land in the countryside. The Parish Council's approach is, therefore, to encourage the expansion and improvement of the range and type of tourist facilities in a sustainable manner that safeguards Saddleworth's environment.

131. In line with the NPPF, when determining applications for tourist facilities in rural areas, the local economic benefits of a proposal should be weighed against the need to protect the environment in line with Policy 1 Green Infrastructure.



Castleshaw Fort – a site of national importance

132. The Neighbourhood Survey (question 22) identified a small number of people who stated that tourism had no benefits to the local economy (21). Over 92% listed economic benefits as the prime advantage of tourism, with a small number also noting that it could encourage protection and pride in green spaces and heritage sites.

133. The Survey also identified that the primary issue with tourism and leisure was the lack of parking facilities and public transport. 169 of the responses to question 24 (how to manage tourism to benefit Saddleworth) identified parking and public transport as a major issue – no other issue got more than 11 responses.

134. The most notable other issues identified from the Survey were spreading out tourism (11 responses), better information (10 responses), and being conscious of the balance of businesses it encouraged, with an over-reliance on cafés (7 responses).

135. The student consultation identified that Saddleworth has many leisure facilities and sports clubs dispersed across the whole area with most villages having their own cricket clubs, but they think there could be a broader spectrum of activities offered, and they would like to see more spaces for older children and teenagers.

136. The student consultation showed the students in favour of more cafés and pubs, they also thought there should be more places to eat and to buy clothes. They also thought a petrol station would be helpful. They worry that businesses and work places are becoming too centralised around Uppermill while other villages miss out. One pupil felt strongly that Dobcross was missing out.

137. With regards to tourism the students made it clear that the natural beauty and scenery around Saddleworth is the main appeal to tourists. Some students wondered if there could be more attractions. The children even noted that the recent fires on the moors had appealed to many tourists who came to watch it and take photographs. Whit Friday band contests are recognised as a big source of tourism from all over the world. However, some saw the problem of tourists clogging up roads as there is not enough space to park cars.

OBJECTIVE 13: To recognise the importance of farming to the economy of Saddleworth, and to ensure that it continues to contribute to and improve the economy and the local environment.

POLICY 22: AGRICULTURAL LAND

22.1 There will be a strong presumption against the loss of the best and most versatile agricultural land.

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138. Parish Action 3 sets out ways for the Parish Council to further engage with and promote the farming community in Saddleworth.

139. Farming makes an important contribution to the economy of Saddleworth. The geography and climate of the area favours the livestock sector.

140. The impact of new Government policies and changing trading conditions on the future direction of farming in Saddleworth is currently difficult to predict. Will upland sheep farming decline? Will "wilding" and flood control be matters of high priority, supported by grant aid? Will there be continued grant support for the conservation of upland bird habitats?

141. What is certain is that the maintenance of a high quality rural landscape is of critical importance to the future of Saddleworth. This quality must be maintained, and indeed enhanced, so that Saddleworth remains a great place for people to live, work and visit. Local farmers have a critical role in this. The challenge is to ensure that a strong agricultural sector can also provide excellent stewardship of the local countryside.

142. Most local farmers act as good custodians of the countryside but sadly there have been instances where activities on some farms have been damaging to the environment. These include, for instance:

- tipping on or reshaping of land;
- dressing of access tracks with builders' waste materials such as broken tiles, glass and plastics;
- culverting of watercourses and rerouting of watercourses (sometimes leading to increased bank erosion);
- redundant farm machinery left to decay;
- disrepair of the dry stone walls which are such a feature of the upland landscape;
- barn conversions in open countryside; especially where garden "clutter" is uncontrolled, e.g. sheds, greenhouses, inappropriate boundary structures, etc.;
- barns built to create the opportunity for converting to new houses.

Maintenance of agricultural land

Particularly with regards to flooding, it is important to understand who is responsible for maintenance of agricultural land, particularly if there are absentee landlords.

In part, this will depend on the tenancy of the land. Some tenants may have a full repairing tenancy, in which case they will be responsible for the maintenance of any drains, ditches and watercourses.

Since 2011, most private drains have been transferred to statutory drainage providers. The landlord will therefore only be responsible if the relevant drains have not been adopted.

If flooding interferes with the tenant's 'quiet enjoyment' (i.e. possession without interruption) of the farm, the landlord can find himself liable.

143. On the other hand farmers suffer from problems such as theft, vandalism, trespass, litter and dog attacks on livestock.

144. The Parish Council wishes to help to support local farming in ways which also enhance the rural environment. It envisages a partnership with local farmers. This partnership could also engage with local shops, cafés and restaurants; with local schools; and with community volunteers with expertise in skills such as dry stone walling, hedge planting etc. (see Appendix 2).

145. The activities of a partnership might include:

- increased promotion of Saddleworth farm products in local shops and restaurants;
- farm–school links (fostering an appreciation of the importance of local food production);

Agricultural land at Scouthead

- information for countryside visitors about issues such as uncontrolled dogs and littering;
- community engagement in activities such as dry stone wall repairs and tree and hedge planting;
- a Countryside Stewardship Award Scheme to celebrate the contribution made by local farmers to the conservation of the Saddleworth landscape.

OBJECTIVE 14: To ensure that each village retains or maximises a core set of services, such as banking, post offices, local shops and community facilities.

POLICY 23: SERVICES

23.1 Developments will be supported which make provision for or allow for the retention of key services within individual village centres, in particular supporting the model of 20-minute neighbourhoods.

146. Sustrans analysis of 20 minute neighbourhoods defines the following services part of the minimum features of a 20-minute neighbourhood: "Destination and services: food retailers and supermarkets; education, including early years, primary school and nearby secondary schools; health services, such as a pharmacy, GP and dentist; financial services, such as post office or bank; employment and jobs either within the neighbourhood or nearby; public open space, such as parks and recreation grounds; and entertainment, such as leisure, culture and entertainment facilities; Transport provision: public transport, including access to a regular bus, tram or train service, walking and cycling infrastructure, walkable access to a local centre, designed for low speeds, reduced traffic, and limited car parking; and inclusivity: a mix of diverse housing types to suit different life-stages and genuinely affordable and social housing present."

Saddleworth Parish Council will in principle support campaigns to enhance or retain existing services in line with the retention of village centres.

147. It does acknowledge that in rural areas, 20 minute neighbourhoods will be difficult, and that villages will need to adopt shared services, with high quality public transport.

148. The Neighbourhood Survey identified a consistent preference for the maintenance of villages with clear identities, both through comments on the retention of green belt (development on the green belt was the least preferred option), and through comments on people's vision of Saddleworth in the future, for example:

> "Villages with identity. Separation between the villages so you can tell where one starts and ends. Central services in each village."

149. The Dobcross submission revealed that over 80% respondents thought it was very important that Dobcross keeps its Post Office and shop.

Further policies

See also:

Policy 6 – Conversion of agricultural buildings (barn conversions), with regards to the use of agricultural land

Policy 10 – design, character and heritage, with regards to the character of individual buildings or areas (with particular awareness of local high streets as commercial areas that have a distinct heritage).

The section on health, well-being and education, with regards to provision of health and education services.

Policy 25 – cycling, pedestrian and leisure infrastructure with regards to facilities in retail, commercial and tourism developments, 20-minute neighbourhoods and access to services.

Policy 26 – accessibility to transport, with regards to provision of parking facilities, including cycle storage and electric (or alternative renewable) charging.

Travel and transport

OBJECTIVE 15: To address the under-provision of parking across the area, and to ensure that on street parking is used appropriately, and make parking available for specific uses.

POLICY 24: PARKING STANDARDS FOR HOUSING

24.1 New housing development should aim to deliver[31]:

- **provision for two parking spaces per dwelling. The exception to this would be new one-bedroom housing, which would make provision for one parking space per property, or in the case of houses in multiple occupancy, one space per tenant;**
- **provision of visitor car parking, with a ratio of 0.5 spaces per dwelling, in line with the preferred design guidelines encouraging off-road parking; and**
- **provision for cycle parking, including secure lockable storage facilities.**

24.2 Any major developments where this level of provision is not being proposed will need to demonstrate how high accessibility[32] will mitigate the requirement for this, particularly in relation to the relatively low provision of public transport across the area.

This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park. Peak District National Park parking standards can be found in Appendix 9 of the Development Management Policies (DMP) document, and are the relevant standard for developments in the National Park.

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150. Saddleworth has significantly low provision of public transport, with one train station, no tram system, and limited (and reduced) bus services. Therefore, particular attention needs to be given to the provision of parking facilities, with a view to also ensuring capacity for electric or alternative renewable vehicles.

151. The Neighbourhood Survey showed that transport is a major concern for over two thirds of respondents, whether that was across Saddleworth as a whole, or in their village.

152. More specifically, in the "other" category, lack of parking was raised by over 25% of the responses in their village.

153. The Dobcross submission on travel and transport showed: "Over 90% of respondents thought having parking spaces and access to a main road should be a prerequisite to gaining planning approval."

154. Transport assessment or statements which will identify any highways safety issues and mitigation measures are being covered in the Connected Places chapter in *Places for Everyone* under "traffic requirements".

Please see policy 19 – retail, commercial and industrial development, for specific criteria for parking on commercial development.

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155. Parish Action 4 sets out ways for the Parish Council to engage with other groups to address the limited parking across the area.

156. In the Neighbourhood Survey, transport was the current third priority of concern. When it came to future priority it became more important to people the further they were from the urban end of Saddleworth – in Springhead it was the 4th priority (32%); in Uppermill it was the 3rd priority (67%); and in Slackcote it was the 2nd priority (80%).

157. Car ownership in the survey showed that the majority of households owned one (44.24%) or two cars (38.01%). Only 6.23% owned no car at all.

158. It was a common consensus in the Student consultation that there was much need for more car parking spaces, and some even went as far as to say that the quality of the roads was appalling in parts with lots of potholes. They agreed that traffic and congestion can get so bad they find it easier to walk to and from school.

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[31] Within the National Park developments must abide by the Peak District National Park Parking Standards.

[32] As defined in the Local Plan for Oldham.

OBJECTIVE 16: Ensure safe and accessible cycling and pedestrian routes, and enhance the provision of Bee Network routes across the area.

Reduce existing congestion on the local and key route networks running through Saddleworth by ensuring that new developments are located so that they contribute to a reduction in the need for private car journeys.

POLICY 25: CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE

25.1 Major developments should include cycle and pedestrian access, and where there is limited vehicle access, additional measures should be provided.

25.2 For commercial development, additional facilities should be included, such as indoor changing, shower rooms, and drying rooms (which should be accessible, easy to use, and secure).

25.3 Developments which improve existing cycling and pedestrian infrastructure will be supported, particularly those which join together routes which are currently separated.[33, 34]

25.4 Public realm works which improve the provision of safe cycle parking points in all villages and at key sites will be supported.

25.5 Developments will not be supported which reduce the quality or overall provision of existing rights of way. Should a development require the diversion of a public right of way, the provision of an alternative right of way which is through green spaces will be required.

159. Parish Action 5 establishes the principle that the Parish Council will work with other authorities to improve cycling, pedestrian and leisure infrastructure, and to promote its use.

[33] See also policy 26 – accessibility to transport

[34] The historic nature of Saddleworth's villages, in particular its road and route layouts mean that there are restrictions on what can be achieved in some areas.

Environment

Environmental issues were identified as cross-cutting and crucial in the issues section at the start of this plan. Transport is a particular area of concern for improving the environment.

In particular, Oldham Council have set a target for the borough to be carbon neutral by 2030, and the Parish Council has set an ambition for the district specifically to be carbon neutral by 2035.

160. On cycling, the TfGM Transport Plan 2040 states that "while strategic routes have been developed inside the M60, investment elsewhere has been more piecemeal." While the Bee Network has been envisaged as a way of improving facilities, no Bee Network plans currently exist to deliver any new provision in Saddleworth, meaning that prioritising cycle routes must be achieved through other means.

161. The Huddersfield Narrow Canal runs from the Ashton under Lyne basin, through Saddleworth to Huddersfield. It was abandoned in 1944 and the last small section in 1963. In the 1980's a campaign was started to reopen stretches of the canal and it was fully reopened in 2001. It has the highest, longest and deepest canal tunnel in Standedge Tunnel in the UK. It is now used by leisure craft, mainly narrowboats, and sight seeing trips. This contributes to the tourism economy of the area. The towpath is also used by many walkers and forms a recreational link between the Saddleworth villages along the canal.

162. The student consultation particularly identified a need for more road crossings to enhance the safety of pedestrians.

POLICY 26: ACCESSIBILITY TO TRANSPORT

26.1 Development will be supported which delivers:

- **easy access to existing public transport (within recommended guidelines for distances to bus or train stops in the local plan);**

Saddleworth Viaduct

- **high-quality pedestrian and cycle access design for major developments. In particular, designs which close existing gaps in the provision of cycling and pedestrian infrastructure will be supported, creating safe and convenient continuation the Bee Network;**
- **safe, accessible, secure cycle storage and facilities (i.e. showers); and**
- **improved accessibility for walking, wheeling and cycling.**

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163. Feedback on parking space requirements and access is included on pages 77–78 of the Dobcross submission. Over 90 per cent of respondents said that parking spaces and access to a main road should be prerequisites for planning permission. Responses on electric cars is included on pages 92–97. Over 65% of respondents said that they were considering an electric car in the next five to 10 years. 56% said that they would be able to charge it at home. 48% said that public charging facilities would be a factor in their purchasing decision.

164. The Dobcross submission on travel and transport showed: "Over 90% of respondents thought having parking spaces and access to a main road should be a prerequisite to gaining planning approval."

165. Saddleworth is under-served by public transport, which means that it will remain overly dependent on private transport – particularly cars. Our Policies therefore are concentrated on two aspects, provision of environmentally friendly charging points to ensure that private transport is as low impact as possible, and the improvement of 20 minute neighbourhoods, to minimise the need for private or public transport when using local facilities. (Policy 23). A number of proposeed Parish Actions intended to enhance public transport services are included in Appendix 2.

166. Feedback on footpaths and bridle paths is included in the responses to question 29 of the Neighbourhood Survey. Suggestions largely centred on working with community groups, and increased maintenance.

Support for development of tram system

There is a need for long-term thinking about integrated public transport, which could include the extension of the Metrolink tram system in to Saddleworth, and the Parish Council would be interested to hear proposals for improved systems.

167. The Dobcross submission showed: "A small majority of people (54%) think that the lack of pavements on certain roads [is] an important issue." Particular locations referenced in Dobcross were around the bridge near Dobcross School and along Platt Lane and Sugar Lane leading into the Square. Residents also highlighted issues at the top of Woods Lane and on Sandy Lane.

168. Feedback on car usage is on page 34 of the summary responses (question 30), with the vast majority of respondents having 1 (44.24%) or 2 (38%) cars.

169. Suggested locations for charging points are included in the responses to question 31 (primarily existing car parks).

170. Charging points for housing are referenced in policy 24. and requirements for retail and commercial development are referenced in policy 19. When considering money raised through section 106 agreements with developers, public electric vehicle charging points should be viewed as a local requirement.

171. Cycling facilities were addressed on question 33 of the Saddleworth consultation. Safety issues were cited extensively, with users requesting better road management to make cyclists feel safe and better, more joined-up, off-road provision.

172. The Dobcross submission specifically referenced that "Most respondents are dissatisfied with the state of the roads and footpaths."

173. Accessibility needs are included in responses to question 34 of the Neighbourhood Survey. The most common issue raised was the availability of bus services.

OBJECTIVE 17: To ensure quality public transport infrastructure, including connections between villages, as well as to the rest of the borough and beyond. Connections to healthcare provision and leisure facilities should be a particular priority, and transport for work as a priority for local and wider connections.

To minimise the reliance on private transport across the district.

To promote local representation on the development of local transport plans for Saddleworth.

To maximise accessibility for those with mobility and health needs throughout the Parish, especially in rural areas.

POLICY 27: PUBLIC TRANSPORT

27 .1 Development which addresses the accessibility restrictions at Greenfield Station will be supported.

27.2 Developments which would increase the capacity and usage of the rail network in Saddleworth will be supported, where they comply with other policy requirements, including the enhancement of Greenfield Station and the provision of additional stations in the Parish.

174. Parish Action 6 establishes support for various improvements to public transport across the area, as well as ways to engage with other groups to enhance provision across the Parish.

> "[Saddleworth needs] better transport links so that people can realistically choose to live here as adults and not need a car but be able to rely on good bus and train links" – *Survey response*

175. Greenfield in Saddleworth has the only rail station in the Oldham borough. The number of trains is restricted by the age of the track and lack of investment in the infrastructure. Being up to 3 miles from the nearest Metrolink station means that commuters rely on this service.

Electric vehicle charging

176. Greenfield train station currently has no accessible method of reaching the Huddersfield-bound platform; the only access is via a rail bridge with 23 steps at each side.

177. The nearest Metrolink station is three miles from many of the remoter areas. There has not been a real drive to link all the modes of transport together other than providing park and ride facilities for motorists. There is no suggestion of extending metro link eastwards into Saddleworth in the TfGM Transport Plan 2040.

178. The need for bus routes which allow for residents to connect between the village centres is reinforced by the TfGM Transport Plan 2040 which states "Quality bus transit can provide a step-change in the public transport offer, especially for travel between adjacent town centres and intermediate locations".

179. The TfGM Transport Plan 2040 notes that cross-border journeys can also be a problem because of differing ticketing and fares. This is a significant issue for communities living close to the Greater Manchester boundary, such as in the Pennine areas of Oldham, where people wish to access towns such as Huddersfield.

180. It further states: "The Peak District National Park, which extends into Oldham, is a natural and recreational resource of both local and national importance and a significant trip attractor. Leisure trips add to localised congestion in communities on the eastern fringe of the conurbation, where the roads also form part of vital transpennine routes. Pressure on the road network in this area is increasing as incidents on the motorway cause motorists to seek alternatives. There is also a need to improve access for leisure without causing damage to the environment, and improved evening and weekend public transport services would be beneficial."

OBJECTIVE 18: To improve air quality, particularly near vulnerable groups. This would include monitoring and improving air quality across the area, as well as other criteria such as sound and vibration.

To reduce risks to buildings from additional heavy traffic.

POLICY 28: CLEAN FUEL VEHICLES

28.1 Development will be supported which delivers provision of electric charging (or alternative renewable provision) unless it can be demonstrated that this is not practical[35]. Where this is not practical, the developer should demonstrate the provision of additional access to alternative travel means.

[35] Since June 2022, the Part S building regulations have required all new build homes and buildings to include provision for electric vehicle charging.

Greenfield Station, showing the step only access to the Huddersfield-bound platform

POLICY 29: AIR QUALITY AND VIBRATION MONITORING

29.1 Applications for development will be particularly supported which provide robust air quality monitoring, especially in locations where there are existing air quality issues, vulnerable people, and traffic congestion. Ideally this information should be made freely available to the public.

29.2 Developments will not be supported unless it is demonstrated that no damage will be caused to local buildings, particularly those of heritage value, including through vibrations caused by generated traffic during construction and once in use. Vibration monitoring is encouraged to ensure that any risk of damage can be anticipated, and work to mitigate issues or alternative approaches to reduce vibrations can be taken.

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181. The NPPF refers to the need to "mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;".

182. In the Neighbourhood Survey, environment was the second most important consideration for residents across Saddleworth as a whole (73.26%), and in their village (70.11%), and this increased when considering the most important issues in Saddleworth in 20 years time (79.78%).

183. Compared to the rest of the borough, Saddleworth has particularly unique narrow roads, with traffic close to long established buildings of particular heritage value. Typically the buidlings were constructed prior to modern traffic levels, leading to particular concerns around high levels of traffic or heavy vehicles.

Further policies

See also:

Policy 19 – retail, commercial and industrial development, with regards to parking provision on commercial developments

Integrated Transport Plan for the North and Midlands

The Parish Council welcomes the upgrading of the existing cross Pennine rail line which passes through Saddleworth. This is being carried out as part of the Transpennine Route Upgrade (TRU) programme. In November 2021 the Government issued an Integrated Rail Plan for the North and Midlands (IRP). In that document it described its intentions for the upgrading of the existing route as "significant improvements to the previous TRU plans between Manchester and Leeds, including electrification of the whole route, digital signalling throughout, significantly longer sections of three and four-tracking, and gauge upgrades to allow intermodal container freight services."

In the IRP the Government also proposed that a High Speed line be constructed from Warrington to Marsden (i.e. through Saddleworth). This would be instead of creating a longer High Speed line across the North of England as had previously been proposed (i.e. an HS3 route) . It appears that this would, in some undefined way, eventually replace this section of the TRU route. The Parish Council is strongly opposed to this idea. It believes that the IRP demonstrates a serious lack of knowledge about Saddleworth. More specifically, the IRP shows no understanding that construction of a High Speed line through Greenfield, Uppermill and Diggle would be

- a huge engineering challenge involving major, disruptive construction works and enormous cost;
- extremely damaging to the landscape and environment of Saddleworth, and to the setting of the Peak District National Park;
- very damaging to the amenity of local communities, and to the role of Saddleworth as a high quality residential location;
- entirely contrary to the role Saddleworth fulfils as a tourism and leisure destination of regional importance;
- highly counterproductive in terms of the local train services used by Saddleworth residents and visitors to Saddleworth – because the primary purpose role of the new line would be to provide limited stop, high frequency, High Speed services.

Glossary

Active travel: Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes

Affordable housing: The full definition is found in Annex 2 of the National Planning Policy Framework. In the main, it refers to houses for sale or rent discounted by at least 20% from the prevailing market rate for the area. More information can be found at https://www.gov.uk/government/publications/national-planning-policy-framework--2

Ancient Woodland – Ancient woods are areas of woodland that have persisted since 1600 in England, Wales and Northern Ireland, and 1750 in Scotland. This is when maps started to be reasonably accurate so we can tell that these areas have had tree cover for hundreds of years. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms.. More information can be found at https://www.woodlandtrust.org.uk/trees-woods-and-wildlife/habitats/ancient-woodland/

Community Infrastructure Levy – The Community Infrastructure Levy is a charge which can be levied by local authorities on new development in their area. Oldham Borough does not operate a Community Infrastructure Levy. More information can be found at https://www.gov.uk/guidance/community-infrastructure-levy

'Functionally linked land' (FLL) – A term often used to describe areas of land or sea occurring outside a designated site which is considered to be critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which a Special Areas of Conservation (SAC)/ Special Protection Area (SPA)/ Ramsar site has been designated. These habitats are frequently used by SPA species and supports the functionality and integrity of the designated sites for these features. More information can be found at: https://publications.naturalengland.org.uk/publication/6303434392469504#:~:text=%27Functionally%20linked%20land%27%20(FLL,Areas%20of%20Conservation%20(SAC)%2F

GMAAS: Greater Manchester Archaeological Advisory Service – an organisation funded by the Greater Manchester Combined Authority (GMCA) primarily to provide advice to the county's ten district authorities on all matters relating to archaeology and the planning process. More information can be found at https://gmaas.salford.ac.uk

GMCA: Greater Manchester Combined Authority. Saddleworth Parish Council falls under Oldham Council, which in turn is one of the 10 authorities that make up the Combined Authority.

Greater Manchester Integrated Care Partnership: This new NHS organisation is in charge of the NHS money and making sure services are in place to put plans into action. Made up of representatives from the NHS and the local council, it is responsible for making decisions about health services in their area. You may see this abbreviated to 'NHS Greater Manchester' or 'NHS GM'. The partnership operates at three levels: neighbourhood, locality and Greater Manchester and has a single vision and strategy.

GMEU: Greater Manchester Ecological Unit – provides specialist advice to the ten district councils that make up the GMCA, as well as maintaining the list of sites of biological interest for Greater Manchester. More information can be found at https://www.tameside.gov.uk/ecologyunit

Green Belt – defined and maintained areas established by local authorities in their local plans intended to prevent urban sprawl by keeping land permanently open. More information can be found at https://commonslibrary.parliament.uk/research-briefings/sn00934/

Habitats Regulations Assessment (HRA) – a habitats regulations assessment (HRA) tests if a plan or project proposal could significantly harm the designated features of a European site. In this case, it is used to test this Neighbourhood Plan in the context of the Special Area of Conservation and Special Protection Area in the Peak District National Park. More information can be found at https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site

HMOs: Houses in multiple occupation – a planning term referring to a house where both of the following apply: at least 3 tenants live there, forming more than 1 household; and it has shared toilet, bathroom or kitchen facilities with other tenants. A large HMO is where at least five tenants live there. More information can be found at https://www.gov.uk/private-renting/houses-in-multiple-occupation

Landscape Character Areas – Landscape Character Assessment is a method of describing an area in a systematic way. It describes what elements make a place distinctive. It does not assign values to landscapes. Landscape Character Areas for Saddleworth are defined in the GM Places for Everyone plan.

LGS: Local Green Space – this specific planning designation is a way to provide special protection against development for green areas of particular importance to local communities. More information can be found at https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space

LHNA: Local Housing Needs Assessment – this is the method used by local authorities to assess the need for housing in an area, as required by the National Planning Policy Framwork. More information can be found at https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments

LWS: local wildlife sites – areas of land that are especially important for their wildlife. They are some of our most valuable wildlife areas. Local Wildlife Sites are identified and selected locally using scientifically-determined criteria and surveys. See also *sites of biological importance*. More information can be found at https://www.wildlifetrusts.org/local-wildlife-sites

Major developments – For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. More information can be found at https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary

NHLE: National Heritage List for England – the only official, up to date, register of all nationally protected historic buildings and sites in England - listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields. More information can be found at https://historicengland.org.uk/listing/the-list/

NPPF: The National Planning Policy Framework – this sets out government's planning policies for England and how these are expected to be applied. More information can be found at https://www.gov.uk/government/publications/national-planning-policy-framework--2

OPOL: Other Protected Open Land – a local land designation. Under the new Local Plan for Oldham, all sites are being reassessed against Local Green Space criteria. The Local Plan seeks to re-designate OPOL sites that meet the criteria as Local Green Spaces.

Public realm – The 'public realm' is the collective term for all the spaces between buildings in towns and villages to which the public has access. This includes streets, squares, greens, parks and footpaths.

SAC: Special Area of Conservation – a site of community importance designated by the Member States[2] through a statutory, administrative and/or contractual act where the necessary conservation measures are applied for the maintenance or restoration, at a favourable conservation status, of the natural habitats and/or the populations of the species for which the site is designated. More information can be found at https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::special-areas-of-conservation-england/about

SBIs: Sites of biological importance – a non-statutory designation used locally by the Greater Manchester, Cheshire and Staffordshire County Councils in England to protect locally valued sites of biological diversity which are described generally as Local Wildlife Sites by the UK Government. https://www.data.gov.uk/dataset/81cbf1a0-6304-470c-ade8-60272be0d219/sites-of-biological-importance-sbi-lws-in-greater-manchester

[2] This designation was created when the UK was part of the EU, but has been maintained since.

Section 106 – Planning obligations are legal obligations entered into to mitigate the impacts of a development proposal. Planning obligations are also commonly referred to as 'section 106', 's106', as well as 'developer contributions' when considered alongside highways contributions. More information can be found at https://www.gov.uk/guidance/planning-obligations

Social housing: Social housing has rents pegged to local incomes and provides truly affordable, secure housing options for people. More information can be found at https://england.shelter.org.uk/support_us/campaigns/what_is_social_housing

SPA: Special Protection Area – land classified under Directive 79/409 on the Conservation of Wild Birds. SPAs are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. More information can be found at https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::special-protection-areas-england/explore?location=52.742087%2C-2.229306%2C7.47

SSSIs: Sites of Special Scientific Interest – the finest sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features. More information can be found at https://naturalengland-defra.opendata.arcgis.com/maps/f10cbb4425154bfda349ccf493487a80

Strategic Environmental Assessment (SEA) – Strategic environmental assessment are tools used at the plan-making stage to assess the likely effects of the plan when judged against reasonable alternatives. More information can be found at https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

SUDS: sustainable drainage systems – systems designed to manage stormwater locally (as close to its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment. More information can be found at https://www.local.gov.uk/topics/severe-weather/flooding/sustainable-drainage-systems

TfGM: Transport for Greater Manchester – the local government body responsible for delivering Greater Manchester's transport strategy and commitments. More information can be found at https://tfgm.com/

Twenty minute neighbourhood: The basic premise is a model of urban development that creates neighbourhoods where daily services can be accessed within a 20 minute walk. More information can be found at: https://tcpa.org.uk/collection/the-20-minute-neighbourhood

Links

Bee Network: https://beeactive.tfgm.com/bee-network-vision/

Bee Network cycle routes: https://mappinggm.org.uk/bee-network/

Character appraisals for the Grasscroft and Delph Conservation Areas: https://www.oldham.gov.uk/info/200291/heritage/1908/conservation_areas

Climate Change and the Peak District National Park: https://www.peakdistrict.gov.uk/looking-after/climatechange/climate-change-and-the-peak-district

Greater Manchester Landscape Character and Sensitivity Assessment: https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

Historic England listed buildings: https://historicengland.org.uk

Integrated Transport Plan for the North and Midlands: https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands

Local Energy Plan for Oldham (and other Greater Manchester local authorities): https://gmgreencity.com/resource_library/greater-manchester-local-area-energy-planning-overview-and-insight/

Local Heritage List for Oldham: https://local-heritage-list.org.uk/greater-manchester/oldham

National Cycle Network map: https://www.sustrans.org.uk/national-cycle-network

National Planning Policy Framework: https://www.gov.uk/government/publications/national-planning-policy-framework--2

Oldham Local Housing Needs Assessment: https://www.oldham.gov.uk/download/downloads/id/5590/local_housing_needs_assessment_2024.pdf

Oldham Local Plan portal: https://www.oldham.gov.uk/info/200199/planning_and_building/1809/local_plan_review

Oldham Mill Strategy: https://www.oldham.gov.uk/info/201213/local_plan_review/2819/oldham_mills_strategy

Oldham Ward Profiles: https://www.oldham.gov.uk/downloads/download/179/ward_profiles

Peak District National Park Management Plan: https://www.peakdistrict.gov.uk/looking-after/strategies-and-policies/national-park-management-plan

Peak District National Park Corporate Strategy 2019–24: https://www.peakdistrict.gov.uk/looking-after/strategies-and-policies/corporate-strategy

Peak District National Park Landscape Strategy: https://www.peakdistrict.gov.uk/looking-after/strategies-and-policies/landscape-strategy

Peak District National Park Planning Policies: https://www.peakdistrict.gov.uk/planning/policies-and-guides

Peak District National Park Cultural Heritage Strategy: https://www.peakdistrict.gov.uk/looking-after/strategies-and-policies/landscape-strategy/culturalheritage

Places for Everyone: https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/

Public rights of way in Oldham: https://maps.oldham.gov.uk/

TfGM Transport Strategy 2040: https://tfgm.com/2040-transport-strategy

Addendum

This section is intended to give a very brief description of the villages of Saddleworth, particularly as information for those less familiar with the Parish.

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Austerlands is on the western edge of Saddleworth, and is contiguous with Scouthead and Springhead, and also Waterhead and Lees which lie outside the Parish. It is on the A62, and the most prominent landmark is Austerlands Chimney. It lies on the traditional border between Yorkshire and Lancashire.

Delph lies on the River Tame, adjacent to the A62. It contains the New Delph; Delph; Bleak Hey Nook, and Grange conservation areas. One of the two GP satellite practices in Saddleworth is located here. The Castleshaw Roman Fort and Bowl Barrow, the two scheduled monuments in Saddleworth fall within its boundaries.

Denshaw is the northernmost of the villages of Saddleworth, and contains the Denshaw conservation area. The centre of the village is located on the junction of the A640 and A672.

Diggle is the easternmost of the villages of Saddleworth, and one of three lying adjacent to the Peak District National Park. It lies between the A672 Standedge Road and the Huddersfield Canal. It contains the Diglea conservation area. It contains the new Saddleworth School which opened in 2022.

Dobcross contains three conservation areas: Dobcross, Tame Water, Harrop Green. It lies between Delph and Uppermill, alongside Delph New Road, which links the two main arterial roads in Saddleworth, the A670 and the A62.

Friezland is contiguous with Greenfield and Grasscroft, lying south of the A635, which links Saddleworth with Tameside. It contains the Royal George Mills conservation area. The River Tame and the Huddersfield Narrow Canal run through the village.

Grasscroft – lies on the A669, and is continguous with Lydgate and Friezland. It contains the Grasscroft conservation area.

Greenfield is one of the three villages which border the Peak District National Park. The only train station in the Parish (and wider Oldham borough) is located in Greenfield. The Conservation areas are Boarshurst, Ladhill Lane, and Hey Top. It lies along Chew Brook, with the River Tame running along the north-west end of the village. The A669 also runs through the village. To the east of the village is Dovestone Reservoir. It also contains one of the two satellite GP practices which serve the area.

Grotton is contiguous with Springhead, lying towards the west of the Parish, on the A669.

Lydgate is contiguous with Grasscroft, and lies across the junction of the A6050 and A669, with the original centre, adjacent to St Anne's Church forming the basis of the Lydgate conservation area.

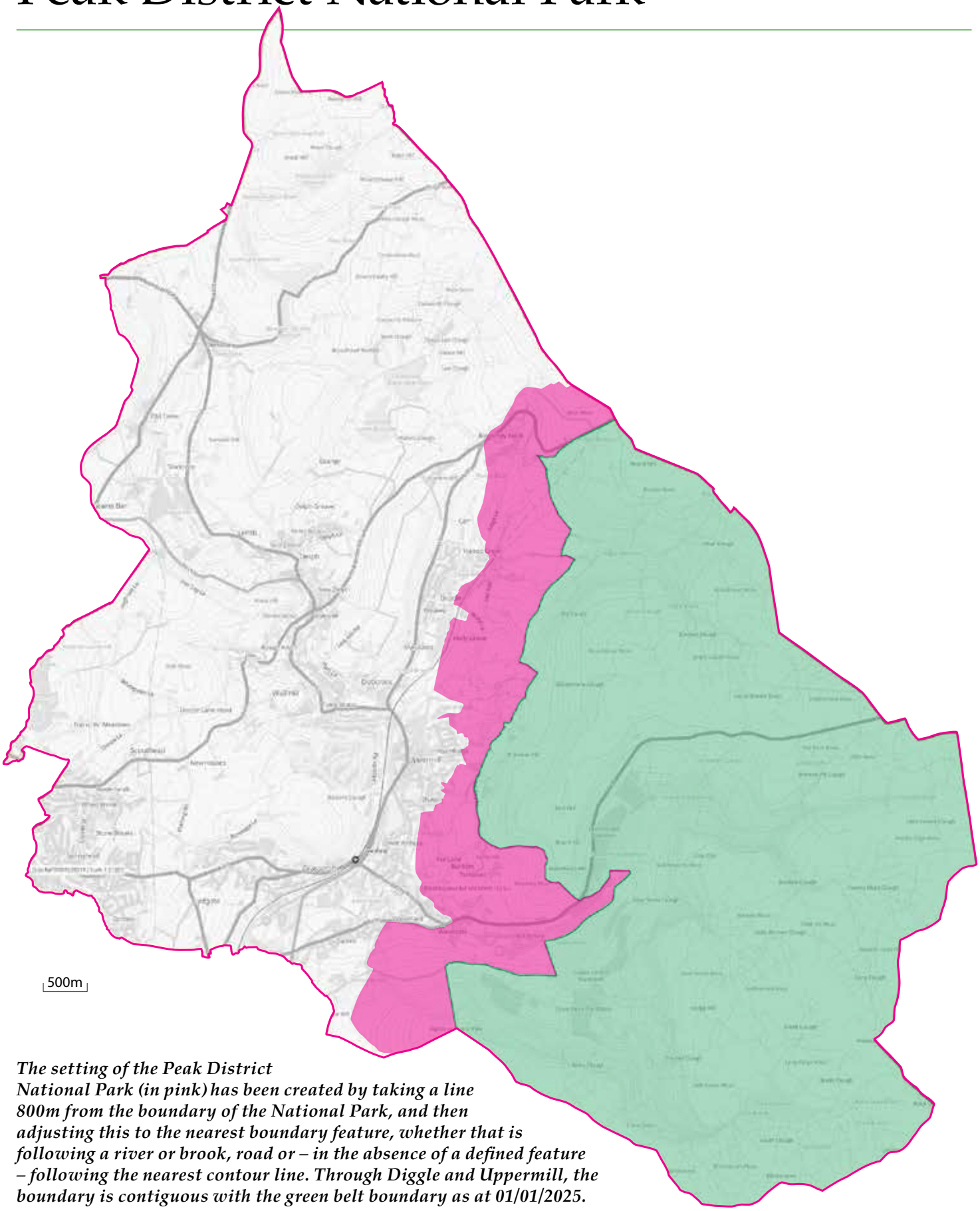
Scouthead is contiguous with Austerlands and Springhead, lying on the A62. It contains the Scouthead conservation area.

Slackcote is a small hamlet sitting between Delph and Denshaw, which is most notable for the New Tame conservation area.

Springhead – is the westernmost village of the Parish. It is contiguous with Grotton to the east, Scouthead and Austerlands to the north, and Lees to the west (which lies outside the Parish). It contains the Hey and Stonebreaks conservation areas. The spring which Springhead is named after forms the traditional border between Lancashire and Yorkshire.

Uppermill contains the Civic Hall where Saddleworth Parish Council is based, and the Uppermill, St Chad's Church and Holly Grove conservation areas. It lies on the river Tame, and is adjacent to the Peak District National Park. It contains the main GP practice for the area.

Appendix 1: Map of the setting of the Peak District National Park



The setting of the Peak District National Park (in pink) has been created by taking a line 800m from the boundary of the National Park, and then adjusting this to the nearest boundary feature, whether that is following a river or brook, road or – in the absence of a defined feature – following the nearest contour line. Through Diggle and Uppermill, the boundary is contiguous with the green belt boundary as at 01/01/2025.

Appendix 2: Parish Actions

PARISH ACTION 1: HOUSING – COMMUNITY LAND TRUSTS

PA1.1 Saddleworth Parish Council will explore, or encourage others to explore, the creation of a Community Land Trust. In particular, it should explore options for self-build and community build.

PARISH ACTION 2: TOURISM AND LEISURE

PA2.1 To support local events which add to the tourism and leisure potential of Saddleworth, particularly to identify opportunities for funding and promotion.

PARISH ACTION 3: FARMING AND RURAL ENVIRONMENT

R4.1 The Parish Council will seek to engage in a partnership scheme with local farmers for the twin purposes of promoting the farming industry in Saddleworth and conserving and enhancing the rural environment in the area.

PARISH ACTION 4 – PARKING

PA4.1 Saddleworth Parish Council will work with other public bodies and groups to identify methods to redress lack of availability or misuse of parking facilities.

PARISH ACTION 5: CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE

PA5.1 Saddleworth Parish Council will work with neighbouring authorities and the Peak Park Authority to provide and promote sustainable and responsible off-road cycling and walking.

PA5.2 Saddleworth Parish Council will work with those groups which maintain and preserve the Huddersfield Narrow Canal.

PARISH ACTION 6: PUBLIC TRANSPORT

R7.1 There needs to be greater consultation with the residents on any changes to bus services and routes.

R7.2 The Parish Council welcomes Oldham Council's support for a future Bee Network pass, including support for developments which include provision of Bee Network passes as part of the development.

R7.3 A rural bus service which takes into account alternatives to the traditional bus services should be introduced in order to meet the needs of all the villages.

R7.4 Saddleworth Parish Council will support the provision of a dedicated budget for the upkeep of rights of way and bridleways and other leisure sites.

R7.5 The Parish Council will look to support transport planning across the borough and wider region that recognises the lack of public transport infrastructure across the Parish, and provides opportunities for better connectivity for people travelling outside Saddleworth for work.

R7.6 Support will be given to public transport approaches which help reduce the reliance on private cars throughout Saddleworth, with particular attention drawn to the issues at beauty spots such as Dovestone reservoir.

R7.7 Support for public transport approaches which ensure comprehensive access across the whole of Saddleworth, including late at night.

R7.8 Saddleworth Parish Council will work with neighbouring authorities and transport authorities to address the particular expense of travel from Greenfield to Marsden and onwards through Yorkshire.

Appendix 3: Boundary maps of Local Green Spaces

Diggle Fields, Diggle

Dawson's Field, Scouthead

Playing field at Ashfield, Springhead

Church Fields, Diggle

SADDLEWORTH NEIGHBOURHOOD PLAN 2025–2045

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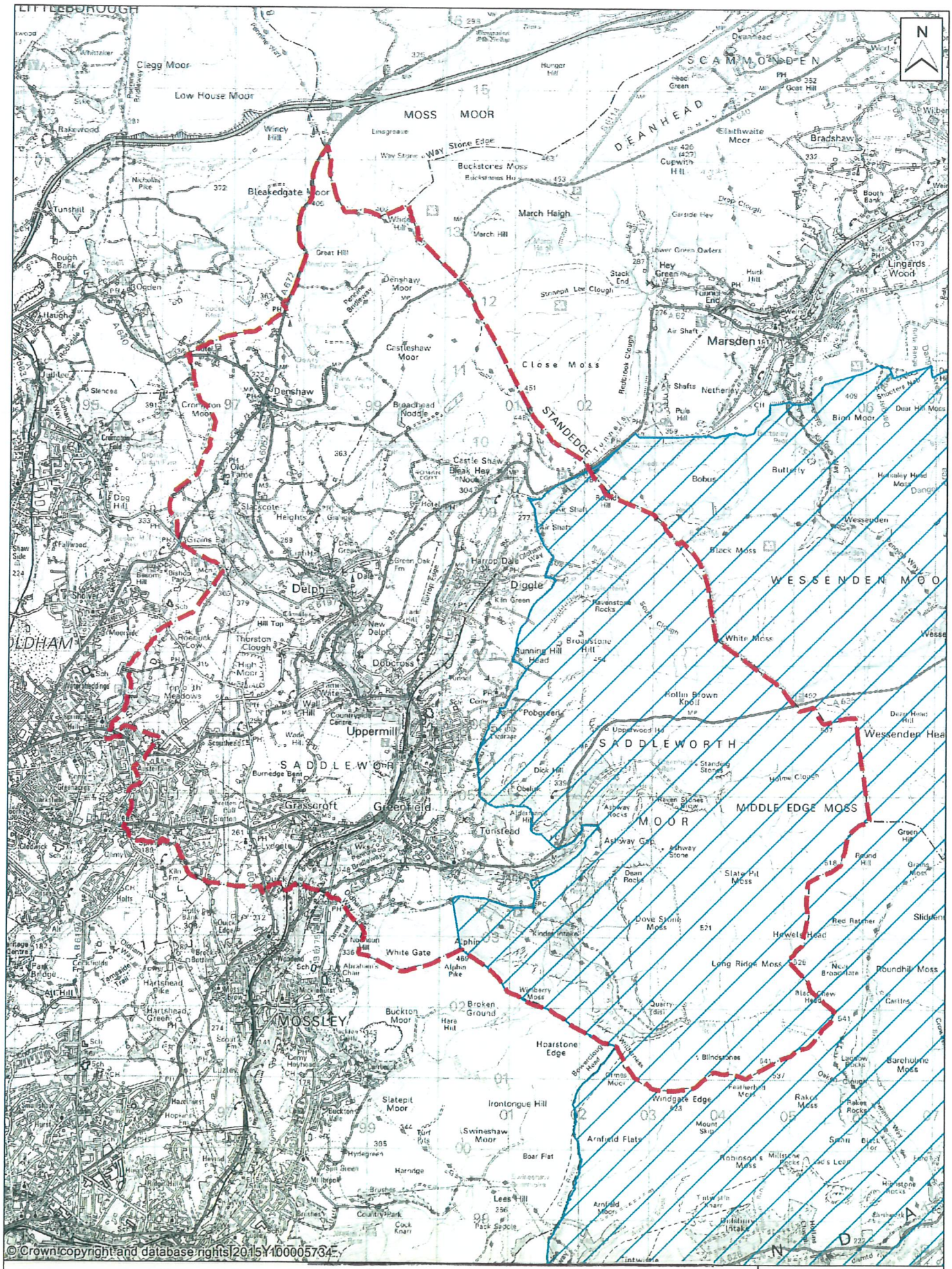

Designated Saddleworth Neighbourhood Area

Designated Saddleworth Neighbourhood Area

Peak District National Park

Scale 1:50,000 @ A3

PEAK DISTRICT NATIONAL PARK

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Appendix 1: Neighbourhood plan presentation

Saddleworth Neighbourhood Plan

Neighbourhood planning was introduced by the 2012 localism act.

The idea behind localism is that decision making is passed to a more local level, that is from local government to local communities.

Local communities can produce neighbourhood plans for their local areas, by developing a vision and policies for the future development of their area.

Neighbourhood Plans enable communities to take the lead in producing part of the statutory development plan for the area.

1

NEIGHBOURHOOD PLAN

Your neighbourhood

Your decisions

Your plan

- Developed by local communities.
- Offers opportunities such as:

Protecting and enhancing local communities.

Choosing where new businesses should be located.

Protecting local green spaces.

2

NEIGHBOURHOOD PLANNING

The Process

There are 5 key stages to neighbourhood planning.

Stage 1: Designate the area. SADDLEWORTH + PEAK DISTRICT NATIONAL PARK

Stage 2: Prepare the plan.

Stage 3: Independent examination.

Stage 4: Community referendum.

Stage 5: Plan adopted.

3

STAGE 1 – DESIGNATE THE AREA

SADDLEWORTH + PEAK DISTRICT NATIONAL PARK

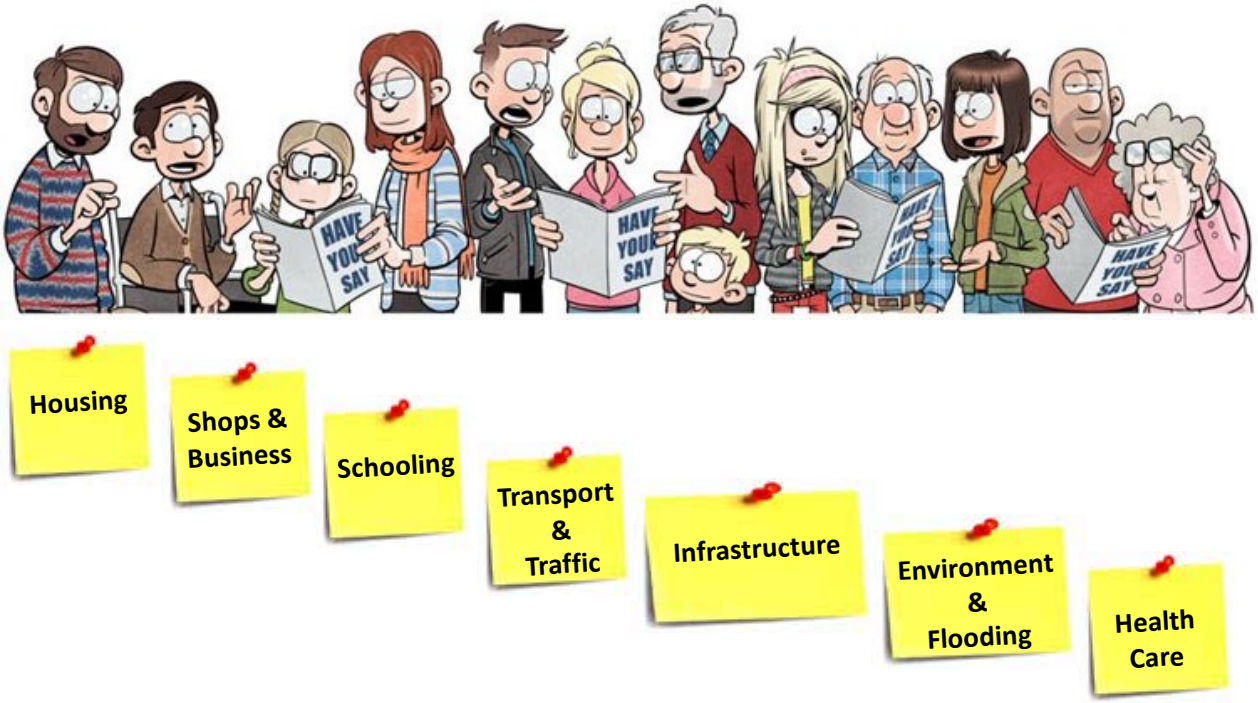
- Saddleworth Parish Council submitted an application to Oldham Council and the Peak District National Park Authority to draw up a Neighbourhood Plan.
- The plan covers the area of Saddleworth Parish.
- The request has now been granted.
- Steering group met recently to develop the timeline for producing the plan.

4

STAGE 2 – PREPARE THE PLAN (1)

ENGAGE AND INVOLVE THE COMMUNITY

Community engagement and consultation is essential



5

Ask local people about the issues that matter to them.

STAGE 2 – PREPARE THE PLAN (2)

Build the Evidence Base – Quantify and Qualify

Business & Retail

Employment

Heritage & Conservation

Demographics

Landscape

DATA & INFORMATION SOURCES?

Transport & Traffic

Environment

Infrastructure

Housing

Tourism

Leisure

Evidence should be used to inform the development of your

6

STAGE 2 – PREPARE THE PLAN (3)

Write the Plan

A neighbourhood plan is only as good as the planning policies it contains.

Types of planning:

- ❑ **Criteria led – e.g. conservation criteria.**
- ❑ **Site specific – allocate land for type of development such as housing.**
- ❑ **Generic – e.g. design, affordable housing policies.**

- ❖ **Vision and objectives**
- ❖ **Supporting evidence**
- ❖ **Local focus**
- ❖ **Targets**
- ❖ **Positive approach**
- ❖ **Plain English**

ESSENTIAL INGREDIENTS OF THE PLAN

7

STAGE 3 – INDEPENDENT EXAMINATION

The plan is examined by an independent examiner.

The examiners role is to test the plan against the basic conditions and ensure the legislative requirements have been met.

Neighbourhood Planning conditions must:

- Have regard to national planning policy.
- Conform with strategic policies in the development plan for the local area.
- Be compatible with EU obligations and human rights requirements.

8

A Neighbourhood Plan cannot…

- Conflict with the strategic policies of the Local Plan prepared by the local planning authority (e.g. GMSF)

- Be used to prevent development that is included in the Local Plan.

- Be prepared by a body other than the parish or town councillor neighbourhood forum.

9

STAGE 4 – REFERENDUM

Assuming the examiner recommends that your draft Neighbourhood Plan can proceed then your local planning authority will organise and pay for a referendum.

Anybody registered to vote in the area covered by your Neighbourhood Plan will be entitled to vote. A simple majority of votes (over 50% of those voting) in favour of your Neighbourhood Plan is sufficient for it to succeed.

in Business Areas two separate referenda will be held in parallel. The first will be for residents and a second referendum will be held for businesses.

See https://planninghelp.cpre.org.uk/improve-where-you-live/shape-your-local-area/neighbourhood-plans/step-8-referendum-and-adoption

10

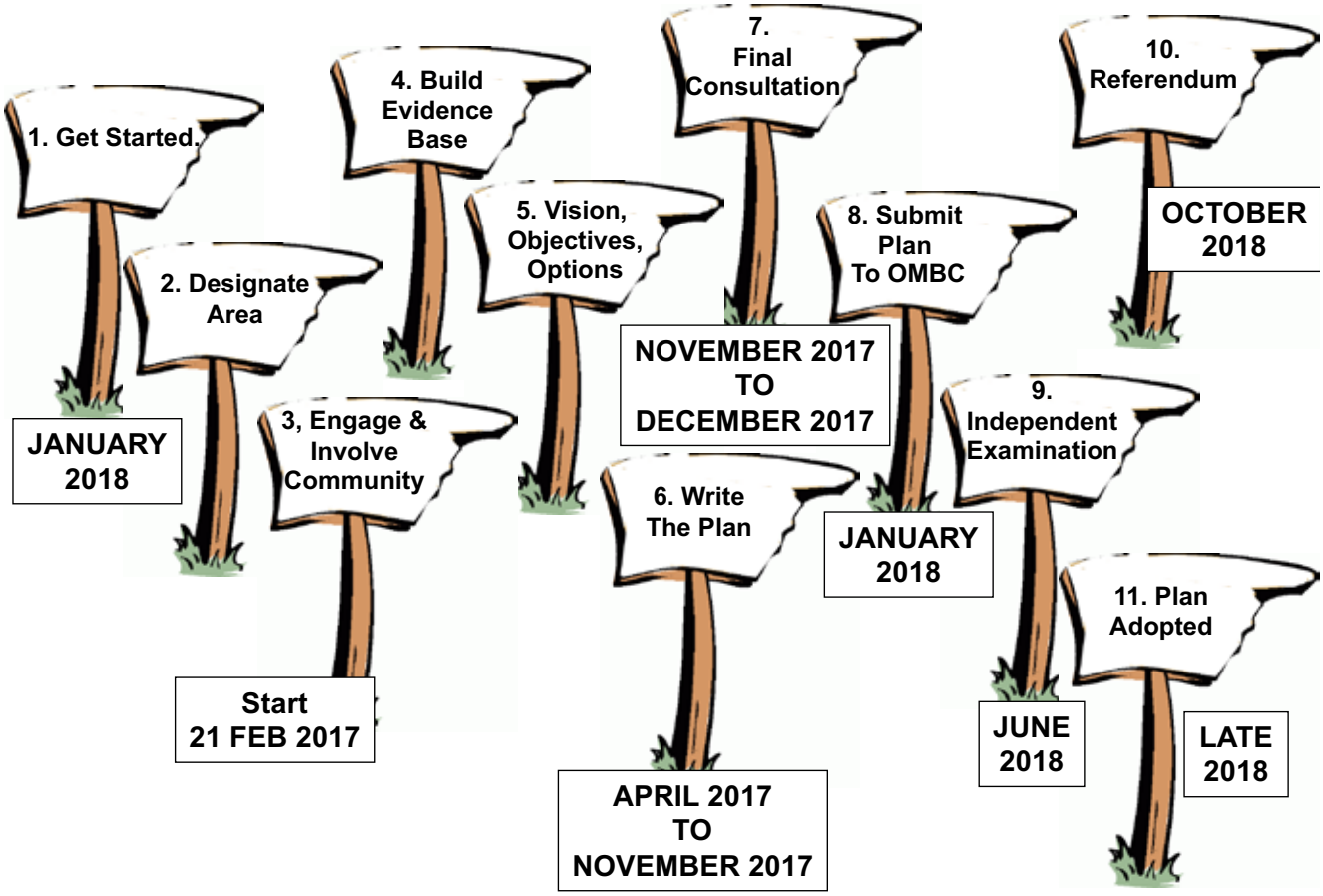
STAGE 5 – PLAN ADOPTED

Assuming a simple majority is achieved, your local planning authority will adopt your Neighbourhood Plan as part of the development plan.

This may include policies in your Neighbourhood Plan taking precedence over policies in the Local Plan, where they apply to the specific area covered by your Neighbourhood Plan.

11

NEIGHBOURHOOD PLAN ROAD MAP & TIMELINE



?

Comments and Questions

13

Appendix 2: Common themes from villages

Villages	Infrastructure	Recreation	Health	Housing	Call for Sites	Car Parking	Flooding	Traffic Movement	Public Transport	Highways	Footpaths	Education	Retail	CLT	Employment Opportunities
Greenfield & Grasscroft	X	X		X	X			X							X
Dobcross															
Delph		X	X	X	X	X	X	X	X	X	X	X	X	X	
Diggle															
Denshaw															
Springhead & Grotton	X	X	X	X	X	X			X	X					X
Austerlands & Scouthead															
Slackcote				X	X	X	X		X					X	X
Friezland															
Uppermill															
Lydgate															
Launch Meeting															
Civic Trust	X	X	X	X	X		X		X						
Churches Together															
PDNPA															
Oldham Council															

Appendix 3: Initial outline

	Possible Structure for Neighbourhood Plan						
Sections	Headings	Possible Prompts					
	All the sections have to have regard to housing, land use and development However appendices can contain other aspiriations with regard to these topics		Sites for housing Open Spaces for ? Protect heritage	Types of housing Vision of Saddleworth Promote voluntary work	Business development Vision for your village	Community facilities Encourage tourism	Community Infrastructure levy Encourage start up businesses
Section 1	General Overview of Saddleworth Area						
Section 2	General Overview of your area						
Section 3	Environment and green spaces						
Section 4	Employment and businesses						
Section 5	Tourism						
Section 6	History and Heritage						
Section 7	Traffic, transport and accessibility						
Section 8	Health & Wellbeing Services						
Section 9	Education and Youth						
Section 10	Sport, Leisure and Community Facilities						
Section 11	Community Safety						

Appendix 4: Extended outline

Saddleworth Parish Council

Saddleworth Neighbourhood Plan

Skeleton Plan :

1. Front Cover and inside
2. Contents :
    a. Introduction
    b. History & Development of Saddleworth
    c. Community Profile
    d. Other Infrastructure :
        i. Education
        ii. Health & Wellbeing
        iii. Retail & Commerce
        iv. Traffic & Transport
        v. Access to Saddleworth
    e. Relevant Local Plans & Policies
    f. Vision & Objectives
    g. Green Belt and Natural Environment
    h. Conservation areas
    i. Housing Narrative
    j. Industrial & Commercial Developments (include Tourism ?)

3. Introduction *:*

    The Neighbourhood Plan is a powerful tool to help to shape what happens in the parish of Saddleworth in the future. Neighbourhood Plan policies take precedence over non-strategic Local Plan policies in decision-making. This general conformity means that the Local Plan will provide a strategic policy framework which underpins the Neighbourhood Plan.

    A Neighbourhood Plan should be reviewed after five years but can cover a period of up to twenty years

    The designated area is the area agreed with Oldham Council and the Peak District National Park Authority. Saddleworth Neighbourhood Plan covers the area delineated by the Saddleworth Parish Boundary. It includes the villages of Denshaw, Delph, Dobcross, Diggle, Uppermill, Greenfield, Grasscroft, Lydgate, Grotton, Springhead, Austerlands & Scouthead and the communities of Friezland and Slackcote.

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided, and grant planning permission for the new buildings they want to see go ahead. Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

Consultees on the plan will be the residents of Saddleworth Parish, the Community and Residents' Associations of Saddleworth, the children of local schools, Oldham Council and the Peak District National Park Authority. Other groups to be consulted will be the Police, Royal Society Protection of Birds, Churches of all denominations, other faith groups and local historical societies.

4. History and development of Saddleworth:

The upper reaches of the River Tame, and its numerous tributaries define Saddleworth geographically. Its valleys contain the villages of Denshaw, Delph, Dobcross, Diggle, Uppermill and Greenfield. In the western part of the parish are the villages of Scouthead, Austerlands, Grasscroft, Lydgate, Grotton and Springhead. A large area of the parish is heather moorland which is a special landscape protected by two international designations.

Situated on the western side of the Pennines, but historically part of the West Riding of Yorkshire, Saddleworth has long looked in two directions - over the Pennines and eastward to the towns of Huddersfield, Halifax and Leeds and westward to its Lancashire neighbours of Oldham, Ashton, Rochdale and Manchester. This dual identity is still true today as it was in the past when its' absentee Lords of the Manor lived far away in Yorkshire and administration was from Pontefract and later Wakefield. When it came to religion, however, it was in the parish of Rochdale and the Diocese of Chester. Today, it is administered by Oldham Council, forms part of the sub-region of Greater Manchester, but is partly in the Peak District National Park and is a part of the South Pennines Countryside Character Area. A true border territory, its ancient boundary unites the three historic counties of Yorkshire, Lancashire and Cheshire and although it is in the North West Region, it also borders on the Yorkshire, the Humber and East Midlands Regions.

Until the eighteenth century, Saddleworth was a sparsely populated and poor area where hillside farmers combined agriculture with small scale woollen cloth production at home in order to make a living. There was a rapid increase in population in the nineteenth century which was matched by growing wealth and importance. Saddleworth broadcloth achieved international status. Saddleworth was at the forefront of the industrial revolution with many water powered textile mills springing up along the River Tame and the development of one of

the most impressive turnpike road networks in the country. The construction of the Huddersfield Narrow Canal, with its three miles long tunnel under the Pennines, was one of the major engineering feats of the day. The roads and canal provided access to both national and international markets as well as passing trade for the villages in the valleys.

The Victorian era saw continued growth in industry but a decline in Saddleworth's importance in relation to its neighbours in Yorkshire and Lancashire. The water mills were turned into factories, most still engaged in woollen textile production, but also some cotton spinning in the western villages. The villages grew as workers moved down from the hillside farms to live near shops and employment. Agriculture went into decline, a decline from which it has never really recovered.

The twentieth century saw a transformation of Saddleworth from a community of industrial stone built villages to a mostly dormitory area for the major employment centres on both sides of the Pennines. The motorway network accelerated this change. Local shops and services disappeared in most of the villages and with this change came a decline in the local economy. House building mushroomed in some of the villages, especially in the west, as Saddleworth changed from an industrial landscape to a district of attractive Pennine villages with a valued industrial heritage.

The present Civil Parish dates from the local government reorganisation of 1974, but its boundaries are essentially the same as those of its predecessor which was formed by the amalgamation of Saddleworth Urban District Council with Springhead Urban District Council in 1937. Saddleworth Urban District Council had been in existence since 1900, and the medieval Township dated back to the Saxon period. This long history gives a real sense of local identity both at a parish level and at a village community level.

Saddleworth, like many communities, faces many challenges today and in the near future.. These relate mostly to the threat of over-development accompanied by rising land prices, the decline of a mixed local economy, the lack of affordable housing, and the expense of maintaining local services and infrastructure in a geographically large rural district. However, these are balanced by Saddleworth's strengths: its' largely prosperous, healthy, and well educated population and its strong community spirit. This is shown by the large number of voluntary societies and organisations and community festivals such as the annual Whit Friday Brass Band Contest, the Rush Cart Weekend and the Saddleworth Festival of the Arts.

5. The Community Profile : Saddleworth as a whole
   Saddleworth individual villages
   To include population, growth, occupations – working locally and travelling out (transport used for this), qualifications, housing types – general and specific to each village including ownership, private renting and housing associations. (Need statistics)

Like other Pennine parishes, it is large, at 7,588 hectares, (29.3 sq miles), predominantly rural with a population of 25,500 people. This makes Saddleworth one of the largest parishes in the country

Need statistics for the villages or 3 wards minus Lees. Will be in Housing Strategy – being updated at the moment

6. Other infrastructure : Education – nursery, primary, secondary, tertiary
   Health – GP practices, dental services (private and NHS), other services eg. podiatry, physiotherapy. Access to acute care
   Retail and commerce – general for Saddleworth and specific to each village
   Travelling – public transport, road network, other – cycling, walking, access to Rights of Way, green lanes and canals

   Overview with any particular issues. Walks on SPC website. GMCA – GMSF and supporting documents. Information from TfGM. An accessibility map will be done in the near future.

7. Local Plans and Policies which affect Saddleworth : Oldham Local Plan, Peak Park Management and Local Plans, Greater Manchester Places for Everyone, Saddleworth Parish Plan, TfGMTransport 2040

8. Vision and Objectives : The challenges

The vision for Saddleworth in 2030 :

VISION : A long term Vision is an essential part of a Neighbourhood Plan. It sets out the direction in which this Plan, and subsequent Plans, should take us.

Our Vision for Saddleworth reflects views expressed by local people during the extensive public engagement which has informed the preparation of this Plan.

The fundamental principle which underpins our vision and the policies in this plan is that of sustainable development. This means:-

- achieving simultaneous and carefully balanced progress in pursuit of economic, social and environmental objectives – not prioritising one of these issues at the expense of the others;
- considering the long term legacy of our actions – ensuring that young people and generations to come can enjoy a quality of life at least as good as that which we enjoy in Saddleworth today;
- having a wide geographic perspective – recognising that our local actions can have much wider impacts. Pollution of the atmosphere is just one example.

Our vision is that Saddleworth will be made up of many thriving communities, each a place with its own strong identity, each one offering great opportunities for people to make their homes, to work, and to spend their leisure time. Many of local people's needs for services, such as for shops, education, and healthcare will be very well met within Saddleworth. New developments will be accommodated but will be located and designed with sensitivity and with investment in the necessary supporting infrastructure. Saddleworth will be known for the quality of its countryside and the care with which land owners manage it.

We are very clear that Saddleworth must not become just a dormitory area for the cities on either side of the Pennines.

Saddleworth will benefit greatly from its vital economic, social and environmental links with the rest of the Greater Manchester area, and also its strong connections to West Yorkshire. These neighbouring areas will continue to provide opportunities for our residents. Likewise, the qualities which make Saddleworth such an asset to the North of England must be conserved and enhanced. The contribution which it will continue to make to the Peak District National Park is particularly noteworthy. Saddleworth's natural landscapes, its attractive and diverse villages, and its outstanding opportunities for a wide range of outdoor recreation are great strengths. These will make Saddleworth a great place to live and visit, but they will also help to underpin its economic contribution. The tourism and leisure sector is an obvious example, but we envisage that other small and medium sized enterprises will make Saddleworth their base because of its excellent environment and its vibrant communities, and because highly skilled people will choose to live here.

Objectives for planning, housing, transport, environment, community facilities, retail and commercial activity

9. Green Belt : narrative and policy.
   Influenced by Local Plan and NPPF. List any priorities such as rural diversification and access. Key issues. Demonstrate an asset for leisure and tourism

10. Conservation Areas : any general policies relating to conservation area, any village Specifics.
    Civic Trust and Local Studies Centre. No maps or appraisals. Need evidence and map boundaries. Conservation areas, listed buildings and a list of local buildings of interest

11. Housing : narrative – acknowledgement of pressures, positive contributions from Saddleworth, brownfield and greenfield sites, identifying and meeting local needs. The standard of new build.
    Mixture of housing – NPPF and Oldham Local Plan comments and policies which influence Saddleworth, Neighbourhood Plan deviations and justification – statistics needed

Development on small sites – eg small plots of abandoned land, garages, industrial sites, gardens etc, justification and policy
Long term empty homes – policy and case study of Delph
Residential development – design, fitting in with local area – any village specifics
A statement of each villages housing need and capacity
Space and density of developments – comment and policy – restricted by other plans ? Housing for an ageing population, retention of young people
New housing strategy being developed and looking at area within the Parish Boundary. Type and density of housing. Other opportunities eg above shops.

12. Industrial and commercial developments :

Current business parks, protection of industrial land against mass development leading to dormitory area, mixture of small scale industrial developments and housing, village specifics, Fletcher's site as only strategic site in Saddleworth

Tourism : narrative – effect on local area, contribution to economy, policy : The local economy of Saddleworth is significantly boosted by tourist activity. Its natural assets of moorland and valleys provide attractions for visitors, walkers and climbers, which is unmatched anywhere else in the Borough. Tourists are also attracted to its villages for their Pennine character. Uppermill is the hub and provides a range of visitor attractions; the independently run Saddleworth Museum, Gallery and Information Centre, other galleries, shops, cafes and pleasure trips on the Huddersfield Narrow Canal. Tourist facilities in other villages are less developed but local pubs throughout the district provide good affordable food in pleasant surroundings.

Travel around the area by public transport is difficult and tourists mostly rely on their own transport, mainly cars. This places a strain on the parking resources within the area.

There was strong support for a park and ride system linking the major attractions within the area. 57% supported a Park and Ride Tourism Bus servicing Greenfield Station and Dove Stone and 68% a route linking all Saddleworth villages and tourist locations. (Saddleworth Hopper in the past)

Public toilet facilities are inadequate and this presents a problem for both local people as well as visitors. There was strong support for the Parish Council taking an active role in providing improved facilities; even increasing the Parish Council Tax Precept if necessary. The way of providing the facilities will vary depending on the location. The introduction of a Community Toilet scheme some years ago has proved successful. Local businesses receive an annual payment to allow members of the public to use their toilets without making a purchase.

The overwhelming majority, 91% were in favour of the Parish Council supporting the Museum based Visitor Information Centre, a focal point for tourists.

Saddleworth has a rich network of footpaths and bridleways; a legacy from an era before the industrial revolution when the area was one of scattered hillside settlements and hamlets

interlinked with rights of way. There are 291 definitive footpaths and bridleways in the Parish, in addition to large areas of open land where 'right to roam' applies.

The Parish Council, together with a team of volunteers including the Ramblers Association, West Pennine Bridleway Association and Oldham Countryside Service, have undertaken to document all 150 miles (240 Km) of footpath and bridleway in Saddleworth, compiling a detailed record and a log of their condition, and working with the Local Authority Footpaths Officer to agree an action plan for their restoration and maintenance. (Incomplete)

Walkers, horse riders and visitors to the area have long been frustrated by the lack of a single map of Saddleworth showing footpaths, bridleways and other tourist amenities; an earlier map in two sections, produced in 1979, has long been out of print. The Parish Council have embarked on a project to produce a new large scale map on a single sheet covering the whole of the Parish.

13. Expansion of 6 – Travelling :
    public transport, road network, other – cycling, walking, access to RoW, green lanes and canals. Specifics for each village, narrative and policies

14. The Environment and access to green spaces :
    Natural open spaces and sports and recreational facilities – protection of these against pressures. Special areas ? eg SSI's, NPPF and Local Plan policies. Identify these for each village and the protection needed. Impact of development on green spaces and open land. Tree Plan.
    Look at biodiversity, improvement and accessibility. Green space policy

15. Infrastructure :
    Access to fast reliable broadband, drainage – both natural and sewage systems, flooding issues, Flooding policy
    CIL – Community Infrastructure Levy. Each village specifics.
    Look at national policies

16. Community Land Trusts : potential for this in Saddleworth Example Bradwell

17. Maps, plans and photographs as appropriate

18. Issues raised which fall outside the remit of a Neighbourhood Plan which could perhaps form the basis for a new Parish Plan to run in tandem : eg parking, clean air, retaining

community facilities eg libraries, heritage protection, green and friendly environment area eg reduction in plastic use, Law & Order

Appendix 5: Dobcross survey data

The Dobcross Community Association carried out their own survey covering similar topics to the Future of Saddleworth survey. It was carried out both online and in print.

The responses to the survey are available to download:

https://www.saddleworthparishcouncil.org.uk/downloads/dobcross-overview.pdf

https://www.saddleworthparishcouncil.org.uk/downloads/dobcross-traffic-and-transport.pdf

A summary of some of the key data based findings from the Dobcross Survey are (all percentages rounded to nearest full figure):

- A narrow majority (54%) are in favour of more houses being built.
- In broad terms, the development of affordable housing, family homes or smaller homes and apartments is seen as preferable to more executive homes
- Over 90% of respondents thought having parking spaces and access to a main road should be a prerequisite to gaining planning approval.
- Over 90% of respondents would be in favour of 20mph speed limits
- A majority of residents (58%) would not want to see a one-way system to reduce traffic flow
- A large majority of residents (75%) would like to see vehicle size restrictions through the centre of the village
- Many people (66%) expect to own an electric car in 5-10 years' time.
- A small majority of people (54%) think that the lack of pavements on certain roads are an important issue.
- Most households have one or two cars (84%). A small number have three. Very few have none or more than four.
- Most respondents (70%) do not use the bus services that serve Dobcross however many say they could be persuaded to use public transport
- Direct links to the train and tram networks, more regular and frequent bus timetables, lower fares and more buses to Manchester would make the service more popular.
- There is a rough 50:50 split on whether more should be done to attract more business, industry and employment into the area
- Lower business rates, better broadband and easier parking would make the area more attractive but many expressed concern about the impact of yet more cars and how expanding business activity might affect smaller villages like Dobcross
- A majority of respondents (65%) said they were satisfied with the healthcare services available to Dobcross residents.
- Most people (64%) feel the current planning regulations with regard to listed buildings, stone barn conversions and permissible building materials are about right
- The vast majority of respondents (90%) were not concerned about a risk of flooding
- Most people would welcome the introduction of more renewable energy initiatives but not at the expense of spoiling the look of the village and its surroundings.

Appendix 6: Future of Saddleworth survey data

The Future of Saddleworth Consultation was carried out both online and in print. The questions from the survey are on pages 20–29.

The responses to the sruvey are available to download:

Overview (data-led responses): https://www.saddleworthparishcouncil.org.uk/downloads/future-of-saddleworth-overview.pdf

Responses to questions with text-based answers: https://www.saddleworthparishcouncil.org.uk/downloads/future-of-saddleworth-individual-responses.xlsx

A summary of some of the key data based findings from the Future of Saddleworth Survey are (all percentages rounded to nearest full figure):

- Most important issues: 1st) housing, planning & development; 2nd) environment; 3rd) transport. This applies currently across Saddleworth, in 20 years across Saddleworth, and in respondents' villages. Environment was ranked noticeably higher in 20 years' time.

- Preferred type of housing by score (most preferred first): terraced (2.53); retirement homes (2.76); semi-detached (2.80); sheltered/supported accommodation (2.91); shared space (e.g. flats) (3.30); detached (3.49).

- Preferred housing by ownership (most preferred first): owner occupied (65%); social rented (37%); private rented (8%).

- Preferred housing by size (most preferred first): three bedroom (60%); two bedroom (39%); 4+ bedrooms (7%); one bedroom (6%).

- Preferred locations for development (most preferred first): brownfield (1.51); infill (2.25); open land – not green belt (3.05); small developments on green belt <10 (3.68); green belt 10+ (4.49).

- Types of development preferred for people looking to work in the area (most preferred first): light industrial (33%) and offices (33%); retail (shops) (19%) and farming (19%); tourism (18%); leisure (pubs, cafés) (14%).

The Future of Saddleworth

Introduction and about you

Saddleworth Parish Council is currently developing a Neighbourhood Plan. If accepted under the Localism Act, the plan will help shape Saddleworth's future. Each village in Saddleworth has been asked to contribute to the plan. Housing, transport, business, education and healthcare are just some of the many subjects under discussion. This is our chance to develop a shared vision and make our voices heard.

The purpose of this survey is to find out what issues matter most to the residents of Saddleworth and what we think should be done about them. Those matters which do not form part of the Neighbourhood Plan will be considered for the accompanying Parish Plan.

1. What is your gender?

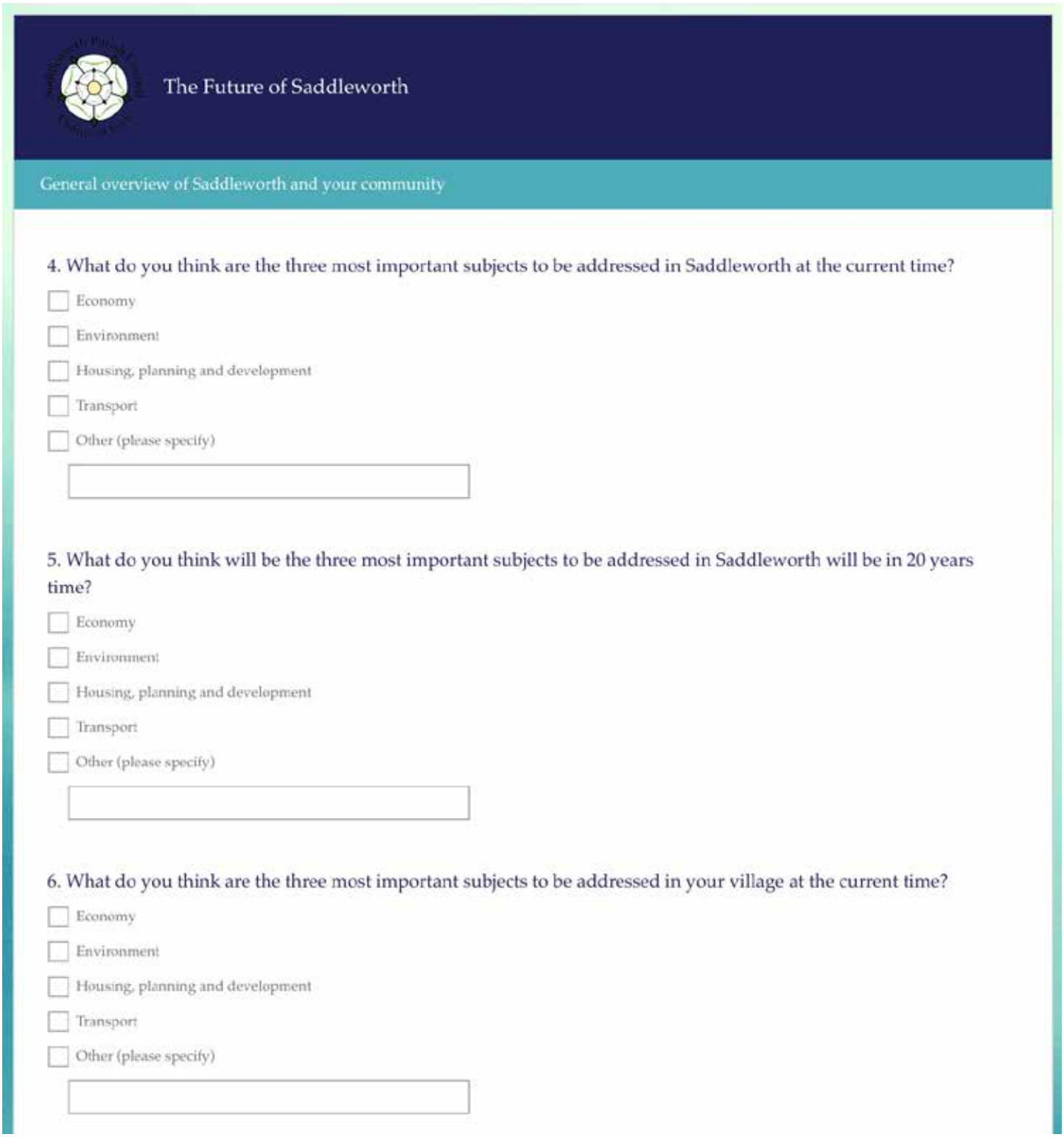
- ◯ Male
- ◯ Female
- ◯ Prefer not to say

2. Age group

- ◯ 0-14 years
- ◯ 15-24 years
- ◯ 25-54 years
- ◯ 55-64 years
- ◯ 65 years and over

3. Please indicate the community in which you live:

- ☐ Austerlands/Scouthead
- ☐ Denshaw
- ☐ Delph
- ☐ Diggle
- ☐ Dobcross
- ☐ Grasscroft/Lydgate
- ☐ Greenfield/Friezland
- ☐ Grotton
- ☐ Slackcote
- ☐ Springhead
- ☐ Uppermill



The Future of Saddleworth

General overview of Saddleworth and your community

4. What do you think are the three most important subjects to be addressed in Saddleworth at the current time?

- [ ] Economy
- [ ] Environment
- [ ] Housing, planning and development
- [ ] Transport
- [ ] Other (please specify)

5. What do you think will be the three most important subjects to be addressed in Saddleworth will be in 20 years time?

- [ ] Economy
- [ ] Environment
- [ ] Housing, planning and development
- [ ] Transport
- [ ] Other (please specify)

6. What do you think are the three most important subjects to be addressed in your village at the current time?

- [ ] Economy
- [ ] Environment
- [ ] Housing, planning and development
- [ ] Transport
- [ ] Other (please specify)

Housing, planning and development

The Neighbourhood Plan fits within a system of other planning frameworks, such as the National Planning Policy Framework; the Greater Manchester's Plan for Homes, Jobs, and the Environment; and Oldham Council's Local Plan.

7. What type of housing would you like to see more of in Saddleworth? Please prioritise the following list with 1 being your preferred and 5 your least preferred type of development.

	1	2	3	4	5
Detached	○	○	○	○	○
Semi-detached	○	○	○	○	○
Terraced	○	○	○	○	○
Shared space (e.g. flats)	○	○	○	○	○
Retirement homes	○	○	○	○	○
Sheltered/supported accommodation	○	○	○	○	○

8. What type of home ownership do you think we need more of in the district?

- ☐ Owner-occupied
- ☐ Private rented
- ☐ Social rented

9. What size of house do you think is most needed?

- ☐ Four bedrooms or more
- ☐ Three bedrooms
- ☐ Two bedrooms
- ☐ One bedroom

10. When building new developments, where would you like these to be built? Please list those you wish to be considered in order of preference, where 1 is the most preferred and 5 is the least preferred.

	1	2	3	4	5
Infill between existing houses	○	○	○	○	○
Sites with existing or previous development (brownfield)	○	○	○	○	○
Open land (not including green belt)	○	○	○	○	○
Small developments on green belt (fewer than 10 houses)	○	○	○	○	○
Green belt (more than 10 houses)	○	○	○	○	○

Other (please specify)

11. Are you aware of any areas in your village which could be used for developments? If so, please give details, e.g. postcode, map, location, etc.

Environment and green spaces

Please answer the following questions on our environment.

12. Do you think more is required to manage flood risks in Saddleworth?

Are you aware of the use of any of the following in Saddleworth: flood warning systems, flood defences, tree planting, water storage areas, sustainable urban drainage systems (SUDS), or any others?

13. Saddleworth has a number of initiatives (private and public) for supporting and creating renewable energy, and will develop these further. Please list those you wish to be considered in order of preference, where 1 is the most preferred and 5 is the least preferred.

	1	2	3	4	5	
Solar panels	○	○	○	○	○	○
Domestic wind turbines	○	○	○	○	○	○
Commercial wind turbines	○	○	○	○	○	○
Heat pumps (geothermal)	○	○	○	○	○	○
Hydroelectric	○	○	○	○	○	○
Air sourced	○	○	○	○	○	○
Biomass	○	○	○	○	○	○

Please provide more details if you would like to be specific

14. We would like to introduce more local initiatives for recycling, and would welcome your input. If you have any suggestions for new or improved recycling schemes, please let us know below.

15. Would you support creating allotments if space could be found somewhere your village?

- ○ Yes
- ○ No

16. Are you aware of any open or public spaces in your village which you would like to see protected? If so, please give details.

Employment and business

17. If you currently have a job, where do you work?

- ◯ Premises outside Saddleworth
- ◯ Premises inside Saddleworth
- ◯ Work from home

18. If you run your own business, and are expecting to relocate in the next five years, where are you likely to relocate to?

- ◯ Premises outside Saddleworth
- ◯ Premises inside Saddleworth
- ◯ Work from home

19. If you are likely to start working in the district in the next few years, which of the following types of development would be of particular use?

- ☐ Light industrial units
- ☐ Offices
- ☐ Leisure (pubs, cafes)
- ☐ Retail (shops)
- ☐ Farming
- ☐ Tourism (hotels, accommodation)

20. Are you aware of any areas in your village which could be used for commercial developments? If so, please give details.

21. If you work in Saddleworth, is the current provision of broadband and mobile services in Saddleworth sufficient for your business needs? Please explain.

Tourism and heritage

22. What are the benefits of tourism to Saddleworth?

23. How do you think that tourism locally can be better managed to benefit Saddleworth?

24. In your opinion, what attracts visitors to Saddleworth

- [ ] Cafe culture
- [ ] Countryside
- [ ] Heritage
- [ ] Venues
- [ ] Other (please specify)
- [ ] Nature
- [ ] Walking
- [ ] Cultural events

25. Have you any specific ideas on how to maintain/improve the character of Saddleworth? Please specify below.

26. Have you any specific ideas on how to maintain/improve the character of your village? Please specify below.

27. Saddleworth has 26 conservation areas. Do you know where the conservation areas are in your village?

Are there any issues with the Conservation areas in your village?

Is there anything that can be done to enhance your appreciation of the Conservation areas in Saddleworth?

28. Are you aware of any sites in your village which could be identified and promoted for tourism or heritage? If so, please give details.

29. Do you have any suggestions as to how the community can improve and maintain the network of footpaths and bridle paths?

Traffic, transport and accessibility

30. How many vehicles are there in your household?

0	1	2	3	4+
○	○	○	○	○

31. Are you aware of any sites in your village which could be used as a location for charging points for electric cars?

32. Are you aware of any sites in your village which could be used as a site for additional public car parking? If so, please give details.

33. Does Saddleworth have sufficient availability for cyclists (parking, routes, cycle lanes etc)? Can you suggest any locations in your village which could be used for facilities such as parking? If so, please give details.

34. Do you have accessibility needs? Are they currently met in your village? Is there anything more that can be done to help?

35. Do you currently access any activities or schemes in Saddleworth that help with health and wellbeing? This could include such things as sports, mental health, community support or group activities.

- ◯ Yes
- ◯ No

36. Are you involved in any of the following activities or schemes in Saddleworth?

- ☐ Walking
- ☐ Swimming
- ☐ Community groups
- ☐ Sports clubs/groups
- ☐ Places of worship
- ☐ Other (please specify)
- ☐ Youth clubs
- ☐ Allotments
- ☐ Art groups
- ☐ Healthy eating groups

37. What more could be done to help or encourage people to access these activities or schemes?

38. Are you are involved in neighbourhood safety schemes (Neighbourhood Watch, for example)?

- ◯ Yes
- ◯ No
- ◯ If yes, which schemes are you involved in?

39. How do you think community safety could be improved in your village?

Our final question is particularly intended to get the opinions of young people, that is, anyone under the age of 18. If you are over 18, but there is someone in your household under the age of 18, we would welcome their response to the final question.

Appendix 7: Topic papers

The topic papers produced in the development of the plan are available online at:

Flooding: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-flooding.pdf

Heritage: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-heritage.pdf

Housing: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-housing.pdf

Industry, commerce and tourism: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-industry-commerce-tourism.pdf

Landscape and character: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-landscape-character.pdf

Traffic and transport: https://www.saddleworthparishcouncil.org.uk/downloads/topic-paper-traffic-and-transport.pdf

Appendix 8: Iterative Neighbourhood plan versions

The development versions of the Neighbourhood Plan are available online at:

Version 1.0: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.0.pdf

Version 1.1: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.1.pdf

Version 1.2: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.2.pdf

Version 1.3: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.3.pdf

Version 1.4: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.4.pdf

Version 1.5: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.5.pdf

Version 1.6: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.6.pdf

Version 1.7: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.7.pdf

Version 1.8: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.8.pdf

Version 1.9: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.9.pdf

Version 1.10: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.10.pdf

Version 1.11: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.11.pdf

Version 1.12: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.12.pdf

Version 1.13: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.13.pdf

Version 1.14: https://www.saddleworthparishcouncil.org.uk/downloads/draft-1.14.pdf

Appendix 9: Full list of statutory consultees

Oldham Council
Peak District National Park Planning Authority
Greater Manchester Combined Authority

Calderdale Council
Derbyshire County Council
East District (Oldham Council)
High Peak District Council
Holme Parish Council
Kirklees Council
Lead Local Flood Authority
Meltham Town Council
Mossley Town Council
Ripponden Parish Council
Rochdale Council
Shaw and Crompton Council
Tameside Council
Tintwistle Parish Council

Delph Residents Association
Denshaw Residents Association
Diggle Residents Association
Dobcross Residents Association
Greenfield and Grasscroft Residents Association
Grotton Residents Association
Love Lydgate
Scouthead and Austerlands Residents Association
UCAN

Action Together
Age-UK
BT
Business Peak District
Canal and River Trust
Country Land and Business Association
Churches Together in Saddleworth
CPRE
CTIL (Vodaphone & 02)
Derbyshire coalition for inclusive living
Disability Rights UK
Dovestones Women's institute
Electricity North West
Environment Agency
Equality and Human Rights Commission
Forestry Commission
Greater Manchester and High Peak Ramblers
Greater Manchester Chamber of Commerce
Greater Manchester Integrated Care
Historic England
Homes England
Marine Management Organisation

MBNL (EE and Three)
Mobile Operators Association
Mobile UK
National Farmers Union
National Gas Transmission
National Highways
National Trust
Natural England
Network Rail
NHS Oldham CCG
Oldham Interfaith Forum
Oldham Mountain Rescue Team
Oldham Partnership
Peak Park Parishes Forum
Primary Care Network
RSPB
Saddleworth Peace Group
Saddleworth Women's Institute
Sport England
Springhead Community Centre CIO
TfGM
The Coal Authority
United Utilities
Wildlife Trust
Woodland Trust

Appendix 10: Public consultation response

The formal consultation was carried out both online and in print. The questions from the paper survey are on pages 34–41.

The responses to the survey are available to download from:

https://www.saddleworthparishcouncil.org.uk/downloads/neighbourhood-plan-responses.xlsx

SADDLEWORTH NEIGHBOURHOOD PLAN 2024–2044 SUMMARY CONSULTATION

Saddleworth Parish Council want to know your thoughts on the draft Saddleworth Neighbourhood Plan as it reaches an important stage

Saddleworth has unique qualities and characteristics, and specific issues as well. This is our opportunity to make a plan which is tailored to meet Saddleworth's needs.

The draft Neighbourhood Plan has been developed from the views expressed by local people during earlier phases of consultation. More than 12,000 questionnaires were distributed across Saddleworth as we reached out to every household. Online versions were shared, and discussions were held with community associations and local organisations. School pupils were also asked for their views.

The central part of a Neighbourhood Plan is its planning policies, which are in the draft Plan. In each case we have 1) identified an issue which affects the Parish, 2) set out our what our objectives are in relation to that issue, 3) prepared a policy which seeks to deliver those objectives, and 4) provided evidence to support that policy.

This Summary provides a short and simplified version of each objective and policy. The complete policies are in the full Neighbourhood Plan. The final page of the Summary explains how to view a copy of the full Plan.

The Neighbourhood Plan does not allocate land for future development. The role of the Neighbourhood Plan is to set rules for and guide planning decisions, and to ensure that schemes are of the highest possible quality. All policies which are relevant to a particular planning proposal will be taken into account when it is assessed.

In due course the Neighbourhood Plan will be subject to a local referendum. If people vote in support of it, then it will have to be taken into account by planning authorities when they makes decisions on applications.

That is why it is important that the Neighbourhood Plan reflects the views of all the Saddleworth communities.

This is the opportunity to make sure that future planning proposals recognise Saddleworth's unique qualities, protect and enhance its character, and deliver as many positive benefits for our communities as possible.

Please help us to meet this challenge to prepare the best possible Plan by returning this completed summary.

For monitoring purposes, please could you complete the following questions:

Your post code: _____

Your gender: _____

Your age group:

☐ 0–14 years; ☐ 15–24 years; ☐ 25–54 years;

☐ 55–64 years; ☐ 65 years +

All responses should be received by 10.59pm on June 10, 2024. Please either complete the consultation online at www.saddleworthparishcouncil.org.uk or return this paper version to FREEPOST SPC N PLAN.

Environment

These policies aim to protect and enhance recreation and nature conservation corridors, local green spaces and, in particular, the green belt; address flood risk, minimise energy use and promote sustainability; promote and encourage the stewardship and conservation of the rural landscape; and preserve and enhance existing heritage assets.

POLICY 1: GREEN INFRASTRUCTURE

Policy summary – developments will be supported which:

- **provide new small open and/or green spaces, including the new Local Green Space designation;**
- **protect and enhance any existing wildlife;**
- **provide green infrastructure through provision of hedgerows, wildflower meadows and tree planting, particularly native species, and protect Ancient Woodland.**

There should be particular consideration given to the Special Protection Area and Special Area of Conservation, Sites of Biological Importance and Sites of Special Scientific Interest (SSSIs).

Do you: AGREE ☐ DISAGREE ☐

POLICY 2: CHARACTER AND QUALITY OF LAND ADJACENT TO THE NATIONAL PARK

Policy summary – developments in areas adjacent to the National Park will only be supported if they respect the setting of the Peak District National Park.

Note: the Peak District National Park has separate planning policies which cover those parts of Saddleworth in the National Park.

Do you: AGREE ☐ DISAGREE ☐

POLICY 3: CONVERSION OF AGRICULTURAL BUILDINGS (BARN CONVERSIONS)

Policy summary – developments for change of use of agricultural buildings or stables should have no detrimental impact on the agricultural economy, nor on the openness and people's enjoyment of the green belt, and for recent buildings must include a statement demonstrating active agricultural use for at least seven years.

Note: this policy covers conversions which are not already allowed under permitted development.

Do you: AGREE ☐ DISAGREE ☐

POLICY 4: PROTECTION OF IMPORTANT VIEWS

Policy summary – developments will not be supported which detract or harm a valued viewpoint through interruption of key identified views or through inappropriate development.

Do you: AGREE ☐ DISAGREE ☐

POLICY 5: EROSION AND FLOODING

Policy summary – developments will be supported which:

- **avoid flood risk and make use of natural techniques to minimise and mitigate it;**
- **are in line with national and local plan policy requirements, and subject to a satisfactory Flood Risk Assessment, if they are in flood risk areas.**

Do you: AGREE ☐ DISAGREE ☐

Do you have any specific comments on any of the policies outlined?

Green belt

Flora and fauna

Flooding

National Park

Farming and agriculture

Protected areas

Design

These policies aim to ensure the sustainable design and construction of all new development; support opportunities for renewable energy generation and the minimisation of energy use; conserve and enhance historic assets, and where possible bring unused heritage assets into new use; and work towards carbon neutral targets. All development in Saddleworth should be of a sufficient quality to create new heritage assets in the future. The design should complement and enhance the distinctive local character and identity of Saddleworth's villages.

POLICY 6: SUSTAINABLE CONSTRUCTION

Policy summary – developments will be supported which:

- **use modern standards of design and construction to minimise their environmental impact, and where those are not used – such as matching traditional methods – still minimise their impact;**
- **meet or exceed national environmental guidelines and recommendations;**
- **include, where appropriate, small-scale and/or district energy provision, e.g. solar.**

Note: the Peak District National Park has separate planning policies which cover those parts of Saddleworth in the National Park.

Do you: AGREE ☐ DISAGREE ☐

POLICY 7: DESIGN, CHARACTER AND HERITAGE

Policy summary – developments will be supported which enhance or preserve Conservation Areas and heritage assets in the area – as well as their distinct character, appearance, and setting.

Any proposal that incorporates the partial or full loss of a heritage asset must demonstrate why the reuse of the asset is not applicable, with a detailed Heritage Statement and accompanied by structural/ condition and viability surveys.

Do you: AGREE ☐ DISAGREE ☐

POLICY 8: DESIGN MASTERPLANS

Policy summary – with particular regards to any large redevelopment sites, a comprehensive masterplan should be provided, showing the order of construction and what is included in each phase of the development. The masterplan should be developed with the opportunity for timely participation from the local community.

Do you: AGREE ☐ DISAGREE ☐

POLICY 9: CHEW BROOK VALE

Policy summary – the former Fletcher's Mill site in Greenfield (designated Chew Brook Vale in the Places for Everyone plan) is subject to extra requirements. It should:

- **create a village-style setting similar to existing nearby ones;**
- **include a masterplan and design code to distinguish it from estate housing, and keep some of the existing buildings of particular character;**
- **provide a minimum of 1,000sqm of commercial, leisure or retail; and**
- **provide any necessary public bus services and associated facilities.**

Do you: AGREE ☐ DISAGREE ☐

Do you have any specific comments on any of the policies outlined?

Energy provision

Sustainable construction

Heritage

Masterplans

Health, wellbeing and education

These policies aim to promote developments which improve physical and mental health and wellbeing; are designed with public safety in mind, and ensuring that publicly accessible open areas have considered design which minimises risk from, and reduces the likelihood of, antisocial behaviour.

Safety & wellbeing

Social care

Education

Health

POLICY 10: SAFETY AND WELLBEING

Policy summary – major developments (more than 10 houses) will be supported which include:

- **open spaces which which will provide benefits for physical and mental health;**
- **well-designed, safe, inclusive, easy to understand, well-connected outdoor areas which are accessible to the public, while minimising the risk of anti-social behaviour (ASB).**

Do you: AGREE ☐ DISAGREE ☐

POLICY 11: HEALTH AND EDUCATION SERVICES

Policy summary – developments will be supported which provide new health, social care and education services; and increase accessibility to education, social care and healthcare for isolated or inaccessible communities.

Major developments should provide a report about what healthcare provision exists, how it is accessed with a view to ensuring services are within 20 minutes of it, and the impact of that development on the existing healthcare facilities.

Do you: AGREE ☐ DISAGREE ☐

Do you have any specific comments on any of the policies outlined?

Housing

These policies aim to address particular housing needs in Saddleworth. There should be suitable affordable (including social) housing stock for first time buyers and renters looking to stay in the area, and provision for older people to move into properties which are easily maintained and meet their needs.

Affordable & social

Consultation

POLICY 12: HOUSING

Policy summary – developments will be supported which deliver a range of housing types, with specific focus on the provision of affordable, social and intermediate housing. In particular, preference will be given to developments which include one-bedroom accommodation targeted at young people, allowing those leaving family homes for the first time to remain in the area, and appropriate homes for the elderly and disabled, which promote accessibility.

Do you: AGREE ☐ DISAGREE ☐

POLICY 13: CONSULTATION

Policy summary – major developments will be supported which have as a condition of their approval, the formation of a consultation group with local residents and groups, to discuss the development between planning approval and completion. (This would ensure continued engagement between local residents and the developer after the application stage.) All planning applications for development which are likely to have an impact beyond the immediate site should be accompanied by a Statement of Community Engagement.

Do you: AGREE ☐ DISAGREE ☐

POLICY 14: DERELICT AND EMPTY PROPERTIES AND SITES

Policy summary – developments will be supported which bring derelict/empty properties back into use.

The Local Plan for Oldham has a specific policy to make the most efficient use of brownfield land, which is strongly supported for development in Saddleworth

Note: the Peak District National Park has separate planning policies which cover those parts of Saddleworth in the National Park.

Do you: AGREE ☐ DISAGREE ☐

POLICY 15: COMMUNITY AND SELF BUILD

Policy summary – developments will be supported which are individual self-build or community led projects which can demonstrate that they have a local connection, and will maintain that after occupation.

Do you: AGREE ☐ DISAGREE ☐

Derelict & empty

Self build

Do you have any specific comments on any of the policies outlined?

Retail, commerce and tourism

These policies aim to retain employment sites, to support existing traditional industries, take advantage of the highly-qualified workforce, to develop opportunities in emerging and future technologies and business; to ensure that there is adequate infrastructure – including communications, with support both for people who commute, and those who work within Saddleworth. It aims to ensure the provision of sporting, leisure and recreational facilities and spaces; to support tourism with a view to strengthening the local economy; to recognise the importance of farming. It also aims to ensure that each village retains or maximises a core set of services, such as banking, post offices, local shops and community facilities.

POLICY 16: RETAIL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Policy summary – new office, retail and commercial developments will be supported which:

- **would not have significant harmful impacts on the amenities or existing commercial activity of adjoining sites;**
- **and would not have unacceptable impacts on the local road network, particularly in respect of the volume of HGV traffic.**

In addition to site allocations in the Local Plan for Oldham, proposals will be supported which result in the creation or sustainable expansion of existing and new businesses which: are outside the green belt; support new investment; accommodate car parking; and improve sustainability.

Developments will not be supported which involve the loss of commercial premises, or land which provides employment.

Do you: AGREE ☐ DISAGREE ☐

Traffic

Economy

POLICY 17: HOMEWORKING AND CONNECTIVITY

Policy summary – developments which promote the role of homeworking within the economy will be supported, including superfast communications technology, and flexible spaces.

Do you: AGREE ☐ DISAGREE ☐

POLICY 18: TOURISM AND LEISURE

Policy summary – developments will be supported which encourage an even spread of tourism; create a balance of long and short stay provision, provide facilities of use to the local community, are appropriate to the landscape, and support local job opportunities.

Development of community, leisure and sports facilities which contribute to the improvement of the health and well-being of the population will be supported.

Development proposals which enhance or improve existing community facilities will be supported.

Development proposals that will result in the loss or reduction in scale of a community facility will be resisted unless alternative facilities of equal or better accessibility, size and suitability are provided; or the community facility is no longer viable.

Do you: AGREE ☐ DISAGREE ☐

POLICY 19: AGRICULTURAL LAND

Policy summary – developments will not be supported which result in the loss of the best and most versatile agricultural land.

Do you: AGREE ☐ DISAGREE ☐

POLICY 20: SERVICES

Policy summary – developments will be supported which make provision for or allow for the retention of key services within individual village centres, in particular those within a short distance of all local residents.

Do you: AGREE ☐ DISAGREE ☐

Do you have any specific comments on any of the policies outlined?

Communications

Tourism

Farming and agriculture

Travel and transport

These policies address the lack of parking provision across Saddleworth, and seek to improve cycling and pedestrian networks, improve access to and provision of public transport (in particular bus and train), and improve air quality and reduce sound pollution.

Saddleworth Parish Council aims to work with the Peak Park Authority, the Canal and River Trust, and with transport organisations on integrated plans for the region.

POLICY 21: PARKING STANDARDS FOR HOUSING

Policy summary – developments will be supported which:

- **provide two parking spaces per dwelling (fewer for one-bedroom developments or similar);**
- **provide visitor parking and cycle parking.**

If these can't be delivered (where for example, there are physical limits on space) there will need to be a clear demonstration of how public transport can meet the needs of residents.

Do you: AGREE ☐ DISAGREE ☐

POLICY 22: CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE

Policy summary:

- **Major developments to include cycle and pedestrian access;**
- **Commercial developments should include facilities such as changing rooms and shower rooms for cyclists;**
- **Any diverted public rights of way should still be routed through open space.**

Do you: AGREE ☐ DISAGREE ☐

POLICY 23: ACCESSIBILITY TO TRANSPORT

Policy summary – developments will be supported which:

- **provide access to public transport that complies with recommended guidelines**
- **include pedestrian access, and cycle access and storage in public transport development;**
- **provide improved accessibility for walking, cycling, and wheelchairs, prams and buggies.**

Do you: AGREE ☐ DISAGREE ☐

POLICY 24: PUBLIC TRANSPORT

Policy summary – developments will be supported which:

- **provide improved access to current or future train stations;**
- **increase public transport network capacity (e.g. a new train station).**

Do you: AGREE ☐ DISAGREE ☐

POLICY 25: CLEAN FUEL VEHICLES

Policy summary – developments will be supported which ensure provided parking allows for electric (or other renewable) charging.

Do you: AGREE ☐ DISAGREE ☐

Do you have any specific comments on any of the policies outlined?

Pedestrians

Air quality

Public transport

Cycling

Parking

Renewable fuels

You can respond by returning this summary consultation document, or a written response, to us at:

FREEPOST SPC N PLAN

by June 10, 2024. You can also submit your responses online at www.saddleworthparishcouncil.org.uk/neighbourhood-plan-consultation/ by 11.59pm on June 10, 2024, or by writing to clerk@saddleworthparishcouncil.org.uk.

The Saddleworth Neighbourhood Plan covers the entirety of the area which falls under Saddleworth Parish Council. It should be noted that there are two planning authorities which cover this area – Oldham Council and the Peak District National Park Authority.

The full Neighbourhood Plan, together with the Habitat Regulations Assessment (HRA) and Strategic Environmental Assessment (SEA) screening, is available from the Saddleworth Parish Council website at www.saddleworthparishcouncil.org.uk, or from the Saddleworth Parish Council offices at Saddleworth Civic Hall, Lee Street, Uppermill OL3 6AE. You can also request a copy by calling 01457 876665.

Copies of the full Neighbourhood Plan are also available to view from Uppermill Library (High Street, Uppermill, OL3 6AP), Delph Library (Millgate, Delph, Oldham, OL3 5JG), Lees Library (Thomas Street, Lees, OL4 5DA) and Greenfield Library (Chew Vale, Greenfield, OL3 7EQ). Please check opening times for venues.

The consultation period for the Neighbourhood Plan opens on April 2, 2024, and closes at 11.59pm on June 10, 2024. This consultation is regulation 14 of the neighbourhood planning regulations.

Please note all comments will be held by the council and will be available to view publicly. Comments cannot be treated as confidential. Your personal information, such as your postal and e-mail address, will not be published, but your name and organisation (if relevant) will.

SADDLEWORTH NEIGHBOURHOOD PLAN 2024–2044
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Saddleworth Civic Hall, Lee Street, Uppermill OL3 6AE
Tel: 01457 876665
www.saddleworthparishcouncil.org.uk

Appendix 11: Formal consultee responses

National Grid: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/1-national-grid-response.pdf

https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/1-national-grid-response-map.pdf

National Gas: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/2-national-gas-response.pdf

Natural England: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/3-natural-england-response.pdf

United Utilities: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/4-united-utilities-response.pdf

https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/4-wrw-evidence-to-support-water-efficiency-optional-standard-for-new-homes.pdf

Coal Authority: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/5-coal-authority-response.pdf

Wildlife Trust for Lancashire, Manchester & North Merseyside: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/6-lwt-response.pdf

Marine Management Organisation: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/7-marine-licencing-reponse.pdf

National Highways: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/8-national-highways-response.pdf

Oldham Council: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/9-oldham-council-comments-on-saddleworth-neighbourhood-plan-regulation-14.pdf

PDNPA: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/10-pdnpa-comments-on-saddleworth-neighbourhood-plan-at-regulation-14.pdf

Canal and River Trust: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/11-crtr-response.pdf

Holme Valley Parish Council: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/12-holme-valley-parish-council-response.pdf

Historic England: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/13-historic-england-response.pdf

Sport England: https://www.saddleworthparishcouncil.org.uk/downloads/repsonses/14-sports-england-response.pdf

Appendix 12: Response letters to consultees

[redacted]
Canal and River Trust
[redacted]

Dear [redacted]

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in May.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

With regards to your concerns about some of the Local Green Spaces, we have highlighted at the start of the plan that we do not intend to designate any Local Green Spaces, and that any that come forward would do so via the Local Plan process carried out by Oldham Council. To be clear, we have no plans at all to designate the Canalside area as a Local Green Space.

With regards to the suggested text that you proposed for Policy 8, on design masterplans, we have incorporated your suggested text as you proposed it.

With regards to your suggestion on Policy 10, safety and wellbeing, we have incorporated additional text in the first bullet point of the policy to make reference to consideration being made of off site development of walking and cycling infrastructure. There is reference made to this within the Travel and Transport section, but we decided that it was useful to make specific reference to it in this section also, to emphasise the overlap between the policies.

Thank you very much for your constructive responses. If there are future opportunities to work together on improving the environment around our local canals and rivers, we look forward to a productive and positive partnership.

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee, Saddleworth Parish Council

[redacted]
Lancashire Wildlife Trust
mwalker@lancswt.org.uk

Dear [redacted]

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in June.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

While we did not feel we were able to incorporate all of your comments, we have included revisions which have addressed the majority of them.

In particular, we did not feel it was appropriate to reference the forthcoming ELMS funding from Defra in a 20 year strategy document. While this is undoubtedly positive, we felt that it was the wrong place for this reference, which would very quickly date.

We have also not included the feedback on flooding and drainage, as there is a substantial section on this in the emerging Local Plan for Oldham, which is the parent document to this. We would recommend that you put forward any comments on this to Oldham Council as part of their consultation process.

However, we have included many changes to the document in response to your further comments.

You drew much attention to ensuring that biodiversity was consistently referenced throughout the document. We have added a reference to biodiversity and resilience into the list of issues facing the area, and added your suggested paragraph on a flourishing natural environment to our vision statement, as well as adding a paragraph into the supporting text on the 10% biodiversity target. We have also split out our first policy into three sections, one of which is biodiversity, to draw full attention to the biodiversity requirements.

With regards to your comments on tree planting supporting particular bird species, we have added a line to the paragraph to say that “Consideration should also be made to ensure that tree species should be appropriate to support native bird species.”

With regards to paragraph 50, I would draw your attention to the wording of policy 1, which has been strengthened, to say that development will not be supported which “would result in the loss of or harm to irreplaceable habitats such as Ancient Woodland”.

We have also added text after paragraph 62 emphasising the range of irreplaceable habitats that need to be protected. While there was reference to this elsewhere in the document, we were happy to reinforce this.

With regards to policy 1, we have included a footnote on the policy to draw attention to the need for development to be informed by and contribute to the Local Nature Recovery Strategy. We felt that by doing this, we were able to cover both your comments on this section and your comments on policy 14.

With regards to your comments on policy 18, and the potential damage to sensitive landscapes and habitats, we felt that this had been addressed elsewhere in the document, so included specific reference in this policy to ensure that was taken into account.

Thank you very much for your constructive responses. If there are future opportunities to work together on improving the environment and wildlife across the area, we look forward to a productive and positive partnership.

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee, Saddleworth Parish Council

[redacted]
Oldham Council
[redacted]

Dear [redacted]

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in June.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

With regards to the comments from Oldham Council, we have – with some very minor changes, which we have consulted with Georgina Brownridge on – accepted all of the comments which the Council has suggested.

With regards to the policy on community and self-build policy, there is one outstanding issue, where we are checking to see whether the local test is legally applicable for community-led housing.

I would particularly like to thank Georgina Brownridge for her work throughout the process. She has been thorough, well-prepared, constructive and engaged. We could not have asked for a better officer to help with the process. This has been ably supported by the other officers who have been involved.

Thank you very much for your constructive responses, and we look forward to working together during the remainder of the process.

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee, Saddleworth Parish Council

[redacted]
Peak District National Park Authority
[redacted]

Dear Sarah,

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in June.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

With regards to clarity on which policies applied in the Peak District National Park, and which did not, we have gone through the document and ensured that they were presented consistently throughout. Through the revision process, and in response to earlier comments from the PDNPA, we had inadvertently moved between including it in the text of the policy, and presenting as footnotes. It should now be consistently presented as text in the policy. This should also address your comment on Policy 3.

We have also numbered the policy paragraphs, for added clarity. All policies are given a heading in a box, and are presented in bold, which together with the numbering, we considered sufficiently clear.

Attached is a full set of amendments to the plan, together with the updated version of it.

Thank you very much for your constructive responses, and in particular for your assistance at our meeting on October 22 to run through the outstanding queries we had on your responses.

If there are future opportunities to work together on improving the environment and wildlife across the area, we look forward to a productive and positive partnership. We were delighted to have the chief executive, Phil Mulligan, attending a recent meeting of the Parish Council, and would be delighted to engage further.

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee, Saddleworth Parish Council

[redacted]
United Utilties
[redacted]

Dear [redacted]

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in June.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

On policy 5, erosion and flooding, we have incorporated the suggested reference to the emerging Local Plan policy CC4, and we have also incorporated your suggested text to the policy to reflect the unique circumstances of Saddleworth.

On policy 8, we have also included your suggestion to reference strategies for foul and sustainable surface water management.

With regards to your comments on policy 6, sustainable construction, and policy 15, community and self-build, while we are happy to accept your feedback, we have consulted with Oldham Council with regards to their emerging local plan. Your suggested comments have been addressed in there, and as such, we have not incorporated them here – our general approach is to only put policies into the Neighbourhood Plan where they add to parent planning documents, not to repeat them.

Similarly, we understand that your comments regarding the Chew Brook Vale site (JP Allocation 13) should already have been addressed through the consultation process on Places for Everyone.

Thank you very much for your constructive responses. If there are future opportunities to work together on improving the area, we look forward to a productive and positive partnership.

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee, Saddleworth Parish Council

Standard response for all other consultees who responded.

Dear XXX,

Many thanks for your response to the Saddleworth Parish Council Neighbourhood Plan survey which you responded to in June.

We have been carrying out a review of the Neighbourhood Plan, with a view to incorporating as much of the feedback as possible from the hundreds of responses which we received, and have recently completed the new draft plan, which will be being submitted for an updated HRA and SEA, prior to being presented to an inspector, and going forward to referendum.

Thank you very much for your constructive responses, and if there are opportunities to work together in the future to improve our area, we look forward to a positive and constructive relationship

Best regards,

Councillor Sam Al-Hamdani
Strategic planning committee,
Saddleworth Parish Council

Appendix 13: Changes following Regulation 14 consultation

Please note that where reference is made to paragraph, objective and policy numbers, I have placed the number as it appears in v2.3 of the plans first, and added the number as it appeared in the consultation version of the plan after in brackets.

Following a review of other Neighbourhood Plans, Recommendation 1 has become a box out, as it is a useful thing that developers can do, but there is no requirement to do it.

Recommendations 2–7 have been renamed "Parish actions", and moved to an appendix, with a reference in the main text.

Recommendation 8 has been made into a policy.

Introduction
The Neighbourhood Plan will be reviewed every five years to determine if an update is required and covers a period to ~~2044~~2045.

History
After "a valued industrial heritage" add This industrial heritage, and its beautiful natural setting, means that the Parish has a thriving tourist and retail trade, in addition to the growing homeworking sector.

Profile
After Community: insert According to data from Oldham Council

Issues
We have identified these issues through research and analysis of the parish, combined with the opinions of the community which were expressed during ~~through~~ our ongoing consultation.

Key issues in Saddleworth include air quality, the development of the natural environment, biodiversity and resilience, energy use and production, flooding and water use, and a lack of energy-efficient housing stock.

Climate change is such a critical issue that as well the specific policies section on "Environment", it is embedded as a cross-cutting theme in all policy sections.
~~Addressing climate change is such a critical issue that as well as being addressed specifically in this report, it is also embedded throughout each section.~~

Infrastructure
Amend footnote 4, ~~The Local Plan for Oldham (also referred to as Oldham Council's Local Plan), covers the entire borough including Saddleworth.~~ to The Local Plan for Oldham covers the whole borough, excluding the part that falls within the PDNPA.
In Health, well-being and education paragraph: pre~~s~~-school

Vision

On second bullet point, add , and that the biodiversity of the area is further enhanced

Add The parish should be an area with a flourishing natural environment that is resilient, sustainable and well connected and that enables the free movement of wildlife.

Switch the order of the last two paragraphs, for better flow.

Plans and legislation

The Saddleworth Neighbourhood Plan 2025–2045 has been developed in parallel with other planning legislation, plans and strategies, which includes the National Planning Policy Framework (NPPF), Places for Everyone (PfE)

Ministry of Housing, Communities and Local Government ~~Department for Levelling Up, Housing and Communities~~

It had been submitted to the Planning Inspectorate at the time of this Neighbourhood Plan being developed, and has now been formally adopted.

The ~~Joint Core Strategy and Development Management Policies~~ Development Plan Document~~s~~ (DPD~~s~~) for Oldham Council ~~were~~ was adopted in November 2011, to supersede the majority of the 2006 Unitary Development Plan (UDP) policies. ~~These~~ This is ~~are~~ available at

Allocation of sites boxout:

The Parish Council covers an area with a number of sensitive environmental assets~~.~~ ~~However,~~ , and in addition to this a large proportion of the area of the Parish Council falls within the Peak District National Park, where the Peak Park Local Plan is the relevant planning document for development (under the direction of the Management Plan). ~~where the Peak Park Management and Local Plans are the relevant planning documents for development.~~

Other plans and guidance (which can be found on their website) include the the Authority Plan 2023–28, Management Plan, Corporate Strategy 2019–24, and the Landscape Strategy~~, Climate Change and the Peak District National Park, and the Cultural Heritage Strategy~~.

At end of paragraph beginning “The planning policies for the Peak District National Park add Major development is not appropriate in the National Park other than in exceptional circumstances.

In boxout, some decisions on ~~Oldham Council~~ planning applications submitted to Oldham Council

Delete paragraph ~~This Neighbourhood Plan **does not allocate sites for development** = allocated sites for development can be found in Oldham Council's Local Plan, and the *Places for Everyone* proposals.~~and insert new boxout **Allocation of sites.**
Places for Everyone allocates sites for development. The Oldham Local Plan will also consider allocating sites. There are no legislative powers for the Neighbourhood Plan to over-ride those.
The role of this Neighbourhood Plan is to ensure that the character and quality of the Parish is enhanced if any of those sites are brought forward for development.

Delete paragraph ~~In the remaining area, the Neighbourhood Plan is not likely to have significant environmental effects not already addressed through the sustainability appraisal of Oldham Council's Local Plan.~~ – this is extraneous text from an earlier version.

Figure 1 caption, add: *Plans also include the GM Waste and Minerals Plans.*

Policies ~~and recommendations~~
The policies ~~and recommendations~~ contained within this document must be viewed as a whole, and with the other plans and policies listed on page 3, most specifically Places for Everyone, the Oldham Local Plan, and the PDNP ~~Local~~ Development Plan.

For clarity, if a specific policy says that something "will be supported", this is only when all other policies and plans are also met.

Each section has a series of *objectives*. The objectives have been placed in the most relevant section, where they are followed by policies which directly address that objective. However, it should be noted that other policies throughout the document will also contribute to meeting those objectives. ~~Each objective is addressed by either *policies* (which have legal weight); or *recommendations* (additional actions which are beyond the scope of the planning process).~~ Any *supporting information* for the policies ~~and recommendations~~ is provided immediately after.

Some information which doesn't fall into these categories was still considered important for context and has been included in yellow boxouts.

For clarity, it should be noted that this document does not allocate any sites for development. Any sites referred to in this document – in particular the site at Chew Brook Vale, policy 9 – have already been designated for development in other planning policy documents, such as *Places for Everyone*, and the Parish Council has no powers under which to change the status of these sites.

Throughout the consultation process, there was a substantial concern that previous versions of the plan ~~feedback on the~~ did not address a ~~status~~ lack of healthcare facilities ~~as part of the~~ in the Parish~~document~~. This has resulted in the introduction of

the Health, Wellbeing and Education section of this document, to bring together into one place all relevant parts of the plan regarding these aspects for clarity.

Again, while there were strong calls in the consultation feedback for this Neighbourhood Plan to include a specific requirement for new GPs and dentists, the Parish Council has no legislative powers to do this.

We have included the strongest possible requirements that we believe to be possible under current legislation in the Health, Wellbeing and Education section, as we believe these concerns to be valid. We support calls for legislation to be changed to deliver these increased services, so that they could be included in either further iterations of this plan, or in other ~~parent~~ legislation.

At end of first paragraph, add , and the PDNP Local Plan

Add For clarity, it should be noted that this document does not allocate any sites for development. Any sites referred to in this document – in particular the site at Chew Brook Vale, policy 9 – have already been designated for development in other planning policy documents, such as *Places for Everyone*, and the Parish Council has no powers under which to change the status of these sites.

Throughout the consultation process, there was substantial feedback on the status of healthcare facilities as part of the document. This has resulted in the introduction of the Health, Wellbeing and Education section of this document, to bring together into one place all relevant parts of the plan regarding these aspects for clarity.

Again, while there were strong calls in the consultation feedback for this Neighbourhood Plan to include a specific requirement for new GPs and dentists, the Parish Council has no legislative powers to do this. We have included the strongest possible requirements that we believe to be possible under current legislation in the Health, Wellbeing and Education section, as we believe these concerns to be valid. We support calls for legislation to be changed to deliver these increased services, so that they could be included in either further iterations of this plan, or in other parent legislation.

Separate existing policy 1 into three separate policies: Policy 1 Green infrastructure; Policy 2: Biodiversity; and Policy 3: protected areas. This then allows the supporting text, in particular that relating to protected areas, to be placed next to the appropriate parts of the policies.

Policy 1

- the ~~appropriate~~ provision of new ~~small~~ appropriately-sized open and/or green spaces, in line with identified needs/deficiencies

Move paragraph 3 to the new policy on Local Green Spaces.

Policy 2 (1)

2.1 protect and enhance any existing wildlife, and attract new species,

2.1 second bullet Add native before "wild flower planting"

Insert footnote after areas of green spaces: All developments should be informed by and contribute to the emerging Greater Manchester Local Nature Recovery Strategy and future ecological networks

2.3 Add after "Developments will not be supported which:"

- result in the removal or degradation of existing green spaces such as wildlife corridors

- would result in the loss of or harm to irreplaceable habitats such as Ancient Woodland.

Footnote 5: Development must meet PfE Policy JP-G5 'Uplands' which deals with the issues of recreational impacts and functionally linked land and other local plan policies ~~including (and other local plan policies such as Policy N1 Nature in the draft Oldham Local Plan.).~~on nature.

Move former paragraph 68 "The National Planning Policy Framework refers to National Parks and states that "development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas". to become paragraph 12.

Supporting text, insert new paragraph 15 after policy 2: Biodiversity net gain is now a mandatory requirement for development, under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), which means developers must introduce a biodiversity net gain of 10%.

Supporting text, paragraph 17: The GM Green and Blue Infrastructure Strategy promotes work with agricultural landowners and stakeholders to promote more carbon sequestration (removing CO_2 from the atmosphere by storing carbon). There is a commitment to protect and enhance peat bogs around Denshaw Moor, agricultural land on high ground ~~between~~ around Delph ~~and the eastern fringes of Oldham~~, the extensive areas in the Peak Park, and heathland around Alphin Pike.

After paragraph 23, add new footnote: Mitigation strategies need to be joined up between the responsible authorities and interested groups. Co-ordination and working with partner organisations is key for strategies to be effective. See Natural England report on the Recreational Use of the South Pennines Moors and implications for strategic housing growth (Footprint Ecology 27th March 2024).

Delete paragraphs 20–26 (covered by paragraph 28).

Paragraph 29. The subsequent policies in this section of the ~~Policies 2, 3, 4 and 5 of this~~ Neighbourhood Plan

Supporting text, delete former paragraph 41: ~~Policies 2, 3, 4 and 5 are responses to particular issues in Saddleworth. Policies in other plans also apply to Saddleworth.~~

Supporting text, insert in paragraph 26 (58): The 16 SBIs in Saddleworth (as at 2021)

Supporting text, insert new paragraph 40: The protection of biodiversity within the parish is not solely reliant on the protection of designated sites. Priority and irreplaceable habitats can occur outside of sites such as SSSI's and SBI's. Where irreplaceable habitats are present, these should be given the highest protection. Irreplaceable habitat is defined in national planning policy as habitats, which would be very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

New Policy 4

Add **4.1 We have allocated the following sites as Local Green Spaces:**

- **Ashfield Playing Field, Springhead;**
- **Church Fields, Dobcross;**
- **Dawson's Field, Scouthead;**
- **Diggle Fields, Diggle.**

Supporting text, insert new paragraph 30: A Local Green Space designation gives the area equivalent protection to it being in the green belt - see glossary for further details.

Delete paragraph 61 and replace with new paragraph 32: Consultation responses revealed a significant concern about the loss of existing green space to residential development.

Move former paragraphs 4 and 5 to become paragraphs 33 and 34.

Add new paragraphs 35–37:

Some of these responses sought protection of the Green Belt and OPOL in general. However, others suggested particular sites for Local Green Space designation. All iof the suggested were evaluated for their suitability for designation, and in terms of the policy protection which the sites would enjoy (e.g. under Polices 5, 7 and 10).

Based on this assessment the Neighbourhood Plan proposes four sites for Local Green Space designation:

- Ashfield Playing Field, Springhead (proximity and recreational value);

- Church Fields, Dobcross (proximity, significance, recreational value, historic importance and demonstrably special);
- Dawson's Field, Scouthead (proximity, recreational value and demonstrably special);
- Diggle Fields, Diggle (proximity, recreational value and historic importance).

The defined borders of the Local Green Spaces are provided in the supplementary report Suggested Local Green Spaces, available at XXXX, and Appendix 3 to this document.

Supporting text delete former paragraph 62: ~~Thus designation as Green Belt does not provide a means of ensuring that the character or quality of a rural landscape is protected, conserved or enhanced – only that, in general terms, it remains free of urbanising features. Additionally designating an area of the Green Belt as a Local Green Space can indicate and enhance the specific importance of a particular site.~~ As already included in paragraphs 12, 15 and new paragraph 4.

Supporting text, move former paragraph 61 The Student Consultation wanted to protect our heritage assets, from mills and canals to other statues and landmarks. However, they understood that if sites could be of more use then perhaps we should redevelop them. They believed that our history should be kept alive.to paragraph 75 under Design, Character and Heritage.

Delete former paragraph 69 – already included in legislation section.

Policy 5(2)

Supporting text, paragraph 40 (20): Section 62 of the Act also places a general duty on all relevant authorities to seek to further ~~have regard to~~ these purposes. In pursuing these purposes, section 62 also places a duty on the National Park Authority to seek to foster the economic and social well-being of the local communities.

Policy 6(3)

6.2, second bullet • the building footprint or height does not increase substantially, in line with national and local plan policies~~Oldham Council's Local Plan definition~~

third bullet • ecological surveys should be carried out and developments should ~~consider~~ incorporate~~ting~~ green infrastructure to support biodiversity and preserve existing wildlife including protected species such as bats;

Supporting text, paragraph 52, ~~The~~ A negative impact on the landscape is may be increased ~~because~~ through additional development ~~usually takes~~ taking place within the new gardens (e.g. sheds, greenhouses, play equipment, washing lines and unsympathetic boundary treatments). Overhead services can be another issue.

Delete footnote on policy 3, and insert at end of policy *This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.*

Policy 8(5)
8.1 After "exacerbating flood risk" add from all sources, and before "mitigate flood risk" add that

8.2 Development in flood risk areas will only be permitted in line with national and local plan policy requirements, subject to a satisfactory Flood Risk Assessment, which identifies appropriate mitigation for the site, where required.

Insert footnote:

The local plan includes a comprehensive policy on foul and surface water management. This is reflected in the emerging Oldham Local Plan, see draft Policy CC4 – Sustainable Drainage – Foul and Surface Water.

Add 8.3 Any application for planning permission shall be supported by an assessment of the natural drainage patterns for the site and any existing flow paths and discharge points. The assessment shall determine how these are likely to be modified by the proposed development. The assessment shall have regard to any steep topography and ground conditions in accordance with the guidance in CIRIA C753 'The SuDS Manual' and the thereafter the development shall identify any necessary mitigating measures to protect proposed and existing properties from flood risk.

Delete former paragraph 67 on Dobcross submission it does not contribute constructively (either negatively or positively) towards the policy.

Recommendation 1 becomes a box out.

Policy 9(6)
Delete footnote at end of title, for consistent presentation of which policies do not apply in the Peak District.

9.1, first bullet becomes one single paragraph: Developments must aim to:
- deliver modern standards of design and construction, where appropriate, to minimise the environmental impact of the construction process. Where modern approaches are not used – for example, to match historic building methods – efforts must still be made to minimise this impact.;

Then second bullet becomes 9.2:
- Developments will not be supported which do not meet or exceed national environmental guidelines and recommendations, or requirements set out in Places for Everyone for zero-carbon homes across their lifetimes;

9.3 Developments will be particularly supported which include, where appropriate, small-scale and/or district energy provision, including but not limited to solar power,

hydropower, and other types of energy as highlighted in local energy plans. ~~and the development of a local energy plan.~~

Policy 10(7)
10.1 ~~Good design is indivisible from good planning.~~ Development that enhances or preserves Conservation Areas and heritage assets in the area – as well as their distinct character, appearance, and setting – will be supported.

10.3 ~~All d~~Development ~~in Saddleworth should~~ will be supported which is of a high quality of design~~. The design should~~ , and which complements and enhances the distinct local character and identity of Saddleworth's villages.

In paragraph 10.4, move bullet: Proposals which substantially harm the special character, and/or architectural and/or historical significance, and setting of Conservation Areas, heritage assets, and adjoining vernacular styles in the area will not be supported. to become new paragraph 10.5,

Policy 11(8)
Invert order of paragraphs of policy.

11.1 Edit first line to read: Design masterplans should be included for developments of more than 25 houses, which should be:
~~Large redevelopment sites~~

First bullet: • be in accordance with an ~~comprehensive phasing and~~ infrastructure delivery plan, according to scale

After create an accessible multi-functional green infrastructure network. add Integrate existing areas of blue and green infrastructure in development with consideration being given to the provision of access, surveillance and the orientation of buildings to promote positive engagement with the wider blue/green infrastructure network.

Add This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

11.2 With particular regards to large ~~re~~development sites (100+ houses), or mixed use developments sites of over 1.25 hectares, a comprehensive masterplan should include an indication of how the development should be phased. This should be developed with the opportunity for timely participation from the local community.

Add new supporting paragraph 86: The definition of a major development is defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010. However, it was regarded as unreasonable to set a requirement for design masterplans at 10 houses. A requirement of 25 houses was chosen to ensure that the

policy would apply to developments which could have a more significant impact on the locality.

Policy 12
New bullet point: • is informed by a flood risk assessment that takes into account the latest information on all sources of flood risk, in accordance with advice in the national planning practice guidance.

New paragraph 87: Places for Everyone includes further conditions for the development of Chew Brook Vale.

Paragraph 88, ~~Policy 9~~this policy

Policy 13(10)
13.1 At end of first bullet point add Off site development of walking and cycling infrastructure may be required

Add footnote with reference to definition of major developments: As defined in defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010.

Policy 14.2 The required infrastructure should be provided at the appropriate time during the construction of the development. It should normally be provided prior to the development becoming fully operational or occupied unless it is demonstrated that this will not have an unacceptable impact on the ~~amenity~~ services required by ~~of~~ residents or occupiers within and adjacent to the development.

New paragraphs 104 and 105: Compared to the rest of the borough of Oldham, Saddleworth is unique in respect to the remoteness and isolation that can be caused in its well-separated villages, which is also exacerbated by its relatively poor public transport (the tram system does not extend to the Parish, it has relatively low bus coverage, and the train line does not connect to the rest of the borough, thus providing little help for access to health and social care).

Its demographics show a relatively ageing population with high healthcare needs, and it has seen no new healthcare centres, unlike some comparable other districts in Oldham.

Objective 8
To ensure that development prioritises the use of sustainable sites, and makes effective and efficient use of brownfield land. ~~To prioritise sustainable and brownfield sites and their best use.~~

Move To help facilitate appropriate housing in Saddleworth, and the means of providing it (which could include such options as a community land trust with Parish Council involvement, or Parish Council supported development). to new objective 9, before

policy 18(15), and add To facilitate low-cost alternative provision of appropriate housing for local residents for whom the market is not providing a means to remain in the area.

Policy 15(12)
Insert footnote: A Local Housing Needs Assessment is being prepared for Oldham. When this is available the evidence should underpin the neighbourhood plan to ensure that policies are justified by up-to-date evidence.

Paragraph 105: Places for Everyone (PfE) (formerly The Greater Manchester Plan for Homes, Jobs and the Environment – GMSF) ~~was submitted to the Planning Inspectorate and examination took place from November 2022. PfE~~ proposes a stepped housing requirement for Oldham of: 404 homes per year for the period 2022–25; 680 homes per year for 2025–30; and 772 homes per year in 2030–39.

Supporting text, paragraph 110, The Neighbourhood Survey found that residents ~~identify~~ identified that there was little ~~priority given to~~ desire for shared space housing (e.g. flats)

Policy 17(14)
17.1 Developments will be supported which bring derelict~~/~~, empty or partially empty properties back into full use.

Footnote 21: The Local Plan provides further polices on housing. ~~The Local Plan also has policies on Rural Exception Sites (for affordable housing in rural areas) and policies related to Mill redevelopment and Vacant Building Credit.~~

Policy 18 (15)
18.1, third bullet, • undertake in an agreement that they will live in the property as their main residence once it is complete for at least two years; and

18.2 Planning obligations (section 106 agreements) ~~and/or planning conditions~~ will be used to ensure these requirements are fulfilled as appropriate.

Insert new paragraph 117: Parish Action 1 sets out ways in which the Parish Council will set out to establish or support a community land trust in the ara.

Supporting text, paragraph 119: In our school consultation, m~~M~~any of the pupils believed that houses should replace the school in Uppermill, similarly some ~~even~~ brought up the Fletchers Mill site in Greenfield in this regard. The overall opinion is that there should be considerable thought given about where houses are built.

Boxout on HMOs, add at the end: , which is analysing this area at the time of writing

At the end of the Housing section add reference to:
Policy 26 – in relation to electric (or alternative renewable) vehicle charging.

Policy 19 (16)

19.3 In addition to site allocations in the Local Plan for Oldham (including PfE)

Add This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.

19.7. and that the marketing campaign would be for a continuous period of ~~six~~ 12 months.

Policy 20 (17)
20.1Proposals which promote the role of homeworking at an appropriate scale

Policy 21 (18)
21.1 Development of new tourist facilities will be supported where it ~~contributes to~~ meets the following criteria:

21.1, second bullet: • it seeks to address needs at or close to the site, for example, the provision of parking, or the improvement of public transport connections;

21.4 Add: • charitable and voluntary work;

Add Please note the requirements for development to comply with policy 1, in particular the compliance with the protection of protected habitats and their supporting areas, pages XX–XX.

Insert new paragraph 126: Parish Action 2 sets out ways in which the Parish Council will seek to promote tourism and leisure in the area.

Delete paragraph 136 (covered previously).

Policy 22 (19)

Insert new paragraph 137: Parish Action 3 sets out ways for the Parish Council to further engage with and promote the farming community in Saddleworth.

Policy 24 (21)
Supporting text, after paragraph 153. *Please see policy 9 – accessibility to transport, for specific information on provision of charging for cars; policy 12 – housing: transport for specific criteria for parking on residential development; and policy 19 – commercial and industrial development for specific criteria for parking on commercial development.*

Insert new paragraph 154: Parish Action 4 sets out ways for the Parish Council to engage with other groups to address the limited parking across the area.

Policy 25 (22)

25.5 Add Developments will not be supported which reduce the quality or overall provision of existing rights of way. Should a development require the diversion of a public right of way, the provision of an alternative right of way which is through green spaces will be ~~favoured~~ required.

~~See also policy 9 – accessibility to transport, and policy 13 – housing: transport.~~ (These policies have been added to the travel and transport sections

Insert new paragraph 159: Parish Action 5 establishes the principle that the Parish Council will work with other authorities to improve cycling, pedestrian and leisure infrastructure, and to promote its use.

Policy 26 (23)
Supporting text, paragraph 170: ~~Requirements for charging points have been factored into planning applications as part of the Neighbourhood Plan.~~ Charging points for housing are referenced in policy 26. ~~It should be noted that~~ and requirements for ~~charging points should also be considered for~~ retail and commercial development~~, as noted in the section on retail and commerce~~ are referenced in policy 18. When considering money raised through section 106 agreements with developers, public electric vehicle charging points should be viewed as a local requirement.

Policy 27

Insert new paragraph 174: Parish Action 6 establishes support for various improvements to public transport across the area, as well as ways to engage with other groups to enhance provision across the Parish.

Policy 28 (25)
Insert footnote: Since June 2022, the Part S building regulations have required all new build homes and buildings to include provision for electric vehicle charging.

Policy 29 (recommendation 8).
Amend text to read as a policy rather than a recommendation:
29.1 Applications for development will be particularly supported which provide robust air quality monitoring, especially in locations where there are existing air quality issues, vulnerable people, and traffic congestion. Ideally this information should be made freely available to the public.

29.2 Developments will not be supported unless it is demonstrated that no damage will be caused to local buildings, particularly those of heritage value, including through vibrations caused by generated traffic during construction and once in use. Vibration monitoring is encouraged to ensure that any risk of damage can be anticipated, and work to mitigate issues or alternative approaches to reduce vibrations can be taken.

Insert new paragraph 183: Compared to the rest of the borough, Saddleworth has particularly unique narrow roads, with traffic close to long established buildings of

particular heritage value. Typically the buidlings were constructed prior to modern traffic levels, leading to particular concerns around high levels of traffic or heavy vehicles.

Glossary:
Add **Active travel:** Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes

Addendum: **Uppermill** ~~is the largest village of Saddleworth, containing~~ contains the Civic Hall where Saddleworth Parish Council is based~~. It contains~~ , and the Uppermill, St Chad's Church and Holly Grove conservation areas

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Consultation statement

Compliance with Regulation 15 (Neighbourhood Planning Regulations 2012)

Saddleworth Parish Council submits its Neighbourhood Plan to Oldham Council and the Peak District National Park Authority (PDNPA) for independent examination.

This Consultation Statement complies with requirements of Regulation 15 of the Neighbourhood Planning Regulations and provides the response to Regulation 14 of the Neighbourhood Plan Regulations (pre-submission statutory consultation). It has been prepared by Saddleworth Parish Council Strategic Planning Committee to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15(2) of Part 5 of the Regulations sets out what a Consultation Statement should contain:

a contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
b explains how they were consulted;
c summarises the main issues and concerns raised by the persons consulted;
d describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

This Consultation Statement summarises all statutory and non-statutory consultation undertaken with the community and other relevant statutory bodies and stakeholders in developing Saddleworth Parish Council's Neighbourhood Plan. In particular the Saddleworth Neighbourhood Plan describes how concerns have been addressed and what changes have been made to the final Neighbourhood Plan as a result of statutory pre-submission consultation. Changes are included in the Neighbourhood Plan submitted to the Local Planning Authority which can be cross-referenced to comments received as part of statutory consultation (regulation 14).

Background to consultation on Saddleworth Neighbourhood Plan

In February 2016 Saddleworth Parish Council declared its intention to develop a Neighbourhood Plan. Oldham Council and the PDNPA ran their consultation on the designation of the boundary from 19 August 2016 to 30 September 2016.

The application to designate Saddleworth Parish Council boundary as a neighbourhood area was approved at Oldham Council Cabinet on Monday 21 November 2016. It was also approved at the Peak District National Park Authority Planning Committee on Friday 11 November 2016.

Responsibility for the Neighbourhood Plan was delegated to the Parish Council's Strategic Planning Committee, which is made up of nominated members of the Parish Council and co-opted members bringing specific expertise.

On 21 February 2017, 7pm–9pm, the Strategic Planning Committee formally launched the Neighbourhood Plan with a presentation at Saddleworth Civic Hall, followed by a question and answer sesssion.

The Strategic Planning Committee embarked on an initial series of exploratory meetings with specific neighbourhood groups, in particular the community associations in each of the villages covered by the Saddleworth Parish, children from the secondary school, and consultations with the two parent planning authorities – Oldham Council and the Peak District National Park.

Representatives from the Strategic Planning Committee also attended a business breakfast in spring 2017 with local businesses to give a presentation on the potential impact and opportunities of the Neighbourhood Plan. More details are provided in the "Consultation meetings" section.

The aims of the Saddleworth Parish Neighbourhood Plan consultation process were:

– To involve as much of the community as possible throughout all consultation stages of Plan development so that the Plan was informed by the views of local people and other stakeholders from the start of the Neighbourhood Planning process;
– To ensure that consultation events took place at critical points in the process where decisions needed to be taken;
– To engage with as wide a range of people as possible, using a variety of approaches and communication and consultation techniques; and
– To ensure that results of consultation were fed back to local people and available to read (in both hard copy and via the Parish website) as soon as possible after the consultation events.

In preparing Saddleworth Parish Council's Neighbourhood Plan the Strategic Planning Committee has consistently ensured that residents and other stakeholders including local authorities, interest groups, land owners, businesses and statutory bodies have regularly been consulted and that their comments have been noted and where appropriate incorporated into the plan as it evolved.

A greater level of consultation has been undertaken than the legislation requires and full details of all consultations are provided in the appendices to this consultation statement.

Understanding the issues

A number of consultation exercises were designed by the Strategic Planning Committee to help understand the issues of importance to the wider community. During the consultation that followed, the views of local residents have been obtained through a variety of exercises including survey questionnaires, public events, seminars and written contributions. Local organisations and businesses were consulted and invited to respond to questionnaires and/or provide submissions in writing or by way of discussion groups and meetings.

Contact details have been available on the website, www.saddleworthparishcouncil.org.uk and in all updates and advertised at every event with a statement encouraging engagement.

During the development of the final Neighbourhood Plan, the Peak District National Park Authority and Oldham Council were regularly consulted, as were the community associations of each of the villages in the Parish. Regular consultation has maximised the opportunities for those living and working in Saddleworth to shape their final Neighbourhood Plan.

Overview of consultation approaches to engage the community

Information on the Saddleworth Neighbourhood Plan has been held on the Saddleworth Parish Council website throughout the process. From inception, the information was on a dedicated website on a subdomain of our main site: at neighbourhood.saddleworthparishcouncil.org.uk.

When the Parish Council's website was updated in July 2023, the Neighbourhood Plan was moved to the main website, with its own menu item to make it more central to the online presentation of information.

The website contains an introduction to the Neighbourhood Plan; the consultation documents, including all the responses to the initial consultations; the topic papers on each proposed area of the Neighbourhood Plan; each draft version of the plan as it was taken through the development process; the consultation version of the plan, together with the Habitats Regulation Assessment and the Strategic Environmental Assessment; and the formal (Regulation 14) consultation on the Plan.

Additionally draft Neighbourhood Plan documents were regularly shared with both Oldham Council and the Peak District National Park Authority.

Regular public events and consultations were held during the various stages of the production of the Plan. Notices and posters were also a regular means of communication through full use made of the parish notice boards.

A series of informal lectures and information sharing events were also organised by the Strategic Planning Committee, to help the community to understand the Neighbourhood Plan process.

Finally the role of the Strategic Planning Committee has been integral to the Plan process. The Neighbourhood Plan has been the primary focus of the Strategic Planning Committee from the initial decision to develop the Neighbourhood Plan, with regular attendance from Oldham Council representatives throughout, and from village community associations and the PDNPA as required.

Oldham Council and the PDNPA were also kept informed throughout about the consultations and communications taking place.

Consultation meetings

21 February 2017

A launch meeting was held in the Saddleworth Civic Hall attended by around 100 people. A presentation on the process was given, followed by a question and answer session, with residents given the opportunity to leave notes with any questions that were not answered during the session.

The meeting was advertised in Parish Council minutes, Saddleworth Monthly, Saddleworth Independent, the Oldham Evening Chronicle, www.saddleworthparishcouncil.org.uk, and Parish Notice Boards.

A copy of the presentation that was used for both the launch meeting and the subsequent meetings with individual villages is included as Appendix 1 to this document (pages 1–7).

May to November 2017

A series of meetings were held with individual village community groups, with attendance varying between 10 and 100 people (with the exception of Slackcote, which is by far the smallest community covered as an individual village).

There were events for Grotton and Springhead; Lydgate; Greenfield and Grasscroft; Uppermill; Delph; Slackcote; Austerlands and Scouthead; Dobcross; Diggle and Denshaw.

This followed the general format of the launch meeting, with a presentation followed by questions and answers from residents.

Regular correspondence was received from the Saddleworth Civic Trust and members of the public.

The meetings were advertised through the individual Community Groups in each locality, and on the parish noticeboards.

A summary of the themes raised from these meetings is included as Appendix 2 to this document (page 8). This formed the basis of the initial outline of the Neighbourhood Plan, included as Appendix 3 to this document (page 9), and then the exptended outline – Appendix 4 to this document (pages 10–17).

Dobcross Community Association carried out their own survey in Autumn 2017, bringing forward a written submission to the Council together with the underlying data supporting it. This was advertised through their community newsletter, which is delivered to each home in the village by volunteers.

The Dobcross submission and the data from the Dobcross survey are referred to in Appendix 5 to this document (page 18), and are available at https://www.saddleworthparishcouncil.org.uk/downloads/dobcross-overview.pdf and https://www.saddleworthparishcouncil.org.uk/downloads/dobcross-traffic-and-transport.pdf

January to July 2018

Meetings were also held with sports groups; the Saddleworth Parish Youth Committee; and Saddleworth School.

January to March 2020

An initial survey about the Neighbourhood Plan was done online and on paper. The survey (pre-Regulation 14) was open from the 1 January 2020 to 28 February 2020. The online consultation was available until March 7 to allow for any late responses.

As well as being available on the Parish Council website, the consultation was published in local Facebook groups, and on the Parish Council's Facebook page.

The paper consultation was an eight page insert in the Saddleworth Independent, a free local newspaper with an estimated readership of 25,000. As well as the insert, an additional 1,000 copies were printed and distributed to specific sites across the borough, including community centres, libraries and pubs.

In total, we received 476 responses to the initial consultation (combined total for online and paper). The consultation responses are detailed in the accompanying documents.

The questions in the survey on the Neighbourhood Plan and references to the responses are included as Appendix 6 to this document (pages 19–29), and the data is available at Overview (data-led responses): https://www.saddleworthparishcouncil.org.uk/downloads/future-of-saddleworth-overview.pdf and: https://www.saddleworthparishcouncil.org.uk/downloads/future-of-saddleworth-individual-responses.xlsx

Drawing on the extended outline and the responses gained from the Dobcross and Future of Saddleworth surveys, a series of topic papers were drawn up by the Strategic Planning Committee; links provided as Appendix 7 to this document (page 30).

The topic papers formed the basis of the draft Neighbourhood Plan, which went through 15 separate versions. The draft Neighbourhood Plan was developed through the Strategic Planning Committee at its regular meetings. Through consultation with the two parent councils (Oldham Council and the Peak District National Park Authority) and the village associations, who were also invited to the Strategic Planning Committee meetings, the topics were gradually revised to the final topics.

The iterative versions of the Neighbourhood Plan are linked in Appendix 8 to this document (page 31).

Pre-submission consultation on draft Neighbourhood (Regulation 14)

Consultation time frame

The time frame for the consultation was set as follows: "Consultation with the community and statutory bodies on the final Draft Plan The consultation period runs from 00.01am on April 2, 2024, until 11.59pm on June 10, 2024."

Who was consulted

The following stakeholders were consulted:

– Residents and businesses in Saddleworth
– Land owners
– Statutory consultees (as per regulation 14, including Schedule 1)
– Neighbouring parishes
– Other community stakeholders and interest groups e.g. neighbouring planning authorities, business organisations, nature, heritage and sports organisations.

A total of 73 consultees were directly contacted and asked for their views/comments on the plan. This includes Schedule 1 consultees referred to in the Neighbourhood Planning Regulations. A full list is provided as Appendix 9 to this document (pages 32–33).

A letter was sent to all consultees informing them of the statutory consultation process and inviting comments on the final draft Neighbourhood Plan. This included a link to the full draft Neighbourhood Plan, available on the Saddleworth Parish Council website. They were encouraged to submit their comments via email or letter during the consultation period to the Clerk of the Council via post or email. They were also given the option of submitting their comments using the online portal.

The initial survey had been delivered with the local newspaper, the *Saddleworth Independent*, which at the time distributed print copies of the newspaper. However, this had ceased to be distributed on paper by the time of this consultation, so the Parish Council contracted LDM to deliver 12,000 copies of an eight-page consultation document to all houses in the Parish. The consultation document could be returned as a paper document, and also included the links to complete the consultation online, as well as access to all the preliminary documents that had formed the process.

Residents were also given the option to request a print copy of the full draft Neighbourhood Plan, or to visit the Saddleworth Civic Hall or Saddleworth libraries to receive copies. Copies were distributed to each of the libraries in Saddleworth (Greenfield, Uppermill and Delph).

Summary of Statutory consultation techniques:

– All final draft documents were posted onto the website
– E-mail responses and comments to the Committee
– Posted responses to Strategic Planning Committee

A public meeting was organised at the Civic Hall on 14 May 2024 in order to inform and consult with local residents and businesses about the Neighbourhood Plan. Copies of the Plan were available along with members of the Strategic Planning to answer any questions. The event was open from 7.30pm to 9pm and around 30 people attended.

The public meeting was advertised in the Saddleworth Independent, Parish Notice Boards, Parish Council Minutes, and on the Council's Facebook page and in local Facebook groups.

Summary of consultation responses

A total of 221 responses to the statutory consultation were received, plus statutory respondents gave feedback on the draft Neighbourhood Plan resulting from statutory consultation (see Appendix 9).

In total, 14 responses were provided from statutory consultees.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Lancashire Wildlife Trust		
	The Trust agrees with the threat of climate change. Plan should referency biodiversity as well as climate change.	Added "biodiversity and resilience" to key issues section.
	Vision should include that the parish should become an area with a flourishing natural environment. The vision should reinforce the references to biodiversity.	In vision, added text on enhancing biodiversity of the area, and on a flourishing natural environment.
Objective 1	Policy should ensure that the development minimises the impact on the openness of local landscapes. Plans should recognise a policy function of green belt is that open areas have the potential to support valuable wildlife areas. The Trust draws attention to the Building with Nature project. Reference needed to GM Local Nature Recovery Strategy.	Comments have been noted. We consider that national and local policies on green belt, together with the Neighbourhood Plan policies on protection of important views, and character and quality of land adjacent to the National Park cover these. On policies 1–3: • Additional footnote on GM Local Nature Recovery Strategy. • Minor changes made for clarity on native tree and bird species. • Additional supporting text on biodiversity • It is not considered that individual project or grant streams should be included in a strategic plan.
Objective 2, policy 2: Character and quality of land adjacent to the National Park (now policy 5)	Agrees with policy, would like reference to Dark Peak SSSI	The Dark Peak SSSI is referenced in paragraph 24 on local SSSIs.
Objective 2, policy 3: Conversion of agricultural buildings (now policy 6	Supports requirement for ecological surveys. Specific reference should be made to the potential impact on protected species such as bats. Replace the "should consider" with should in reference to incorporating green infrastructure.	Included in policy 6, bullet point 2. Done.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 4 (now policy 7)	Supports the policy	Noted
Policies 2–5	Recommend a specific biodiversity objective. The information on ecology is scattered.	Objective 1 already includes reference to biodiversity. Policy 1 separated out to create three specific policies, with a new policy 2 focusing specifically on the biodiversity elements. Policy 1 now focuses solely on green infrastructure, and policy 3 covers protected spaces, bringing clarity and focus.
	Reference to mandatory of biodiversity net gain of 10%.	New paragraph added on biodiversity net gain.
	The Neighbourhood Plan could identify specific local habitats and species that would benefit from off site delviery of biodiversity net gain. The plan could identify local species which are important to Saddleworth.	We do not have the evidence or research to be able to carry this out, but would support any intiatives from GMEU to do so. The local nature recovery strategy identifies habitats and species which would benefit, which is referenced.
	Support policy on tree coverage and peatlands.	Noted.
	Recommends reference to ELMS funding.	It is not considered that individual project or grant streams should be included in a strategic plan.
	Support preservation of peatlands, and recommending extending to peat soils.	This is being covered in the Oldham Local Plan.
	There should be a specific presumption against the loss of ancient woodland cover.	This presumption added in policy 2.3, bullet three.
	There should be an indication of important habitats which are not covered by SSSIs/SACs and SBIs.	New paragraph added to supporting text with specific reference to important habitats across Saddleworth which fall outside the statutory designations.
Policy 5: Erosion and flooding (now policy 8)	Supports the use of nature based solutions. Made suggestions for further enhances on naturalising water courses SuDS and flood risk.	This is being covered in the Oldham Local Plan.
Policy 6: Sustainable construction (now policy 9)	Strongly suggest that windfarm development on deep peat soils should be refused.	This is being covered in the Oldham Local Plan.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 7: Design, character and heritage (now policy 10)	Green infrastructure should mirror the local habitat and biodiversity policies.	Biodiversity has now been consistently addressed in new policy 2 on biodiversity and with reference to the local Nature Recovery Strategy.
Policy 14:	The policy should recognise that some brownfield sites can support a wealth of biodiversity interest.	The policy has to be read as a whole, and the importance of protecting sites with a range of biodiversity is now considered to be covered through the new biodiversity policy.
Policy 18: Tourism and leisure (now policy 21)	The policy should include protective measures to ensure there is no undue disturbance to sensitive landscapes/habitats or species.	This has been covered elsewhere in the document, so a reference has been added to draw particular attention to the relevant policies. The HRA did not consider any additional text was required.
Policy 19: Agricultural land (now policy 22)	Recommends highlighting the importance of peat soils in mitigating against climate change. Recommends reference to ELMS funding.	This is being covered in the Oldham Local Plan. It is not considered that individual project or grant streams should be included in a strategic plan.
United Utilities		
	UU outlined their key criteria for any proposed building near their assets, and advised that applicants should be made aware of the understanding of site constraints.	UU are a statutory consultee on developments, and consultees will have the opportunity to respond and draw attention to any relevant site constraints as part of the consultation process.
Policy 4: Local green spaces	UU would like to provide comments on potential local green spaces.	Local green spaces are designated in line with the criteria in the NPPF, and either through a Neighbourhood Plan or Local Plan to which UU are a statutory consultee.
Policy 5: Erosion and flooding (now policy 8)	Requested a specific reference to the information provided to Oldham Council as part of the emerging local plan. Amend text to read "flood risk from all sources". Additional text provided on assessment of natural drainage patterns. Supportive of recommendation 1.	Reference has been added. Text has been amended. Text added as new bullet point to policy 8. Noted.
Policy 6: Sustainable construction (now policy 9)	Recommended new text on water efficiency element.	This text is incorporated into Oldham Council's emerging local plan, so has not been repeated here.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 8: design masterplans (now policy 11)	Generally supportive; suggested reference added to foul and sustainable water policy.	Text added as bullet point 8 in policy 11.
Policy 9: Chew Brook Vale (now policy 12)	Recommended inclusion of text on masterplan for the development being consistent with any flood advice from the owner and operator of the reservoir	New bullet point added to policy on flood risk element.
Policy 15: Community and self-build (now policy 18)	Recommends inclusion of text to cover site-wide strategies for on-site infrastructure.	This is addressed for larger sites (25+) in the design masterplan section. It has also been addressed more broadly in Oldham Council's emerging Local Plan, so has not been repeated here.
National Grid		
	National Grid provided a default response, with no suggested changes to the Neighbourhood Plan.	No action taken
National Gas		
	National Gas provided a default response, with no suggested changes to the Neighbourhood Plan.	No action taken
Natural England		
	Natural England confirmed that significant effects on statutorily designated nature conservation sites or landscapes are unlikely; and, significant effects on Habitats sites, either alone or in combination, are unlikely. As such they made no suggested changes to the Neighbourhood Plan.	No action taken
Coal Authority		
	The Coal Authority confirmed that there as there are no sites allocated for future development, and as such, they had no suggested changes to the Neighbourhood Plan.	No action taken
Marine Management Organisation		
	The Marine Management Organisation provided a default response, with no suggested changes to the Neighbourhood Plan.	No action taken

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
National Highways		
	National Highways confirmed that: "Given the scope of the Plan, the general rural nature of Saddleworth and the distance of the urban areas from the nearest access points on to the Strategic Road Network, it is not envisaged that any of the proposed policies would have a detrimental impact to the safety or operation of our network. We therefore have no comment to make at this time."	No action taken
Oldham Council		
Policy 1 – Green infrastructure	Reference to "All development" within policy may be onerous in terms of expecting minor developments such as change of use, small extensions to meet all criteria. The policy could be worded to remove reference to "All." Footnote 2 has a minor typo – it should read "Development must meet PfE Policy JP-G5 8Uplands, which deals with…"	"All" removed from the policy. Footnote corrected.
Policy 3 – protected spaces	Page 23, paragraph 58 - In hindsight it would be better to add (2020) after the list of SBIs.	Added date to list.
	Paragraphs 68 and 69 do not appear to relate well to this section. In addition, our comments on draft 1.13 flagged that the text within paragraph 69 is already contained within the legislation section and to avoid repetition could be removed.	Paragraph 68 moved to paragraph 12 to more appropriate section. Paragraph 69 deleted.
Policy 6 – sustainable construction (now policy 9)	The policy as worded reads like developments are required/expected to prepare a local area energy plan.	Policy 9.3 reworded to make it clear that developments should be in line with local area energy plans, not providing them.
Policy 9 –Chew Brook Vale (now policy 12)	Please note that in finalising PfE, the Chew Brook Vale Allocation is now PfE Allocation 13 (amended from 15).	Reference amended.
Objective 8	Suggested amending text from "To prioritise sustainable and brownfield sites and their best use." to read "To ensure that development prioritises the use of sustainable sites, and makes effective and efficient use of brownfield land, and"	Text amended as requested.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 15 – Community and self-build (now policy 18)	Oldham Council registered concerns that a local connection test would not be allowed to apply to both community build and self-build, particularly in relation to previous comments by the PDNPA. They registered that any restrictive occupancy would need to be maintained through a section 106 agreement, rather than planning conditions, and that the Parish Council could set out a more positive statement on supporting community self-build.	The area covered by the PDNPA is not covered by this policy. The reference to restrictive occupancy being applied through planning conditions was removed. A statement on the Parish Council supporting and promoting community-led projects was included. The policy actively supports developments which take this approach. We would welcome further discussion with the assessor on whether the policy can stand as it is or would need any further amendment.
HRA	A revised HRA is required for the next stage of the plan.	A revised HRA has been provided.
PDNPA		
Page 12	The PDNP Management Plan is not a planning document. It sets the direction for the Local Plan which currently consists of the Core Strategy (2011) and Development Management Policies (2019). Theynew Authority Plan 2023-28 Strategies and policies: Peak District National Park. The Cultural Heritage Strategy is no more – it has been assimilated into the Landscape Strategy.	The references have been updated to the correct documents.
Page 14	Please add PDNP Local Plan to the list of planning documents	Amended.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 1 (now policies 1–3)	PDNPA requested information on deficiencies requiring new green spaces, information on the location of the lowlands, and suggested reference be made to joined up mitigation strategies. They also asked if the policy only applied to the area outside the Peak District.	References to the deficiencies are contained in supporting paragraphs 1–15, particularly 1 and 7. Reference has been made to the Green Infrastructure Strategy which looks at needs across Oldham's planning boundary. The Saddleworth lowlands is not a fixed defined space. Oldham Council has set approaches to not planting new trees at heights above 800m. The City of Trees initiative and the GM Blue and Green infrastructure documents under which this is carried out are reference. Information on Mitigation Strategies has been incorporated as a footnote. The policy covers the area as a whole.
Policy 2 – Character and quality of land adjacent to the National Park (now Policy 5)	Supported the policy. Requested more detail on the map of the area Paragraph 20 – text of the act has been updated.	The map has now been redrawn using Oldham Council's GIS systems, which is provided in the Neighbourhood Plan in the main body and as Appendix 1. Updated text to reflect.
Policy 3 – conversion of agricultural buildings (barn conversions) (now Policy 6)	This policy was agreed to not apply to the Peak District.	Presentation of this made consistent – as text at the end of the policy, not as footnote.
Policy 4– Protection of important views (now policy 7)	Requested detail of valued views.	Detail given in paragraphs 57 and 58.
Policy 5 – erosion and flooding (now policy 8)	Asked if this added anything to national policy.	While in outline this reflects national policy, it was felt that the policy in full was required to frame the call for Flood Risk Assessments (8.2), and given the extreme concerns voiced by residents (see supporting text).
Policy 7– Design, character and heritage	It was noted that some of this text was written more as an objective than as a policy.	The text was redrafted to avoid this.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 8 – Design masterplans (now policy 11)	Requested a clear statement that major development was never appropriate in the National Park.	Text added to the plan.
Policy 9 – Chew Brook Vale (now policy 12)	PDNPA have fed back to the Places for Everyone consultation.	Their feedback has been reviewed and, where agreed, added to Places for Everyone.
Policy 10 – Safety and Wellbeing (now policy 13)	Major development is not appropriate in the National Park other than in exceptional circumstances. It may be pertinent to state this somewhere in the text of the document so that this position is clear.	Added to plans & legislation section, and as footnote here.
Policy 11 – Health, social care and education (now Policy 14)	Asked whether this added to the requirements outlined in Oldham's local plan.	It was considered that Saddleworth does have different priorities to the whole of Oldham, and that this should be reflected in the Neighbourhood Plan.
Policy 15 – Community and self-build sites (now policy 18)	Requested that the policy needs to align to PDNP local connection test (see DMH2 and DMH3 in Development Management Policies)	The policy does not apply to the area covered by the Peak District.
Policy 17 – Homeworking and connectivity (now policy 20)	Suggested amending the text to read Home working is supported provided that it is at an appropriate scale.	Text amended to incorporate.
Policies 20–25 (now policies 23–28)	Supportive of the policy.	
Canal and River Trust		
Paragraph 5 on page 16 (now policy 4 – Local Green Spaces)	Concern was expressed that Local Green Space designations might encroach on Canal and River Trust land	None of the proposed designations in the updated document cover Canal and River Trust property. In particular, the site at Diggle Fields has been planned to cover the land around the Canal and River Trust-owned land, but not the land itself.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 8 – Design masterplans (now policy 11)	Observed that the policy might be subject to misinterpretation, and suggested new text at the end of the policy – "Create an accessible multi-functional green infrastructure network. Integrate existing areas of blue and green infrastructure in development with consideration being given to the provision of access, surveillance and the orientation of buildings to promote positive engagement with the wider blue/green infrastructure network."	New text added to policy.
Policy 10 –safety and wellbeing (now policy 13)	Suggested reference be made to the provision of off-site cycle and footpath provision.	New text added to this effect.
Holme Valley Parish Council		
Overall	Strongly commended the overall Neighbourhood Plan, with particular note given to the definition of sustainable development, the clear statement of development not supported, the approach to the land adjacent to the National Park, the preservation of peatland, the approach to consultation, and the role of farming and agriculture.	Noted.
Marine Maritime Organisation		
	The Marine Management Organisation provided a default response, with no suggested changes to the Neighbourhood Plan.	No action taken
Historic England		
	Historic England provided a default response, with no suggested changes to the Neighbourhood Plan.	No action taken
Sport England		
Policies 1, 8, 9 and 18 (now policies 1, 11, 12 and 21)	Sport England noted the importance of their Playing Fields Policy, to protect playing fields and the presumption against the loss of playing field land.	Oldham Council has carried out an update of its Playing Field Policy, which was published in early 2025. It was considered that no update was required to the Neighbourhood Plan as it was covered in this document.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policies 1, 8 and 18 (now policies 1, 11 and 21)	Sport England noted that any new facilities should be designed in accordance with their design guidance notes. Should this not exist, elevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area	Oldham Council has carried out an update of its Playing Field Policy, which was published in early 2025. It was considered that no update was required to the Neighbourhood Plan as it was covered in this document.
Policies 12, 18 and 20 (now policies 15, 21 and 23)	Sport England noted that any new developments should ensure new sporting facilities should be delivered to accommodate demand if there were new developments.	The Neighbourhood Plan does not allocate any new land for development. Oldham's forthcoming local plan will have policies covering this.
Policies 8, 10, 18, 20, 22 and 23 (now Policies 11, 13, 21, 23, 25 and 26)	Sport England noted the importance of active design to promote and encourage participation.	It was noted that in particular, Policy 13 sets out criteria for developments to promote and encourage active pursuits and participation, and that the Neighbourhood Plan should be read as a whole. In addition Oldham's forthcoming Local Plan is incorporating references to active design guidance
Internal review		
Plans and legislation	More clarity needed about site allocation.	Moved site allocation text to boxout, and reword text. Additional minor corrections for grammar and deleted repeated text from earlier section.
Policy 14 – Derelict and empty properties and sites (now policy 17)	Policy lacks clarity on partially empty properties	Reference to partially empty properties added
Policy 21 – Parking standards for housing (now policy 24)	References at end need updating.	References to two policies removed, as they have now been incorporated into the transport section.

CONSULTATION RESPONSES AND ACTIONS		
Policy	**Comment**	**Action taken**
Policy 23 – Accessibility to transport (now Policy 26	Reference to policies on charging points unclear	Text revised for clarity.
Policy 25 – Clean fuel vehicles (now policy 28)-	Building regulations (Part S) updated during development of plan.	Footnote added with reference.
Recommendation 1	This is really a request to developers	Moved to boxout
Recommendations 2–7	Recommendations could be viewed as a misleading term.	Changed named to Parish Actions, and moved to Appendix
Recommendation 8	This requires action by developers, and therefore should be a Policy	Changed to Policy 28, amended language to be consistent with presentation of policies, and added supporting text
Addendum	Uppermill is not the largest village by population.	Reference removed.
Public consultation		
Policies and recommendations	More clarity needed about site allocation. Extensive feedback given requesting more information on healthcare requirements for the area.	Additional narrative given about site allocations, including explanation that policy 12 (Chew Brook Vale) is to add policy detail to an existing site allocation. Narrative included to explain creation of health, wellbeing and education section, and provide clarity on which healthcare elements could be addressed within the Neighbourhood Plan, and which could not.
Policy 3	Residents wanted to see more protection of green spaces	Following the drafting of a new report on Local Green Spaces (policy 4), provided as an additional document, four sites have been added, with additional supporting text.
Policy 18 – Tourism and leisure (now policy 21)	Policy should require meeting the criteria, not contributing to it. Additional detail requested on public transport as an alternative to parking provision. Charity and voluntary work should be added to community activities. Concerns raised over balance of tourism versus protection of habitats.	Opening paragraph amended to “meets”. New text on public transport connections. Charity and voluntary work added. Reference added to policies 1–3, and protected habitats.
Policy 22 – Cycling, pedestrian and leisure infrastructure (now Policy 25)	More protection required for existing rights of way. References at end need updating.	Default position established of not supporting a loss of quality or provision of rights of way. Reference updated.

Details of all feedback from each respondent following statutory consultation is provided in Appendix 11. Where statutory consultees provided specific feedback on policies, they were sent a detailed response breaking down all changes to policies as a result of their feedback, or if the Committee decided not to make changes to the document as a result of the feedback, they were given an explanation as to why not.

A very consistent response throughout the public consultation was that the Parish Council needed to ensure the provision of additional healthcare facilities. This clearly falls outwith the ability of the Parish Council to provide beyond the policies outlined in the Health, wellbeing and eduction section, so the Parish Council passed a motion to write to the Secretary of State raising this issue, and proposing that there should be more latitude in planning law to deliver further healthcare facilities with major developments.

As a result of the feedback, 71 changes were made to the consultation version of the Neighbourhood Plan, to create our draft plan for submission (version 2.1). These are summarised in the preceding table.

Appendix 13 gives all the details of changes made as a result of the regulation 14 consultation.

There are no material changes following review of policies that would require a second consultation. There have been four Local Green Spaces designated in this plan (under Policy 3.3) following feedback from residents, which resulted in the Parish Council carrying out an exercise to evaluate suggested locations from our first consultation against the Local Green Space criteria. This is well supported by the feedback from all stages of consultation. Oldham Council and the PDNPA will consult on on this as part of regulation 16 consultation.

The Neighbourhood Plan being presented to the LPA shows the changes identified in Appendix 13.

Conclusion

This Consultation Statement and the supporting consultation reports are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.

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Conditions statement

Part 1: introduction

This Basic Conditions Statement has been produced in accordance with Regulation 15 (1)(d) of the Neighbourhood Planning (General) Regulations 2012[1], to explain how Saddleworth's Neighbourhood Plan (2025–2045) meets the 'basic conditions' of neighbourhood planning and other considerations as prescribed by paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990.

Basic Conditions Legal Framework

Saddleworth's Neighbourhood Plan (2025–2045) must comply with the provisions made by or under Sections 38A[2] and 38B[3] of the Planning and Compulsory Purchase Act 2004. It must also comply with Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990[4]:

(a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order,

(b) having special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses, it is appropriate to make the order,

(c) having special regard to the desirability of preserving or enhancing the character or appearance of any conservation area, it is appropriate to make the order,

(d) the making of the order contributes to the achievement of sustainable development,

(e) the making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),

(f) the making of the order does not breach, and is otherwise compatible with, [F2assimilated] obligations, and

(g) prescribed conditions are met in relation to the order and prescribed matters have been complied with in connection with the proposal for the order.

It must also meet the following basic conditions:

- it must not breach, and otherwise be compatible with EU obligations;
- it must not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.[5]

Part 2: Meeting prescribed legal conditions

2.1 Saddleworth's Neighbourhood Plan (2025–2045) has been prepared and is submitted in accordance with all statutory requirements and processes:

- the Neighbourhood Plan is submitted by Saddleworth Parish Council, which is a qualifying body;
- Saddleworth's Neighbourhood Plan (2025–2045) sets out policies that relate to the development and use of land only within Saddleworth Parish;
- Saddleworth's Neighbourhood Plan (2025–2045) is the only neighbourhood plan for Saddleworth Parish;

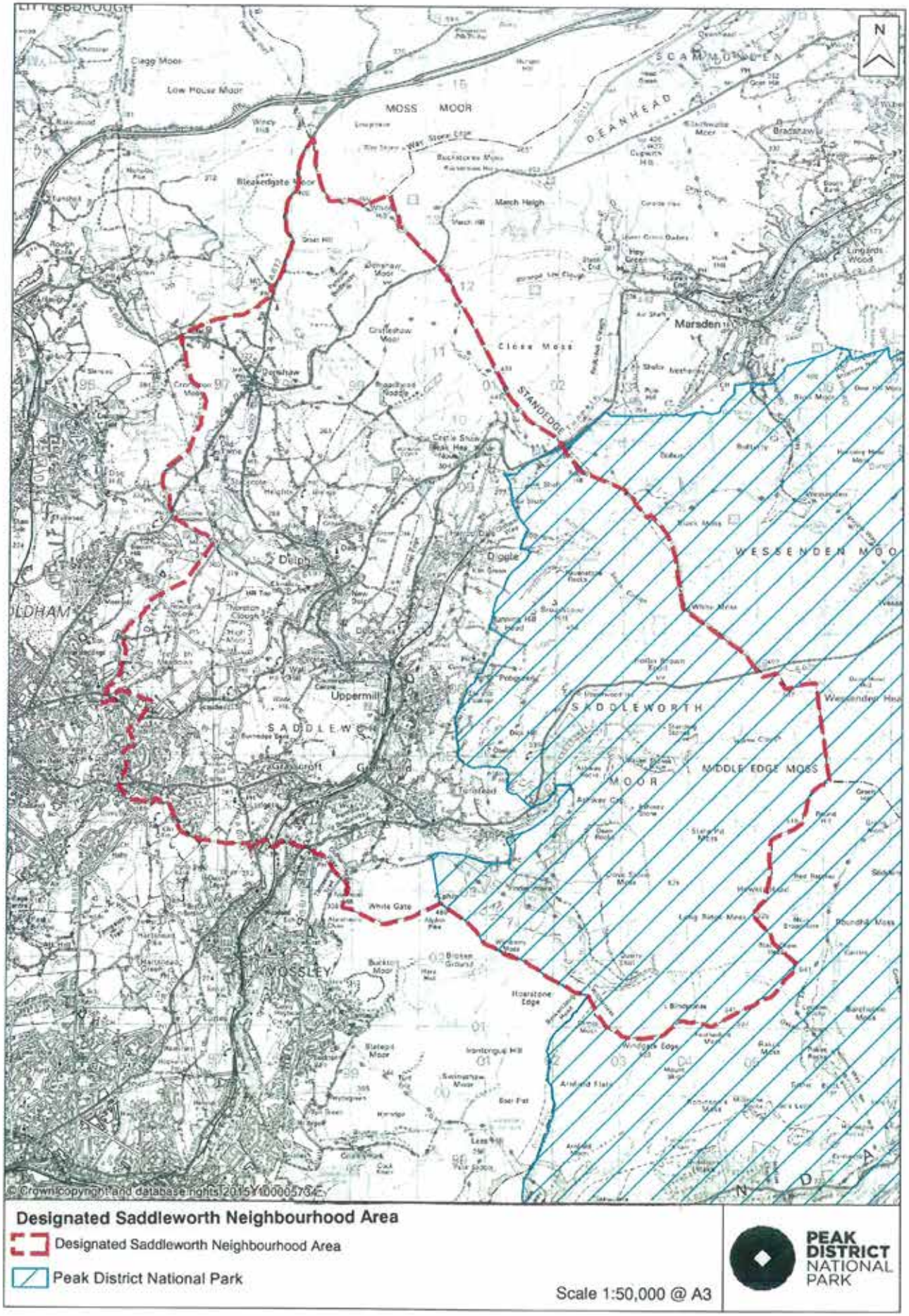
[1] http://www.legislation.gov.uk/uksi/2012/637/regulation/15

[2] http://www.legislation.gov.uk/ukpga/2004/5/section/38A

[3] http://www.legislation.gov.uk/ukpga/2004/5/section/38B

[4] http://www.legislation.gov.uk/ukpga/1990/8/schedule/4B/paragraph/8

[5] http://www.legislation.gov.uk/uksi/2017/1012/part/6/chapter/8/made



Map of Saddleworth Parish boundary

- the application to designate Saddleworth Parish Council boundary as a neighbourhood area was approved at Oldham Council Cabinet on Monday 21 November 2016. It was also approved at the Peak District National Park Authority Planning Committee on Friday 11 November 2016;
- Saddleworth's Neighbourhood Plan (2025–2045) does not include policies regarding excluded development (policies on minerals, waste an nationally significant infrastructure).;
- Saddleworth's Neighbourhood Plan (2025–2045) covers the period from 2025-2045.

Part 3: National Planning Policy Framework and Guidance Issued by the Secretary of State

National Planning Policy Framework

The table below describes how Saddleworth's Neighbourhood Plan (2025–2045) has regard to and is consistent with the National Planning Policy Framework (NPPF) (December 2024, updated February 2025). Saddleworth's Neighbourhood Plan is also subject to the purposes and duty of a National Park as set out in the 1995 Environment Act. The purposes are:

i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and
ii) to promote the opportunities for the understanding and enjoyment of the special qualities of those areas by the public

And the duty is:

- To seek to foster the economic and social well-being of their local communities.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 2: achieving sustainable development	
8 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective … b) a social objective … and c) an environmental objective.	Saddleworth's Neighbourhood Plan has specifically addressed sustainable development in its identification of key issues (pages 9–10); its vision statement (page 11), which expressly states "The fundamental principle which underpins our vision and the policies in this plan is that of sustainable development"; throughout its objectives, which draw through that commitment to an economic (10, 11, 12, 13 and 14), social (5, 6, 7, 8, 9, 14 and 17) and environmental (1, 2, 3, 4, 5, 16 and 18) objectives; and through its policies which echo the economic objectives (12, 19, 20, 21, 22 and 23), the social ones (4, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 23) and environmental (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 24, 25, 26, 27, 28 and 29). In each case, the economic, social and environmental objectives – particularly the last – are consistent themes through all the objectives and policies.
11. Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that: a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;	Saddleworth's Neighbourhood Plan consistently applies an assumption in favour of sustainable development, supporting developments of a scale, type and distribution which is consistent with the existing environment, and in particular with a National Park, for that part of the Parish which lies with in the Peak District National Park. For that part of the Neighbourhood Plan where Oldham Council is the principle authority, it takes as its basis the housing needs assessment produced for the Local Plan, with particular focus on the specific needs of the Saddleworth area. Places for Everyone (PfE) has been adopted during the production of this Neighbourhood Plan, and sets out strategic policies.
13. The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.	Saddleworth's Neighbourhood Plan supports the delivery of strategic policies contained in Oldham's Local Plan, and wherever possible with Oldham's forthcoming Local Plan (which includes PfE and saved policies from the Joint Core Strategy and Development Management Policies Plan), and for that part of the Parish in the National Park, with the Peak District National Park Authority's (PDNPA) Local Plan which comprises the Core Strategy (2011) and the Development Management Policies (2019).

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 3: plan-making	
16. Plans should: a) be prepared with the objective of contributing to the achievement of sustainable development; b) be prepared positively, in a way that is aspirational but deliverable; c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals; e) be accessible through the use of digital tools to assist public involvement and policy presentation; and f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).	Saddleworth's Neighbourhood Plan must meet 'basic conditions', one of which is to 'contribute to the achievement of sustainable development'. Part 4 of this document, and the appendices to this document, demonstrate how this achieved. Saddleworth's Neighbourhood Plan policies are positively prepared to permit development within the strategic constraints of the National Park and PDNPA strategic planning policies, and those put forward by Places for Everyone and Oldham's Local Plan, as appropriate. Saddleworth's Neighbourhood Plan has been prepared in accordance with Regulations as outlined in the Consultation Statement. Saddleworth's Neighbourhood Plan policies are clear, with relevant supporting text providing the necessary accompanying detail where required. Once adopted the policy maps will be on line and the area designated as "land adjacent to the National Park" will be shown on Oldham Council's online maps portal. Saddleworth's Neighbourhood Plan policies have been designed in conjunction with the strategic planning teams at Oldham Council and the PDNPA, ensuring consistency with Places for Everyone and Oldham's forthcoming local plan, and the PDNPA strategic planning policies, with clear indications where the PDNPA strategic planning policies take precedence.
18. Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies.	Saddleworth's Neighbourhood Plan contains only non-strategic policies.
23. Broad locations for development should be indicated on a key diagram, and land- use designations and allocations identified on a policies map.	Saddleworth's Neighbourhood Plan does not allocate sites for development, which are allocated instead in Places for Everyone.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Maintaining effective cooperation	Saddleworth's Neighbourhood Plan has been developed in conjunction with Oldham Council and the PDNPA, delivering effective cooperation in both its development, and in the way its policies work consistently with the parent strategic planning policies and delivery, and in consultation with bodies listed in schedule 1 of the Neighbourhood Planning regulations
29. Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.	Saddleworth's Neighbourhood Plan delivers detailed policies for the Parish area, providing specific detail for the area which has clear and distinct needs, requirements and environment. In particular, policy 14 (health, social care and education), 23 (services), 25 (cycling, pedestrian and leisure infrastructure), 26 (accessibility to transport) and 27 (public transport) set out particular priorities for infrastructure and community facilities. Policies 1 (Green infrastructure), 2 (Biodiversity), 3 (Protected spaces), 4 (Local Green Spaces), 5 (Character and quality of land adjacent to the National Park), 6 (Conversion of agricultural buildings (barn conversions), 7 (Protection of important views), 10 (Design, character and heritage), 11 (Design masterplans), 12 (Chew Brook Vale) and 17 (Derelict and empty properties and sites) set out design principles, and set out to conserve and enhance the natural and historic environment.
30. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.	Saddleworth's Neighbourhood Plan takes as its basis the housing and employment land requirements and allocation of sites contained within Places for Everyone and the forthcoming Local Plan for Oldham, and provides additional complementary policies to ensure that development is well suited to the requirements of the Parish. This Neighbourhood Plan does not intend to undermine strategic policies.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
32. The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.	Saddleworth's Neighbourhood Plan is informed by evidence provided through the strategic planning process for Places for Everyone and Oldham's forthcoming Local Plan, as well as extensive consultation detailed in the consultation statement. The Parish has also produced a report on Local Green Spaces, to provide focused support and justification for the proposed Local Green Spaces.
33. Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements.	Saddleworth's Local Plan was subject to a Strategic Environmental Assessment Screening process. This concluded that: "Oldham Council, in consultation with the Peak District National Park Authority, considers that after having regard to the Environmental Assessment of Plans and Programmes Regulations 2004 the Saddleworth Neighbourhood Plan does not require a Strategic Environmental Assessment (SEA) provided that the recommendations from the Habitats Regulations Assessment are incorporated. "Natural England stated significant effects on statutorily designated nature conservation sites or landscapes are unlikely. "The Environment Agency stated they agree with the environmental issues that have been included and do not have any further comments to make. "Historic England stated that the plan is unlikely to have significant environmental effects upon the historic environment, and so Historic England concur with the conclusion that SEA is not required."

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
38. Neighbourhood plans must meet certain 'basic conditions' and other legal requirements before they can come into force. These are tested through an independent examination before the neighbourhood plan may proceed to referendum.	This Basic Conditions Statement demonstrates how the Saddleworth Neighbourhood Plan meets the requirements of paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990.
Chapter 5: Delivering a sufficient supply of homes	
61. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.	Saddleworth's Neighbourhood Plan does not allocate any development sites, or alter any of the boundaries set out in Places for Everyone or Oldham's forthcoming Local Plan. Policy 15 (Housing), and Policy 18 (Community and Self-Build) are specifically designed in order to meet the areas' identified housing need, and to maximise the opportunities for local residents to be able to access the housing market in an affordable manner.
63. Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.	Policy 15 (Housing) supports development which delivers a range of housing types, with specific focus on the provision of affordable, social and intermediate housing. In particular, preference will be given to developments which include one-bedroom accommodation targeted at young people, allowing those leaving family homes for the first time to remain in the area, and appropriate homes for older people and those with disabilities, which promote accessibility.
74. Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 73a) suitable for housing in their area.	Places for Everyone has recently allocated sites for development across Greater Manchester. Oldham's Local Plan will not be allocating sites, but will instead use the Strategic Housing Land Availability Assessment (SHLAA) to identify sites. It was not considered that this Neighbourhood Plan needed to carry out a further site allocation.
76. Local planning authorities should support the development of exception sites for community-led development	While Saddleworth's Neighbourhood Plan does not allocate any sites for development, Policy 18 (Community and Self-Build) is designed to particularly support this type of development.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
82. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs, including proposals for community-led development for housing.	Policy 15 (Housing), and Policy 18 (Community and Self-Build) are specifically designed in order to meet the areas' identified housing need, and to maximise the opportunities for local residents to be able to access the housing market in an affordable manner, particularly through proposals for community-led development for housing.
83. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.	Policy 23 (Services) is specifically designed to identify and promote opportunities for villages to grow and thrive, while policies 19–22 are designed to promote the economic development of the community to underpin growing and thriving villages.
84.Planning policies and decisions should avoid the development of isolated homes in the countryside unless one or more of the following circumstances apply: … b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets; c) the development would re-use redundant or disused buildings and enhance its immediate setting;	Policy 10 (design, character and heritage) sets out criteria to ensure that development secures the future use of heritage assets in a sustainable and constructive manner. Policy 6 (Conversion of agricultural buildings (barn conversions)), and policy 17 (derelict and empty properties and sites) specifically addresses the circumstances under which development would be supported which re-uses redundant or disused buildings.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 6: Building a strong, competitive economy	
Planning policies should: a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration; … c) pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics; … e) be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.	Saddleworth's Neighbourhood Plan's vision statement identifies a clear economic vision and strategy ensuring that the Parish has a strong enough economic drive to ensure it does not become simply commuter-led housing, but also has the necessary transport infrastructure to ensure that travel for work is simple, cost-effective and sustainable, particularly through the chapter on travel and transport. Policy 19 sets out support for modern economic development, particularly for support of micro- or small-businesses, while policy 21 (tourism and leisure) lays out support for one of the key economic areas for the Parish. Policy 20 (homeworking and connectivity) is particularly designed to provide future-proofed and flexible development for unforeseen economic circumstances.
88. Planning policies and decisions should enable: a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings; b) the development and diversification of agricultural and other land-based rural businesses; c) sustainable rural tourism and leisure developments which respect the character of the countryside; and d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.	Saddleworth's Neighbourhood Plan lays out its vision for sustainable growth and expansion of all types of business in its vision statement, and specifically addresses the areas listed in: a) Policy 19 (Retail, commerce and industrial development); b) Policy 22 (Agricultural land); c) Policy 21: Tourism and leisure; and d) Policy 23 (Services).

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 8: Promoting healthy and safe communities	
96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.	Policy 12 (Chew Brook Vale) sets out particular criteria for a site allocation to ensure an effective mixed-use development with high quality pedestrian, cycle and public transport connections. Policy 10 (design, character and heritage) requires all development to contribute positively to the quality of the public realm. Policy 10 (design, character and heritage) and Policy 12 (Chew Brook Vale) requires new housing development to create character, 'sense of place' and define streets and spaces. Policy 13 (Safety and wellbeing) sets out clear criteria to minimise crime and disorder, particularly through planning which contributes to the reduction of antisocial behaviour. Policy 25 (cycling, pedestrian and leisure infrastructure) encourages links to pedestrian and cycle paths throughout all new development, while policy 26 (access to transport) and 27 (public transport) require high quality pedestrian and cycle access, cycle storage, and improved accessibility. Policies 14 (Health, social care and education) and 23 (services) set out ways to address identified health needs and reduce inequalities, and provide local community facilities and services.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
98. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.	Policy 21 (tourism and leisure) sets out clear criteria for development which enhances or improves existing community facilities, and safeguards existing community facilities. Policy 14 (health, social care and education) supports development which addresses identified healthcare and education needs, and particularly addresses better access and reduced isolation. Policy 20 sets out support for the development of an integrated approach to housing, economic use and community facilities and services along the model of 20 minute neighbourhoods.
105. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.	Policy 25 (cycling, pedestrian and leisure infrastructure) sets out the criteria for the protection of public rights of way and access.
106. The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.	Saddleworth's Neighbourhood Plan designates four locations as Local Green Spaces.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
107. The Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the community it serves; b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.	The Local Green Spaces are defined in policy 4 (Local Green Spaces), based on the assessment carried out in the supplementary report on suggested Local Green Spaces. All of the designated sites have been determined to meet the criteria provided.
Chapter 9: Promoting sustainable transport	
109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: … c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.	Policy 12 (Chew Brook Vale) sets out a specific for the integration of a well-designed public transport network into an existing allocated site for development. Policy 25 (cycling, pedestrian and leisure infrastructure) lays out approaches to promote the identification of, provision and promotion of walking, cycling and public transport infrastructure, and in particular provision which connects up existing infrastructure. Policy 26 (accessibility to transport) specifies support for approaches to improve or develop new public transport infrastructure across the Parish. Policy 28 (clean fuel vehicles), and the relevant application of it under policy 19 (retail, commerce and tourism) specifically address and set out to mitigate the environmental impacts of traffic and transport infrastructure.
111. Planning policies should: … d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);	Policy 25 (cycling, pedestrian and leisure infrastructure) and policy 27 (public transport) lay out approaches to promote the identification of and promotion of walking, cycling and public transport infrastructure, through provision of new infrastructure, and in particular in ways which connects up existing infrastructure.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
112. If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.	Policy 24 (parking standards for housing) and the relevant parts of policy 19 (retail, commerce and tourism), set out parking standards for residential and non-residential development, based on ensuring adequate provision for charging, plug-in and other ultra-low emission vehicles, with due consideration given to the provided criteria.
Chapter 11: Making effective use of land	
125. Planning policies and decisions should: a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside; … c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure);	Policy 1 (green infrastructure) supports development which provides multiple benefits through new habitat creation, improved public access and quality public realm. Policy 17 (derelict and empty properties and sites) promotes and supports the development of under-utilised buildings, and gives substantial weight to supporting the Oldham Local Plan policy for brownfield development.
130. Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.	Policies 10 (design, character and heritage), 11 (design masterplans) and 12 (Chew Brook Vale) are designed to ensure that development contributes positively and efficiently to create beautiful and sustainable places.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 12: Achieving well-designed places	
131. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.	Policies 10 (design, character and heritage), 11 (design masterplans) and 12 (Chew Brook Vale) are designed to ensure that development contributes positively and efficiently to create beautiful and sustainable places. Policy 16 (Consultation) places particular emphasis on the way that communities engage with the development process, laying out a preferred approach of consistent engagement throughout the development process.
135. Planning policies and decisions should ensure that developments: … b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.	Policies 10 (design, character and heritage), 11 (design masterplans) and 12 (Chew Brook Vale) are designed to ensure that development contributes positively and efficiently to create beautiful and sustainable places. Policy 1 (green infrastructure) supports development which provides multiple benefits through new habitat creation, improved public access and quality public realm. Policy 13 (safety and wellbeing) sets out clear criteria to minimise crime and disorder, particularly through planning which contributes to the reduction of antisocial behaviour.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
136. Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.	Policy 2 (biodiversity) sets out the approach to increasing tree planting across the Parish, while preserving specific alternative environments, such as peat bogs, particularly in the National Park which have great environmental benefits.
137. Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should, where applicable, provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy, and should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.	Policies 10 (design, character and heritage), 11 (design masterplans) and 12 (Chew Brook Vale) are designed to ensure that development contributes positively and efficiently to create beautiful and sustainable places. Policy 16 (Consultation) places particular emphasis on the way that communities engage with the development process, laying out a preferred approach of consistent engagement throughout the development process.
Chapter 13: Protecting Green Belt land	
154. Development in the Green Belt is inappropriate unless one of the following exceptions applies: … b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it; c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building; d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;	Policy 6 on conversion of agricultural buildings (barn conversions) is specifically designed to ensure that developments are not introduced as agricultural buildings purely to facilitate a later change of use which would result in a development that would otherwise have been deemed as inappropriate. The conditions of the policy are specifically designed to ensure that this does not conflict with existing rules on permitted development in relation to agricultural buildings.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 14: Meeting the challenge of climate change, flooding and coastal change	
161. The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.	Policies 1 (green infrastructure), 2 (biodiversity), 3 (protected spaces), 4 (Local Green Spaces), 9 (sustainable construction), 25 (cycling, pedestrian and leisure infrastructure), 26 (accessibility to transport), 27 (public transport) and 28 (clean fuel vehicles) are all specifically addressing the transition to net zero and designed to minimise all climate impacts. Moreover, this is designed to be the common thread woven through every objective and policy in the Neighbourhood Plan.
162. Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk … , water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures..	Policy 8 (erosion and flooding) is specifically designed to ensure that development adequately mitigates flood risk, and maximises the use of SUDS. PfE is supported by a Strategic Flood Risk Assessment (SFRA).
164. New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems; and b) help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings in plans should reflect the Government's policy for national technical standards.	Policy 1 (green infrastructure) supports development which provides multiple benefits through new habitat creation, improved public access and quality public realm. Policy 8 (erosion and flooding) is specifically designed to ensure that development adequately mitigates flood risk, and maximises the use of SUDS. Policy 9 (sustainable construction) specifically addresses sustainability during construction, and long-term sustainability, particularly with regards to minimising greenhouse gas emissions through effective local energy production.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
165. To help increase the use and supply of renewable and low carbon energy and heat, plans should: a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, and their future re-powering and life extension, while ensuring that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts); b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for colocating potential heat customers and suppliers.	Policy 9 (sustainable construction) specifically addresses sustainability during construction, and long-term sustainability, particularly with regards to minimising greenhouse gas emissions through effective local energy production.
171. Strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.	Policy 8 (erosion and flooding) is specifically designed to ensure that development adequately mitigates flood risk, and maximises the use of SUDS. PfE is supported by a Strategic Flood Risk Assessment (SFRA).

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
181. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that: a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate; d) any residual risk can be safely managed; and e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.	Policy 8 (erosion and flooding) is specifically designed to ensure that development adequately mitigates flood risk, and maximises the use of SUDS. It also specifically lays out the requirements for site-specific flood risk assessments, in line with local and national standards.
182. Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity.	Policy 8 (erosion and flooding) is specifically designed to ensure that development adequately mitigates flood risk, and maximises the use of SUDS.
Chapter 15: Conserving and enhancing the natural environment	

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
187. Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; … d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;	Policy 5 (Character and quality of land adjacent to the National Park) specifically addresses the issue of valued landscapes, laying out a defined area where development must be carried out with due attention to its impact on the setting of the National Park. Policies 2 (biodiversity) and 3 (protected spaces) specifically addresses sites of biodiversity or geological value commensurate with their statutory status, as well as the wider topic of protection and enhancement of biodiversity. Policies 1 (green infrastructure) and 2 (biodiversity) set out specific approaches to protecting and enhancing ecological networks and providing net biodiversity gains.
189. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads66. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.	Policy 5 (Character and quality of land adjacent to the National Park) specifically addresses the issue of valued landscapes, laying out a defined area where development must be carried out with due attention to its impact on the setting of the National Park.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
192. To protect and enhance biodiversity and geodiversity, plans should: a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.	Policies 1 (green infrastructure) and 2 (biodiversity) set out specific approaches to protecting and enhancing ecological networks and providing net biodiversity gains, and a footnote to policy notes that All developments should be informed by and contribute to the emerging Greater Manchester Local Nature Recovery Strategy and future ecological networks. Policies 2 (biodiversity) and 3 (protected spaces) specifically addresses sites of biodiversity or geological value commensurate with their statutory status, as well as the wider topic of protection and enhancement of biodiversity.
193. When determining planning applications, local planning authorities should apply the following principles: … b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest; c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.	Policy 3 (protected spaces) specifically addresses the specific sites of biodiversity or geological value commensurate with their statutory status. Policy 2 (biodiversity) specifically sets out the protection of irreplaceable habitats such as ancient woodland. Policies 1 (green infrastructure) and 2 (biodiversity) set out specific approaches to protecting and enhancing ecological networks and providing net biodiversity gains.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
Chapter 16: Conserving and enhancing the historic environment	
203. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account: d) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation; e) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; f) the desirability of new development making a positive contribution to local character and distinctiveness; and g) opportunities to draw on the contribution made by the historic environment to the character of a place.	Policies 10 (design, character and heritage), 11 (design masterplans) and 12 (Chew Brook Vale) are designed to ensure that development contributes positively and efficiently to create beautiful and sustainable places, and positively contribute to the conservation and enjoyment of the historic environment. Policy 10 (design, character and heritage) also lays out specific criteria for the preservation, enhancement and re-use of heritage assets. It further lays out criteria for ensuring that new developments enhance and contribute to local character and distinctiveness.
210. In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.	Policy 10 (design, character and heritage) lays out specific criteria for the preservation, enhancement and re-use of heritage assets. It further lays out criteria for ensuring that new developments enhance and contribute to local character and distinctiveness.

Planning Practice Guidance Issued by the Secretary of State

Where applicable, Saddleworth's Neighbourhood Plan has been prepared in accordance with Planning Practice Guidance (PPG) issued by the Secretary of State. The most relevant sections are set out below.

Air quality *concerns can be relevant to neighbourhood planning, and it is important to consider whether air quality is an issue when drawing up a neighbourhood plan or considering a neighbourhood development order. The local planning and environmental health departments will be able to advise whether air quality is an issue that may need to be addressed in a neighbourhood area, and how this might affect potential policies and proposals that are being considered.*

https://www.gov.uk/guidance/air-quality--3

Air quality was raised as an issue in the consultations carried out, and the Neighbourhood Plan's approach is contained in policy 29, which covers air quality monitoring and vibration, which is compliant with the Planning Practice Guidance laid out above. The Saddleworth Neighbourhood Plan does not contain any neighbourhood development orders.

Habitat Regulations Assessment. *All plans and projects (including planning applications) which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. This consideration – typically referred to as the 'Habitats Regulations Assessment screening' – should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.*

https://www.gov.uk/guidance/appropriate-assessment

A Habitat Regulations Assessment was carried out on behalf of Saddleworth Parish Council by the Greater Manchester Ecology Unit. It concluded that:

> "A number of the polices within the Plan were initially Screened In as potentially having a damaging effect on European Sites due to increased recreational use, air pollution effects or effects on functionally linked land. Following further Assessment, air pollution effects were ruled out, but potential effects on functionally linked land, and through increased recreational disturbance, were further considered.
>
> "Wording included in Policy 3 (Protected Spaces) will act to mitigate for any possible likely significant effects of the Plan on designated sites. It is therefore concluded that it should be entirely possible to avoid and mitigate any adverse impacts on designated sites as a result of the operation of the Neighbourhood Plan, either alone or in combination with other plans or projects."

Biodiversity net gain*, however, is not just a post-permission matter. To ensure the biodiversity gain objective is met and the condition can be discharged successfully, it is important biodiversity net gain is considered throughout the planning process. The National Planning Policy Framework emphasises that plans should identify and pursue opportunities for securing measurable net gains for biodiversity, and plans and decisions should minimise impacts and provide net gains for biodiversity.*

https://www.gov.uk/guidance/biodiversity-net-gain

When planning for biodiversity, local planning authorities must have regard to Local Nature Recovery Strategies, as these are prepared, because they will establish local priorities for biodiversity and other environmental benefits and identify locations where biodiversity enhancement would be particularly beneficial.

https://www.gov.uk/guidance/natural-environment

The Neighbourhood Plan's approach to biodiversity is laid out in policy 2, which is in line with the approach to biodiversity net gain laid out above – with particular reference given to biodiversity net gain in supporting paragraph 16.

Climate change. *In addition to supporting the delivery of appropriately sited green energy, effective spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.*

In addition to the statutory requirement to take the Framework into account in the preparation of Local Plans, there is a statutory duty on local planning authorities to include policies in their Local Plan designed to tackle climate change and its impacts. This complements the sustainable development duty on plan-makers and the expectation that neighbourhood plans will contribute to the achievement of sustainable development. The National Planning Policy Framework emphasises that responding to climate change is central to the economic, social and environmental dimensions of sustainable development.

https://www.gov.uk/guidance/climate-change

Natural environment. *Green infrastructure opportunities and requirements need to be considered at the earliest stages of development proposals, as an integral part of development and infrastructure provision, and taking into account existing natural assets and the most suitable locations and types of new provision.*

https://www.gov.uk/guidance/natural-environment

The Neighbourhood Plan's approach to climate change is addressed thematically throughout the document, with particular approaches set out in policies 1, green infrastructure; 2, biodiversity; 3, protected spaces; 8, erosion and flooding; 9, sustainable construction; and 28, clean fuel vehicles.

This consistent approach to considering climate change both contextually throughout all the policies, and specifically in the above policies means that the Neighbourhood Plan is in compliance with the above Planning Practice Guidance.

Effective use of land. *Where an alternative use for the allocated site is proposed, it will also be relevant to consider the extent to which evidence suggests the alternative use would address an unmet need, as well as the implications for the wider planning strategy for the area and other development plan policies.*

https://www.gov.uk/guidance/effective-use-of-land

Approaches to the effective use of land are covered in policy 6, conversion of agricultural buildings; policy 17, derelict and empty properties and sites; and each of the policies in the section on retail, commerce and tourism.

By setting out clear guidance as to the appropriate conditions for the re-purposing of land and buildings, it is considered that the Neighbourhood Plan is in line with the Planning Practice Guidance laid out above.

First Home Discount. *The First Homes Written Ministerial Statement does give local authorities and neighbourhood planning groups the discretion to require a higher minimum discount of either 40% or 50% if they can demonstrate a need for this.*

https://www.gov.uk/guidance/first-homes

The Neighbourhood Plan does not require any higher minimum discounts and as such is in compliance with the Planning Practice Guidance.

Flood risk*. "In plan-making, local planning authorities apply a sequential approach to site selection so that development is, as far as reasonably possible, located where the risk of flooding (from all sources) is lowest, taking account of climate change and the vulnerability of future uses to flood risk."*

Saddleworth's Neighbourhood Plan approach to flood risk is set out in section on the Environment, specifically policy 8 (erosion and flooding). It complies with PPG advice regarding the sequential approach. The Neighbourhood Plan is not allocating any sites for development, which are instead allocated under Places for Everyone, and under the local authority's Strategic Housing Land Availability Assessment (SHLAA).

Flood risk: *The overall approach in paragraph 161 of the National Planning Policy Framework applies to neighbourhood planning.*

Where they make provision for development, the qualifying bodies involved in neighbourhood planning will need to:

- *ensure that neighbourhood plans (and any neighbourhood development/community right to build orders) are informed by suitable assessment of flood risk from all sources, both now and in the future;*

- *steer development to areas of lower flood risk as far as possible;*

- *ensure that any development in an area at risk of flooding would be safe, for its lifetime taking account of climate change impacts;*

- *be able to demonstrate how flood risk to and from the plan area/ development site(s) will be managed, so that flood risk will not be increased overall, and that opportunities to reduce flood risk, for example, through the use of sustainable drainage systems where appropriate, are included in the plan/ order.*

https://www.gov.uk/guidance/flood-risk-and-coastal-change

Wastewater. *Plan-making may need to consider:*

- *the sufficiency and capacity of wastewater infrastructure*

- *the circumstances where wastewater from new development would not be expected to drain to a public sewer*

- *the capacity of the environment to receive effluent from development in different parts of a strategic policy-making authority's area without preventing relevant statutory objectives being met*

https://www.gov.uk/guidance/water-supply-wastewater-and-water-quality

Protecting and improving water bodies may be relevant when drawing up a neighbourhood plan or considering a neighbourhood development order. It is always useful to consult the local planning authority about whether water could be a concern.

https://www.gov.uk/guidance/water-supply-wastewater-and-water-quality#water-and-neighbourhood-planning

The Neighbourhood Plan's approach to flood risk and wastewater is laid out in policy 8, erosion and flooding; with specific references to flood risk on the Chew Brook Vale location laid out in policy 12.

Reference is also made to the more comprehensive approach taken to flooding in the forthcoming Oldham Local Plan.

Specific reference is made to the use of SuDS, while the remaining criteria are addressed through the local plan, ensuring that the Neighbourhood Plan is compliant with the relevant Planning Practice Guidance.

Healthy and safe communities. *The design and use of the built and natural environments, including green infrastructure are major determinants of health and wellbeing. Planning and health need to be considered together in two ways: in terms of creating environments that support and encourage healthy lifestyles, and in terms of identifying and securing the facilities needed for primary, secondary and tertiary care, and the wider health and care system (taking into account the changing needs of the population).*

https://www.gov.uk/guidance/health-and-wellbeing

The Neighbourhood Plan's approach to health and wellbeing is laid out in policies 1, green infrastructure; 13, safety and wellbeing; 14, health, social care and education; 23, services; and 25, cycling, pedestrian and leisure infrastructure.

By setting out criteria for building healthy and safe environments which reduce the risk of anti-social behaviour, and create increased opportunities for the public to use active transport, as well as by prioritising planning which increases provision of and access to health and social care, the Neighbourhood Plan is considered to be in compliance with the Planning Practice Guidance laid out above.

Historic Environment. *Where it is relevant, neighbourhood plans need to include enough information about local heritage to guide decisions and put broader strategic heritage policies into action at a neighbourhood scale. It is beneficial for any designated and non-designated heritage assets within the plan area to be clearly identified at the start of the plan-making process so they can be appropriately taken into account.*

https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment

Saddleworth's Neighbourhood Plan describes the significance of the historic environment. Non-designated heritage assets are referenced via the Local Heritage List.

Housing needs. *Strategic policy-making authorities will need to consider the extent to which the identified needs of specific groups can be addressed in the area …*

https://www.gov.uk/guidance/housing-needs-of-different-groups

Neighbourhood planning bodies may also make use of existing site assessments prepared by the local planning authority as a starting point when identifying sites to allocate within a neighbourhood plan.

https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment

For plan-making purposes, strategic policy-making authorities will need to determine the needs of people who will be approaching or reaching retirement over the plan period, as well as the existing population of older people.

Similarly, disabilities can include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs, which may generate a range of housing requirements which can change over time. Local planning authorities may also wish to consider groups outside of the scope of this definition in order to meet specific needs within their community.

https://www.gov.uk/guidance/housing-for-older-and-disabled-people

Saddleworth Parish falls partly within the planning authority of the Peak District National Park Authority (PDNPA). The PDNPA does not set a housing requirement figure for any part of Saddleworth Parish. Strategic planning policy (Core Strategy HC1 and DS1) restricts the provision of new housing to that which meets local needs.

The remainder of the Parish falls within the planning authority of Oldham Council. In that area, the housing requirement figures are set out in Greater Manchester's Places for Everyone plan, as laid out in the infrastructure section.

Census and housing market data, the Local Housing Needs Assessment, demographic forecasts and community consultation responses have been used as evidence for the housing policies. However the neighbourhood plan does not propose to allocate sites.

The Neighbourhood Plan has been subject to an Equality Impact Assessment, which has indicated that the plan is either neutral or positive for all groups with protected characteristics.

Self build and custom housebuilding. *It is for each relevant authority to determine the rationale for introducing a local eligibility test and hence the specific conditions set. Any eligibility test introduced by an authority needs to be proportionate, reasonable and reviewed periodically to ensure that it responds to issues in the local area, for example for areas with exceptional demand or limited land availability.*

https://www.gov.uk/guidance/self-build-and-custom-housebuilding

The register for self-build and custom housebuilding is maintained by Oldham Council. The Neighbourhood Plan sets out in policy 18, community and self-build, an eligibility test for prioritising community and self-build developments, based on increasing the opportunities for people currently unable to get on the housing ladder to access alternative means of developing housing, in compliance with the Planning Practice Guidance laid out.

Open space, sports and recreation facilities. *Open space should be taken into account in planning for new development and considering proposals that may affect existing open space (see National Planning Policy Framework paragraph 96). Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure (see National Planning Policy Framework paragraph 171, as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development (see National Planning Policy Framework paragraphs 7-9).*

It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas.

https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space

The Neighbourhood Plan's approach to sports and recreation facilities is laid out in policy 21, tourism and leisure, and policy 23, services; while the approach to green infrastructure and open spaces is laid out in all the policies of the Environment section.

In particular, the Neighbourhood Plan lays out clear guidance for the retention, increased provision of and access to recreation and sports facilities, as well as protection of open space, in compliance with the Planning Practice Guidance laid out above.

Local Green Space: *How is land designated as Local Green Space?*

Local Green Space designation is for use in Local Plans or Neighbourhood Plans. These plans can identify on a map ('designate') green areas for special protection. Anyone who wants an area to be designated as Local Green Space should contact the local planning authority about the contents of its local plan or get involved in neighbourhood planning.

How does Local Green Space designation relate to development?

Designating any Local Green Space will need to be consistent with local planning for sustainable development in the area. In particular, plans must identify sufficient land in suitable locations to meet identified development needs and the Local Green Space designation should not be used in a way that undermines this aim of plan making.

What if land has planning permission for development?

Local Green Space designation will rarely be appropriate where the land has planning permission for development. Exceptions could be where the development would be compatible with the reasons for designation or where planning permission is no longer capable of being implemented.

Can all communities benefit from Local Green Space?

Local Green Spaces may be designated where those spaces are demonstrably special to the local community, whether in a village or in a neighbourhood in a town or city.

What if land is already protected by Green Belt or as Metropolitan Open Land (in London)?

If land is already protected by Green Belt policy, or in London, policy on Metropolitan Open Land, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space.

One potential benefit in areas where protection from development is the norm (eg villages included in the green belt) but where there could be exceptions is that the Local Green Space designation could help to identify areas that are of particular importance to the local community.

What if land is already protected by designations such as National Park, Area of Outstanding Natural Beauty, Site of Special Scientific Interest, Scheduled 8Monument or conservation area?

Different types of designations are intended to achieve different purposes. If land is already protected by designation, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space.

What about new communities?

New residential areas may include green areas that were planned as part of the development. Such green areas could be designated as Local Green Space if they are demonstrably special and hold particular local significance.

What types of green area can be identified as Local Green Space?

The green area will need to meet the criteria set out in paragraph 100 of the National Planning Policy Framework. Whether to designate land is a matter for local discretion. For example, green areas could include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis.

How close does a Local Green Space need to be to the community it serves?

The proximity of a Local Green Space to the community it serves will depend on local circumstances, including why the green area is seen as special, but it must be reasonably close. For example, if public access is a key factor, then the site would normally be within easy walking distance of the community served.

How big can a Local Green Space be?

There are no hard and fast rules about how big a Local Green Space can be because places are different and a degree of judgment will inevitably be needed. However, paragraph 100 of the National Planning Policy Framework is clear that Local Green Space designation should only be used where the green area concerned is not an extensive tract of land. Consequently blanket designation of open countryside adjacent to settlements will not be appropriate. In particular, designation should not be proposed as a 'back door' way to try to achieve what would amount to a new area of Green Belt by another name.

Is there a minimum area?

Provided land can meet the criteria at paragraph 100 of the National Planning Policy Framework there is no lower size limit for a Local Green Space.

What about public access?

Some areas that may be considered for designation as Local Green Space may already have largely unrestricted public access, though even in places like parks there may be some restrictions. However, other land could be considered for designation even if there is no public access (eg green areas which are valued because of their wildlife, historic significance and/or beauty).

Designation does not in itself confer any rights of public access over what exists at present. Any additional access would be a matter for separate negotiation with land owners, whose legal rights must be respected.

What about public rights of way?

Areas that may be considered for designation as Local Green Space may be crossed by public rights of way. There is no need to designate linear corridors as Local Green Space simply to protect rights of way, which are already protected under other legislation.

Does land need to be in public ownership?

A Local Green Space does not need to be in public ownership. However, the local planning authority (in the case of local plan making) or the qualifying body (in the case of neighbourhood plan making) should contact landowners at an early stage about proposals to designate any part of their land as Local Green Space. Landowners will have opportunities to make representations in respect of proposals in a draft plan.

Would designation place any restrictions or obligations on landowners?

Designating a green area as Local Green Space would give it protection consistent with that in respect of Green Belt, but otherwise there are no new restrictions or obligations on landowners.

Who will manage Local Green Space?

Management of land designated as Local Green Space will remain the responsibility of its owner. If the features that make a green area special and locally significant are to be conserved, how it will be managed in the future is likely to be an important consideration. Local communities can consider how, with the landowner's agreement, they might be able to get involved, perhaps in partnership with interested organisations that can provide advice or resources.

Can a Local Green Space be registered as an Asset of Community Value?

Land designated as Local Green Space may potentially also be nominated for listing by the local authority as an Asset of Community Value. Listing gives community interest groups an opportunity to bid if the owner wants to dispose of the land.

https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space

Local Green Spaces are specifically addressed in Policy 4, Local Green Spaces. The four designated sites for Local Green Space designation have each been through an assessment process, covering designation, existing status and designations, proximity, size, access, rights of way, ownership and management, ensuring that the plan is in compliance with the Planning Practice Guidance.

Renewable and low carbon energy. *Increasing the amount of energy from renewable and low carbon technologies will help to make sure the UK has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses.*

What is the role for community led renewable energy initiatives?

Community initiatives are likely to play an increasingly important role and should be encouraged as a way of providing positive local benefit from renewable energy development. Further information for communities interested in developing their own initiatives is provided by the Department for Energy Security and Net Zero. Local planning authorities may wish to establish policies which give positive weight to renewable and low carbon energy initiatives which have clear evidence of local community involvement and leadership.

Neighbourhood plans are an opportunity for communities to plan for community led renewable energy developments. Neighbourhood Development Orders and Community Right to Build Orders can be used to grant planning permission for renewable energy development. To support community based initiatives a local planning authority should set out clearly any strategic policies that those producing neighbourhood plans or Orders will need to consider when developing proposals that address renewable energy development. Local planning authorities should also share relevant evidence that may assist those producing a neighbourhood plan or Order, as part of their duty to advise or assist. As part of a neighbourhood plan, communities can also look at developing a community energy plan to underpin the neighbourhood plan.

https://www.gov.uk/guidance/renewable-and-low-carbon-energy

The approach to renewables and low-carbon energy is laid out in policy 9 of the Neighbourhood Plan, with specific guidance on ensuring that developments are low-carbon in both delivery and lifetime, as well as promoting the use of low carbon district energy provision, thus ensuring that the plan is in compliance with the Planning Practice Guidance.

***Strategic environmental assessment** alone can be required in some limited situations where sustainability appraisal is not needed. This is usually only where either neighbourhood plans or supplementary planning documents could have significant environmental effects.*

https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal

A strategic environmental assessment screening was carried out by Oldham Council as part of the Neighbourhood Planning process. It concluded that:

> Oldham Council, in consultation with the Peak District National Park Authority, considers that after having regard to the Environmental Assessment of Plans and Programmes Regulations 2004 the Saddleworth Neighbourhood Plan does not require a Strategic Environmental Assessment (SEA) provided that the recommendations from the Habitats Regulations Assessment are incorporated.

As such, it is considered that the Neighbourhood Plan is in compliance with the requirements of the Planning Practice Guidance laid out above.

Parts b and c of the basic conditions guidance

This document relates to the preparation of a Neigbourhood Plan, not an order and no sites have been allocated, therefore b and c does not apply.

Part 4: Contributing to the achievement of sustainable development

The NPPF states "the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives."

Saddleworth's Neighbourhood Plan was initially subject to a strategic environmental assessment screening process. This is included in the Regulation 15 submission documents. This concluded that: "Oldham Council, in consultation with the Peak District National Park Authority, considers that after having regard to the Environmental Assessment of Plans and Programmes Regulations 2004 the Saddleworth Neighbourhood Plan does not require a Strategic Environmental Assessment (SEA) provided that the recommendations from the Habitats Regulations Assessment are incorporated.

"Natural England stated significant effects on statutorily designated nature conservation sites or landscapes are unlikely.

"The Environment Agency stated they agree with the environmental issues that have been included and do not have any further comments to make.

"Historic England stated that the plan is unlikely to have significant environmental effects upon the historic environment, and so Historic England concur with the conclusion that SEA is not required."

The table below describes more broadly how the Neighbourhood Plan meets the objectives of sustainable development as described in the NPPF.

NPPF 2024	Saddleworth Neighbourhood Plan (2025–2045)
8 a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;	Saddleworth's Neighbourhood Plan lays out support for a strong, responsive and competitive economy in the section on retail, commerce and tourism, with particular emphasis on developing retail, commerce and industrial development (policy 19), homeworking (policy 20), tourism and leisure (policy 21), and agriculture (policy 22). There is also particular support for necessary infrastructure in the section on travel and transport, most notably with regards to accessibility to transport (policy 26), and public transport (policy 27). It also lays out a minimum provision for commercial, leisure and retail facilities in policy 12, supporting economic provision.
b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and	Saddleworth's Neighbourhood Plan lays out support for strong, healthy and vibrant communities in the section on Health, wellbeing and education, with particular emphasis on safety and wellbeing, and the ability of design to combat antisocial behaviour (policy 13); and by contributing to identified healthcare needs, and combating issues of access and isolation (policy 14). It also addresses the protection and enhancement of community facilities (policy 21), particularly those which support opportunities to develop social networks for people who are isolated; promoting community-based healthcare and wellbeing; promoting adult learning opportunities; charitable and voluntary work; promoting early years activities for parents, carers and children; and food and craft markets. The development of well-designed and beautiful places is addressed through its approaches to design, character and heritage (policy 10) , laying out criteria for developments to meet and enhance the character and distinctiveness of the local environment, as well as in its approach to design masterplans (policy 11), and with specific detail for the allocated site at Chew Brook Vale (policy 12).
c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.	Saddleworth's Neighbourhood Plan lays out its support for the protection and enhancement of the natural, built and historic environment, with its environmental approach in particular designed to be consistently woven throughout all of its policies. Policies 1 (Green infrastructure), 2 (Biodiversity), 3 (Protected spaces), 4 (Local green spaces), 5 (Character and quality of land adjacent to the National Park), 6 (Conversion of agricultural buildings (barn conversions)), 7 (Protection of important views), 10 (Design, character and heritage), 11 (Design masterplans), and 17 (Derelict and empty properties and sites) set out design principles, and set out to conserve and enhance the natural and historic environment.

Part 5: Achieving general conformity with Local Strategic Policy

Saddleworth's Neighbourhood Plan must be in general conformity with the strategic policy of the development plan for the area.

The Peak District National Park Authority (PDNPA) is the planning authority for that part of the Parish which falls within the National Park. The relevant strategic policies are in the Peak District National Park Authority Local Plan comprising the Core Strategy (CS) 2011 and Development Management Polices (DMP) 2018.

Oldham Council is the planning authority for that part of the Parish which falls outside the National Park. The relevant strategic policies are in Greater Manchester's Places for Everyone , saved policies from Oldham Joint Core Strategy and Development Management Development Plan Document, and Oldham's forthcoming Local Plan.[1]

Oldham Council, the PDNPA and the Parish Council's strategic planning committee co-operated fully in the development process.

The table below demonstrates the relationship between Saddleworth's Neighbourhood Plan policies and the corresponding strategic policies of Places for Everyone, saved policies in the Joint Core Strategy and Development Management Policies DPD, Oldham's forthcoming Local Plan and the PDNPA. All Neighbourhood Plan policies are shown to be in conformity with strategic policy.

[1] While the emerging Local Plan does not carry any weight yet efforts have been made to ensure that the Neighbourhood Plan is in conformity with emerging policy and for completeness this has been included. Policy references may change as the Oldham Publication Plan is published.

Neighbourhood plan policy and content	Development plan reference	Conformity
1: Green infrastructure	PfE Policy JP-Strat13: Strategic Green Infrastructure PfE Policy JP-G2 Green Infrastructure Network PfE Policy JP-G6: Urban Green Space Oldham Joint DPD Policy 6 Green Infrastructure and Policy 21 Protecting Natural Environmental Assets Draft Oldham Local Plan Policies N1 Protecting Nature; Policy N2 Restoring Nature; Policy N3 Enhancing Green Infrastructure thorough development Oldham Green Infrastructure Strategy and Open Space Audit PDNPA GSP3: Development management principles	Yes. The Neighbourhood Plan enhances and protects existing green infrastructure, such as the green corridors identified in Oldham's current Local Plan and its forthcoming Local Plan.

Neighbourhood plan policy and content	Development plan reference	Conformity
2: Biodiversity	PfE Policy JP-G2 Green Infrastructure Network PfE Policy JP-G5 Uplands PfE Policy JP-G7: Trees and Woodland PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity Oldham Joint DPD Policy 6 Green Infrastructure and Policy 21 Protecting Natural Environmental Assets Draft Oldham Local Plan Policies N1 Protecting Nature; Policy N2 Restoring Nature; Policy N3 Enhancing Green Infrastructure thorough development and Policy N4 Tree Replacement The Greater Manchester Local Nature Recovery Strategy PDNPA policy GSP3: Development management principles PDNPA policy L2: Sites of biodiversity or geodiversity importance PDNPA policy CC3: Waste management	Yes. The Neighbourhood Plan lays out policies designed to enhance and significantly increase tree cover protect and enhance wildlife, and protect Ancient Woodlands. The Neighbourhood Plan also references national and local targets for biodiversity net gain.
3: Protected spaces	PfE Policy JP-G5 'Uplands' Oldham Joint DPD Policy 6 Green Infrastructure and Policy 21 Protecting Natural Environmental Assets Draft Oldham Local Plan Policy N1 Protecting Nature	Yes. The Neighbourhood Plan references and complements the Uplands policy which is designed to protect and enhance the upland areas, with specific project level mitigations required for any development in those areas.

Neighbourhood plan policy and content	Development plan reference	Conformity
4: Local green spaces	Oldham Draft Local Plan Policy OL4 Local Green Spaces	Yes. The neighbourhood policy designates local green spaces in accordance with NPPF and with reference to published evidence and public consultation responses. The assessment of Local Green Spaces for the Neighbourhood Plan has been based on the criteria as set out in the NPPF and approach laid out in the Draft Local Plan. The proposed Local Green Spaces all fall within Oldham's planning boundary.
5: Character and quality of land adjacent to the National Park	PfE Policy JP-G1 Landscape Character PfE Policy JP-G5: Uplands PfE Policy JP-P1 Sustainable Places PDNPLPF GSP2: Enhancing the National Park PDNPLPF GSP2: DS1: Development strategy PDNPLPF GSP2: L1: Landscape character and valued characteristics	Yes. This policy sets out additional protection for a clearly defined area adjacent to the National Park, where development would have specific impact on the National Park, thus protecting its landscape character, valued characteristics, and enhancing the National Park.

Neighbourhood plan policy and content	Development plan reference	Conformity
6: Conversion of agricultural buildings (barn conversions)	Oldham saved joint Development Plan Document policy 22 on Green Belt	Yes. There are no specific policies addressing barn conversations specifically in Places for Everyone, or Oldham's draft Local Plan. The broader aspect of Green Belt is included in, for example, policy 22, referring to "development located close to existing buildings within the OPOL, which does not affect the openness, local distinctiveness or visual amenity of the OPOL, taking into account its cumulative impact". Policy 6 does not conflict with this, and sets out additional complementary criteria for the redevelopment of more recent agricultural additions within the green belt. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
7: Protection of important views	PfE JP-G1 Landscape Character	Yes. The policy says that "transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken". Policy 7 sets out a specific transitional area between the National Park and the rest of Saddleworth, and ensures that complementary criteria to ensure the intactness and condition of this area.

Neighbourhood plan policy and content	Development plan reference	Conformity
8: Erosion and flooding	PfE Policy JP-S4: Flood Risk and the Water Environment Oldham Local Plan Draft Policies CC3 Managing Flood Risk; and CC4 – Sustainable Drainage – Foul and Surface Water	Yes. The Neighbourhood Plan lays out specific requirements to conform with natural processes and adopting a natural flood management, and Locating and designing development so as to minimise the impacts of current and future flood risk, as well as expecting developments to manage surface water run-off through sustainable drainage systems.
9: Sustainable construction	PfE Policy JP-S1: Sustainable Development PfE Policy JP-S2: Carbon and Energy PfE Policy JP-S3: Heat and Energy Networks PFE Policy JP-S6: Resource Efficiency Joint DPD Policy 18 (partially) Oldham Draft Local Plan Policy CC2 Renewable and Low Carbon Energy The Local Area Energy Plan for Oldham	Yes. The Neighbouhood Plan lays out criteria for ensuring development is sustainable both during construction and in the long term. It also sets out a presumption in favour of development which enhances local heat and energy production. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
10: Design, character and heritage	PfE Policy JP-P1 Sustainable Places PfE Policy JP-P2: Heritage Draft Oldham Local Plan Policies HE1 The Historic Environment; HE2 Securing the Preservation and Enhancement of Oldham's Heritage Assets; HE3 Development proposals affecting conservation areas; HE4 Oldham's Mills; and HE5 Canals Oldham's Mill Strategy	Yes. The Neighbourhood Plan lays out criteria for ensuring that local history and culture are conserved and enhanced, and respects and acknowledges the character and identity of the locality. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***

Neighbourhood plan policy and content	Development plan reference	Conformity
11: Design masterplans	PfE Policy JP-P1 Sustainable Places	Yes. In particular, this sets out ways in which development respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used; responds to the needs of all parts of society; is adaptable, able to respond easily to varied and changing needs and technologies; and incorporating high quality and well managed green infrastructure and quality public realm. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
12: Chew Brook Vale	PfE JP Allocation 13 Chew Brook Vale	Yes. The Neighbourhood Plan policy adds complementary policy detail to the existing site allocation and approach laid out in Places for Everyone.

Neighbourhood plan policy and content	Development plan reference	Conformity
13: Safety and wellbeing	PfE Policy JP-G2 Active Travel PfE Policy JP-G3 River Valleys and Waterways PfE Policy JP-P1 Sustainable Places PfE Policy JP-P7 Sport and Recreation Draft Local Plan Policy D6 Creating a Better Public Realm in Oldham	Yes. The Neighbourhood Plan lays out the importance of development supporting wider public health benefits. It also sets out proposals to improve active travel, with improved and extended rights of way alongside the water providing walking and cycling routes for both recreation and commuting, thereby increasing access to natural green space. It also identifies the importance of a development being put forward with a clear understanding of how the place has developed; and which respects and acknowledges the character and identity of the locality. Finally, it sets out the importance of creating a public realm that provides frequent opportunities for play and that all ages can enjoy together, and recreation facilities in relation to housing so as to ensure that they are accessible but also minimise the potential for complaints due to disturbance to residential amenity from recreational activity.
14: Health, social care and education	PfE Policy JP-P5: Education, Skills and Knowledge PfE Policy JP-P6: Health PfE Policy JP-D2 Developer Contributions Oldham Draft Plan IN2 Planning Obligations	Yes. The Neighbourhood Plan sets out approaches to ensure appropriate access to and provision of education facilities. It also lays out criteria to ensure access to and provision of healthcare facilities.

Neighbourhood plan policy and content	Development plan reference	Conformity
15: Housing	PfE Policy JP-H1: Scale, Distribution and Phasing of New Housing Development PfE Policy JP-H2: Affordability of New Housing PfE Policy JP-H3: Type, Size and Design of New Housing Joint DPD Policy 3 An Address of Choice (Partially) and Policy 11 Housing Draft Oldham Local Plan Policies H1 Delivering a Diverse Housing Offer; Policy H2 Housing Mix;	Yes. The Neighbourhood Plan makes specific reference to the required types and size of housing as evidenced in the Local Housing Needs Analysis, and supports development which addresses those needs, particularly when the developments are affordable. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
16: Consultation	None	While consultation is mentioned as part of policies in Places for Everyone, PDNPA policies and Oldham's Local Plan, there is no specific policy designed to address consultation.
17: Derelict and empty properties and sites	PfE Policy JP-S1 Sustainable Development PfE Policy JP-P3 Cultural Facilities; Oldham Joint DPD Policy 1 Climate Change and Sustainable Development and Draft Oldham Local Plan Policy H1 Delivering a Diverse Housing Offer	Yes. The Neighbourhood Plan makes as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs, and in particular maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***

Neighbourhood plan policy and content	Development plan reference	Conformity
18: Community and self build	PfE Policy JP-H3: Type, Size and Design of New Housing	Yes. The Neighbourhood Plan seeks to deliver a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
19: Retail, commerce and industrial development	PfE Policy JP-J1: Supporting Long-Term Economic Growth PfE Policy JP-J2: Employment Sites and Premises PfE Policy JP-J3: Office Development PfE Policy JP-J4: Industry and Warehousing Development PfE Policy JP-C8: Transport Requirements of New Development Joint DPD Policy 4 Promoting Sustainable Regeneration and Prosperity (partially - part superseded by PfE); Policy 13 Employment Areas Oldham Draft Local Plan Policy E1 Business and Employment Areas; Policy E2 Exceptions within Business and Employment Areas and other existing employment sites ; Policy E3 Reuse and redevelopment of Mill Buildings; Policy E4 Office, Industry and Warehousing Allocations	Yes. The Neighbourhood Plan lays out approaches to preserve and enhance land for economic use, and to ensure green and accessible transport provision. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***

Neighbourhood plan policy and content	Development plan reference	Conformity
20: Homeworking and connectivity	PfE Policy JP-J1: Supporting Long-Term Economic Growth PfE Policy JP-C1: An Integrated Network PfE Policy JP-C2: Digital Connectivity PDNPA policy E1: Business development in towns and villages Oldham Draft Plan Policy IN1 Digital Infrastructure and Telecommunications	Yes. The Neighbourhood Plan lays out approaches for future-proofed and flexible housing to promote working from home. Proposals for homeworking must be of an appropriate scale.
21: Tourism and leisure	PfE Policy JP-P3: Cultural Facilities PfE Policy JP-P7: Sport and Recreation Joint DPD Policy 1 Climate Change and Sustainable development (seeks to promote leisure in centres such as Uppemill) Policy 4 Promoting Sustainable Regeneration and Prosperity (partially - part superseded by PfE);Policy 12 Supporting Oldham's Economy; Policy 15 Centres; Policy 16 Local Services and Facilities Oldham Draft Local Plan Policy C1 Centres	Yes. The Neighbourhood Plan lays our criteria for the protection of community facilities, including those for cultural and sporting purposes. ***This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park.***
22: Agricultural land	PDNPA policy E2: Businesses in the countryside. PfE Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity. Joint DPD Policy 1 Climate Change and Sustainable Development	Yes. This policy seeks to promote, protect and enhance the use of existing agricultural land for farming use.

Neighbourhood plan policy and content	Development plan reference	Conformity
23: Services	Policy JP-C1: An Integrated Network PDNPA policy HC4: Provision and retention of community services and facilities Joint DPD Policy 3 An Address of Choice (policy partially superseded by PfE)	Yes. The Neighbourhood Plan sets out approaches for confirming with a 20 minute neighbourhood approach, ensuring that wherever possible local services are available without the need for additional travel.
24: Parking standards for housing	PfE Policy JP-C8: Transport Requirements of New Development Joint DPD Policy 5 Promoting Accessibility and Sustainable Transport Choices (part superseded by PfE) Draft Oldham Local Plan Policy T3 Car Parking Standards in Oldham	Yes. The Neighbourhood Plan lays out our approach to ensure new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Given the current low provision of public transport in the neighbourhood, it sets out conditions for either a balance of private parking provision, or high accessibility being proven. This policy should be particularly read in conjunction with Policy 28 on clean fuel vehicles to minimise the negative effects of car dependency. This policy does not apply to that part of the neighbourhood area that is within the Peak District National Park. Peak District National Park parking standards can be found in Appendix 9 of the Development Management Policies (DMP) document, and are the relevant standard for developments in the National Park.

Neighbourhood plan policy and content	Development plan reference	Conformity
25: Cycling, pedestrian and leisure infrastructure	PfE Policy JP-Strat14: A Sustainable and Integrated Transport Network PfE Policy JP-S5: Clean Air PfE Policy JP-C1: An Integrated Network PfE Policy JP-C5: Streets for All PfE Policy JP-C6: Walking and Cycling PfE Policy JP-C8: Transport Requirements of New Development PDNPA policy T6: Routes for walking, cycling and horse riding, and waterways	Yes. The Neighbourhood Plan lays out approaches to ensure the adequate provision of a sustainable transport network, including active travel approaches, resulting in clear air improvements.
26: Accessibility to transport	PfE Policy JP-C8: Transport Requirements of New Development PDNPA policy GSP3: Development management principles PDNPA policy T1: Reducing the general need to travel and encouraging sustainable transport Joint DPD Policy 5 Promoting Accessibility and Sustainable Transport Choices (part superseded by PfE) Draft Oldham Local Plan Policy T1 Delivering Oldham's Transport Policies	Yes. The Neighbourhood Plan sets out guidance on ensuring new developments provide good access to public transport and makes provision for active travel.

Neighbourhood plan policy and content	Development plan reference	Conformity
27: Public transport	PfE Policy JP-Strat14: A Sustainable and Integrated Transport Network PfE Policy JP-C1: An Integrated Network PfE Policy JP-C3: Public Transport PDNPA policy T1: Reducing the general need to travel and encouraging sustainable transport	Yes. The Neighbourhood Plan supports and informs the provision of additional public transport infrastructure.
28: Clean fuel vehicles	PfE Policy JP-S5: Clean Air Draft Oldham Local Plan Policy T4 Providing for electric vehicle charging points	Yes. The Neighbourhood Plan makes specific provision for charging of clean fuel vehicles, both EV charging, but also for alternative clean fuel vehicles, to minimise air pollution.

Part 6: European Union obligations

Human Rights

An equalities impact assessment has been undertaken, provided as a supplement to this document, which has found that all the objectives contained within the Neighbourhood Plan are found to either have positive or neutral outcomes for people with protected characteristics.

The Plan has been prepared in accordance with the obligations for Parish Councils under the Public Sector Equality Duty in the Equalities Act 2010.

Strategic Environmental Assessment

EU Directive 2001/42 requires "an environmental assessment is carried out of certain plans and programmes".

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (often referred to as the Environmental Impact Assessment (EIA) Directive).

Environmental Impact Assessment is a procedure to be followed for certain types of proposed development. This is to ensure that decisions are made in full knowledge of any likely significant effects on the environment and that the public are given early and effective opportunities to participate in the decision making procedures. It may be of relevance to Neighbourhood Development Orders.

A Strategic Environment Assessment screening concluded that a full Strategic Environmental Assessment was not required for the Neighbourhood Plan.

No neighbourhood orders have been developed and the plan does not include any site allocations.

The conservation of natural habitats, wild fauna and flora and wild birds

Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC on the conservation of wild birds require an appropriate assessment of Saddleworth's Neighbourhood Plan to determine the likelihood of significant effects of a site's conservation objectives.

In order to satisfy the above requirement a Habitat Regulations Assessment (HRA) screening report has been completed.

Other European directives, such as the Waste Framework Directive (2008/98/EC), Air Quality Directive (2008/50/EC) or the Water Framework Directive (2000/60/EC) may apply to the particular circumstances of a draft neighbourhood plan or Order. However, the HRA screening has taken water and air impacts into consideration, so it is not considered that the Neighbourhood Plan is in conflict with any of these directives.

Part 7: Conservation of Habitats and Species Regulations

A qualifying body which submits a proposal for a neighbourhood development plan must provide such information as the competent authority may reasonably require for the purposes of the assessment under regulation 105 of The Conservation of Habitats and Species Regulations 2017 or to enable it to determine whether that assessment is required.

Regulation 105 states that where a land use plan

(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and

(b) is not directly connected with or necessary to the management of the site,

the plan-making authority for that plan must, before the plan is given effect, make an appropriate assessment of the implications for the site in view of that site's conservation objectives.

The plan-making authority must for the purposes of the assessment consult the appropriate nature conservation body and have regard to any representations made by that body within such reasonable time as the authority specifies.

A Habitats Regulations Assessment screening was undertaken by Greater Manchester Ecology to determine the likelihood of significant effects. This report concludes:

> A number of Polices within the Plan were initially Screened In as potentially having a damaging effect on European Sites due to increased recreational use, air pollution effects or effects on functionally linked land. Following further Assessment, air pollution effects were ruled out, but potential effects on functionally linked land, and through increased recreational disturbance, were further considered.
>
> Wording included in Policy 3 (Protected Spaces) will act to mitigate for any possible likely significant effects of the Plan on designated sites. It is therefore concluded that it should be entirely possible to avoid and mitigate any adverse impacts on designated sites as a result of the operation of the Neighbourhood Plan, either alone or in combination with other plans or projects.

Part 8: Conclusion

In summary, Saddleworth Parish Council is confident that the Neighbourhood Plan has been produced in full accordance with the requirements of the Neighbourhood Planning (General) Regulations 2012, and is consistent with all appropriate planning policies and legislation.

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SUGGESTED LOCAL GREEN SPACES

NOVEMBER 2024

BACKGROUND & CRITERIA

NPPF explains that the designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.

Planning Practice Guidance states that Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

Criteria for Local Green Spaces from the National Planning Policy Framework

107. The Local Green Space designation should only be used where the green space is:

(a) in reasonably close proximity to the community it serves;

(b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

(c) local in character and is not an extensive tract of land.

Proximity Planning Practice Guidance states "The proximity of a Local Green Space to the community it serves will depend on local circumstances, including why the green area is seen as special, but it must be reasonably close. For example, if public access is a key factor, then the site would normally be within easy walking distance of the community served."

Score	Required attributes
Low	Outside the main residential community, with limited public access.
Medium	Either limited public access, or outside the main residential community.
High	Directly adjacent to the main residential community, with good public access.

Significance: National Planning Practice Guidance states "For example, green areas could include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis."

"Different types of designations are intended to achieve different purposes. If land is already protected by designation, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space."

Score	Required attributes
Low	No formal structures or qualities not covered by an existing designation.
Medium	Limited formal structures or tranquil spaces.
High	Formal structures, or tranquil spaces in an urban environment, particularly those not covered by an existing designation.

Beauty: Assessing the significance of a site's beauty is subjective. Considerations included the general description of the site, and its visual attractiveness, ecological features, landscape features and character, including settings, and any particular views into or out of the land.

An overall judgement has been made.

BACKGROUND & CRITERIA

Historic Significance: Each site is subject to a brief historical background, followed by an assessment against a set of 8 criteria to establish whether it holds historic significance. Each site is then either screened in for having potential historic significance, or screened out (green), with some sites highlighted as having the highest levels of historic significance. A score of 3/5 or higher has been considered to be of historic significance.

No.	Criteria
1	Are there any historic buildings, features or archaeological remains?
2	Does the site contribute to the setting of any designated heritage assets?
3	Does the site contain any historic landscape features?
4	Did the site play an important role in the historic development of the settlement nearby?
5	Did any important historic events take place on the site?
6	Are there any important people connected with the site?
7	Is there a longstanding event that takes place on the site?
8	Is the site publicly accessible and/or are there longstanding PRoW?

Score	Required attributes
0	Meets none of the criteria
1	Meets one of the criteria
2	Meets two of the criteria
3	Meets three of the critera
4	Meets four of the criteria
5	Meets five or more of the criteria

Recreational value

Consideration was given to the role and purpose of the land. The recreational value should be of local significance. Most green spaces provide some recreational value, however NPPF is intending to identify why the land is of particular local significance above other spaces that could provide recreation.

It was noted whether the site is designated as open space and whether it includes a recreational route and / or formal and/ or informal footpaths.

However of more importance was whether a site has other more formal recreation uses that were important locally such as a cricket pitch or playing pitches. Consideration was given to whether there were other facilities of the same kind within the local community or whether the site provided a unique combination of facilities and/or uses that would be difficult to duplicate elsewhere.

Score	Required attributes
Low	Informal/irregular public use
Medium	Formal, regular use
High	Regular formal use, with additional facilities, particularly where there is no alternative provision

Tranquillity

Assessing whether a site is of local significance due to tranquillity is subjective. National Planning guidance refers to “urban spaces that provide a tranquil oasis”. It was therefore considered that the land should provide a tranquil green space where the community can escape the urban area and feel remoteness.

Consideration was given to surrounding infrastructure such

as whether the land is generally free of infrastructure such as powerlines, lighting and roads.

Consideration was also given to the peacefulness that the site provided and whether the site provided an escape from surrounding noises or whether they were still very much present.

Score	Required attributes
Low	No separation from surroundings, visually or audibly; visible infrastructure,
Medium	Limited infrastructure, with some separation from surroundings
High	Good degree of separation, both visual and auditory, with very limited visible infrastructure

Wildlife

All locations were assessed against DEFRA's Multi-Agency Geographic Information for the Countryside to identify any priority habitats or species.

For context, the Greater Manchester Ecology Unit (GMEU) define 'rich in wildlife' as including:

- Presence of SBIs
- Presence of Priority Habitats (dataset from Natural England)
- Likely presence of important populations of protected species (dataset from GMEU)

Score	Required attributes
Low	No defined priority habitats or species; no high-quality, non-statutory habitats for native species.
Medium	Medium or high-quality non-statutory habitats for native species
High	Defined priority habitats or species; or high quality non-statutory habitats for native species.

Demonstrably special to a local community

The majority of the sites which have been brought forward for consideration for Local Green Space status were specifically raised as such during the consultation for the Neighbourhood Plan – specifically Diggle Fields, Dawson's Field and Church Fields. Additional sites considered have been brought forward during strategic planning meetings with Community Associations as part of the Neighbourhood Plan process.

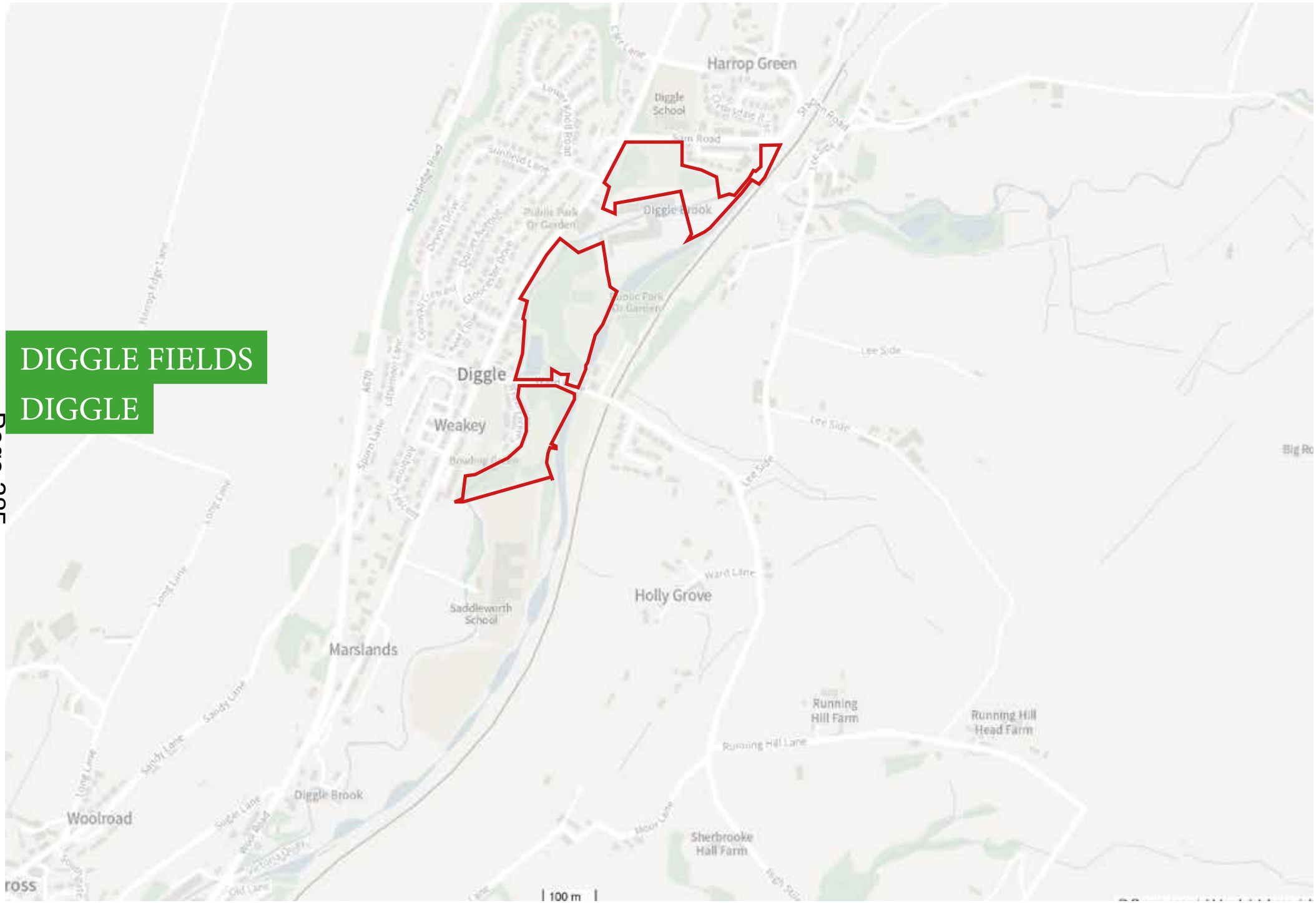
Score	Required attributes
Low	No public recommendations to protect the space.
Medium	Some public recommendations to protect the space, and some examples of continued site-specific events.
High	Strong public support for protecting the space, with regular and long-standing site-specific events.

Current assessments

None of the sites proposed are currently listed as Other Protected Open Land (OPOL) – a local protection designation – and were therefore not been considered as a Local Green Space as part of the Local Plan process for assessing whether those sites should be included.

DIGGLE FIELDS

DIGGLE



DIGGLE FIELDS

DIGGLE

Current status: partial Priority Habitat Inventory – Deciduous Woodland (England).

The Canal and River Trust owned land which Diggle Fields surrounds is Priority Habitat Inventory – lowland fens (England).

The land is not within the Green Belt and is unallocated from development but the two southerly parcels are within the Oldham Local Plan Green Corridors and Links designation. The parcels are also identified as Open Space in the latest Oldham Council Open Space audit and are managed as countryside sites.

Description of area: The designated area is made up of three linked green spaces north of Saddleworth School which are owned by Oldham Council, locally known as Diggle Fields. It is boundaried to the east by residential property, and to the West by the Canal. It includes wooded areas, a pond, and open fields.

Ownership: All the proposed inclusion is owned by Oldham Council, who have registered no issue with the proposal.

Proximity: High The proposed site runs parallel to the village of Diggle, and follows the route of the rights of way running parallel to the rail line, canal and main road.

Beauty: High The location falls within the identified area in the Neighbourhood Plan for land proving the setting for the the Peak District National Park.

The visual impact of the site itself is heavily influenced by it being the setting of the canal which is not part of the designated site for the Local Green Space. However, while that section is not included, the site suggested has strong value as the setting of the historically significant canal.

The site is adjacent to the Green Belt and landscape Character types Open Moorlands and Enclosed Upland Fringes Dark Peak) and Incised Urban Fringe Valleys.

Historic significance: 4/5 (2, 3, 4, 8).

The site contributes to the setting of a number of designated heritage assets, specifically Huddersfield Narrow Canal Lock adjacent to Ward Road Bridge (LISBREF/1253530); 1 Ward Lane (LISBREF/1164775); No 66 Bridge (LISBREF/1067433; Huddersfield Narrow Canal Subway under canal after Lock 30 W (LISBREF/1261755); No 69 Bridge (LISBREF/1309242).

It is the setting for the canal and train line (which go through the valley and into the Standedge tunnels. The canal tunnel is the longest, highest, and deepest canal tunnel in the United Kingdom, and the canal itself is a significant historic feature. While the proposed site itself does not include the tunnel or the railway, they do frame the setting of both.

The canal and the railway form part of the industrial heritage of the village, with the school (which is surrounded by the proposed local green space) being built on the site of the former pallet works, the remaining building of which is another listed building. The northerly end of the space also provides the setting to the

There are longstanding public rights of way across the site (see below), as well as extensive favour trails running throughout the site.

Recreational value: High The areas north and south of Ward Lane are heavily used for outdoor recreation. Features included a children's play area – which is also the central location for a Wildlife Adventure Club (see wildlife), an exercise trail, public arts activities linked to the history of the canal, and duck pond, waterside walks by the Diggle Brook

DIGGLE FIELDS
DIGGLE

and the Huddersfield Narrow Canal, walks in woodlands and open meadow areas, picnic areas, and informal sports areas. Scarecrow trails organised by the Diggle PTA are run across the site each year.

It is the main outdoor meeting area for the village, where community activities take place, or start and finish. A café on the east bank of the canal adds to the area's appeal.

There are two routes crossing the site from east to west: one from opposite Ambrose Crescent (PROW 893), which is then followed by a separate right of way (872) giving access to Ravenstones Drive in the east; and one from opposite Lower Moordale (PROW873). Two routes also run from north to south – PROW 862 and 863.

The northernmost parcel of the designation is the home of the Diggle Band Contest. The Band Contest is of particular importance for the recreational value, as detailed under "demonstrably special". It is also used for walking and dog walking.

Tranquillity: Medium The green space is located parallel to the main road through the settlement; creating a specific contrast to the main urban section of the village.

Only one road, Ward Lane, runs through the proposed green space, which is not visible for the majority of the site. This is also the only section of the site where there is lighting, although the sports pitches for the adjacent Saddleworth School do have lighting.

DIGGLE FIELDS
DIGGLE

There are also no powerlines running through the site.

Wildlife: Medium The site is home to a Wildlife Adventure Club, which gives young children the opportunity to get close to nature, including a wildflower meadow.

Part of the site is categorised as Priority Habitat Inventory – Deciduous Woodland (England); and it frames the canal which is categorised as Priority Habitat Inventory – lowland fens (England).

The Canal and River Trust site which runs adjacent to the proposed Local Green Space is a designated Site of Biological Importance (GMEU).

Demonstrably special: High The site was specifically identified by five different correspondents in the first survey in response to question 16 "Are you aware of any open or public spaces in your village which you would like to see protected? If so, please give details." This is in addition to the many more generalised comments in support of protecting green space throughout the Parish.

The northernmost parcel of land is the home of the Diggle Band Contest. The band contests in Saddleworth started in Uppermill in 1884, then later in Greenfield in 1898, always connected with the walks of the schools in the morning of Whit Friday, when the competing bands had played for the walks. It is often called "The Greatest Free Show on Earth" – with bands competing from all over the world – most recently entrants have come from Switzerland, Germany and Australia. Each village has a traditional site for the contests, which provide a critical home for the centrepiece of cultural heritage in each of the area's villages. As such, the site is extremely valuable as a site of special cultural heritage.

Recommendation: Designate Local Green Space status.

The site scores highly on the criteria of proximity, beauty, recreational value and historic importance, all in ways which are sufficiently distinct as to warrant the assignment of the status, particularly given that the site falls outside the current Green Belt.

DAWSON'S FIELD
SCOUTHEAD

DAWSON'S FIELD SCOUTHEAD

Current status: Green Belt.

Description of area: Dawson's Field is bounded to the east by Higher Turf Lane, and to the south by Huddersfield Road. To the west there is housing, and to the north, there is farmland.

Ownership: All the proposed inclusion is owned by Oldham Council , who have registered no issue with the proposal. It is operated by Saddleworth Parish Council on a long-term lease from Oldham Council, with support from the Scouthead and Austerlands Community Association.

Proximity: High The proposed site is in the heart of Scouthead, next to the main road and the residential ribbon of housing.

Beauty: Low. While Dawson's Field is set in an idyllic location, the field itself is of moderate value from a beauty point of view, with no real distinguishing features. It does however fall within the Pennine Foothills (West/South Pennines Landscape Character type.

Historic significance: 2/5 (7 and 8). Dawson's Field is the setting for the Scouthead and Austerlands Band Contest, which has been running since 1978.

There is a long-established public right of way running to the north east side of the field (see recreational value).

Recreational value: High It is used extensively for community events, such as the Band Contest, summer fairs, dog shows and family fun days. There has also been a planting scheme, with 100 trees being planted around the perimeter as part of the City of Trees initiative.

The Band Contest is of particular importance for the recreational value, as detailed under "demonstrably special".

DAWSON'S FIELD SCOUTHEAD

While the field is already part of the green belt, we believe that it should also be designated as a Local Green Space to indicate the particular social value that has been developed through these regular events. As such, the importance of the site is not just related to the prevention of urban sprawl, but holds additional significance.

Scouthead village does not have a play area or community hall, and as such, Dawson's Field provides the only such community facility for recreation. Outside of the formal events which are run throughout the year, the site is well-used on a daily basis by the public, including for children playing football, dog walking, community growing, and there has been engagement with one of the local schools for planting programmes.

Tranquillity: Low. While the rural setting is relatively tranquil, the site sits next to the main road running through the village (the A62 Huddersfield Road), which has both street lighting and telegraph wires in close proximity.

Wildlife: Low. The site is designated as neutral grassland on the Living England Habitat Map. There are no distinguishing features to the area which would indicate the presence of wildlife beyond what is standard for the area.

Demonstrably special: High. The site was specifically identified by seven different correspondents in the first survey in response to question 16 "Are you aware of any open or public spaces in your village which you would like to see protected? If so, please give details." This is in addition to the many more generalised comments in support of protecting green space throughout the Parish.

Dawson's Field is the traditional home for the Scouthead and Austerlands band contest. The band contests in Saddleworth started in Uppermill in 1884, then later in Greenfield in

The Public Right of Way running across the North East edge of the site

1898, always connected with the walks of the schools in the morning of Whit Friday, when the competing bands had played for the walks. It is often called "The Greatest Free Show on Earth" – with bands competing from all over the world – most recently entrants have come from Switzerland, Germany and Australia. Each village has a traditional site for the contests, which provide a critical home for the centrepiece of cultural heritage in each of the area's villages. With no other current equivalent site in Scouthead, the importance of this location to the recreational and cultural heritage of the area cannot be understated.

Recommendation: Designate Local Green Space status.

The site scores highly on the criteria of proximity, recreational value and demonstrably special, all in ways which are sufficiently distinct as to warrant the assignment of the status in addition to its Green Belt status.

PLAYING FIELD
AT ASHFIELD
SPRINGHEAD
Playing Field
SPRINGHEAD
The Grapes
Wrigley St
Phoenix Street
Owen Fold
Ashfield Crescent
Road
Ashfield Crescent
Carr House Road
Bateson Drive
Den Hill Drive
Bracken Close
Fern Close
Pineway
Silverdale Drive
Community Centre
Ashes Lane
Jackson Meadows
Beechfield Close

PLAYING FIELD AT ASHFIELD SPRINGHEAD

Current status:

The site is undesignated in the Oldham Local Plan. The south of the site is adjacent to a Green Corridor and recreational route. The northernmost point of the outlined area abuts the Hey Conservation Area.

Description of area: The playing field at Ashfield Crescent is boundaried to the north by Springhead Football Club, to the east by Ashfield Crescent, and to the south and east by housing. At the South East corner, it connects through to the Linear Park.

Ownership: The land is owned by Oldham Council.

Proximity: High The proposed site is in the centre of a residential area, forming a connecting route between the Springhead Football Club and the Linear Park. It is directly adjacent to residential housing both in the Parish, and in the adjoining village of Lees.

Beauty: Medium. The Ashfield playing field is a distinct break from the surrounding urban area. It adjoins the Linear Park, made from the former railway route, but is distinctly different in nature, being the only large open space in the village in a densely built up urban area.

Historic significance: 1/5 (8). The sites is publicly accessible from Ashfield Crescent, linking through to the Linear Park, and also from the Springhead Football Club.

Recreational value: High. The site is identified as open space in latest open space audit (2022). Only large open space in a highly developed part of the village area. The usage is almost entirely informal, with it being used extensively for dog walking, recreational football, and sledging in the winter months. The football pitches are on a long-term lease

to Springhead AFC, which run multiple football teams, including youth teams.

There are no formal play parks in the village of Springhead, and only one other open area, which is on the extreme edge of the settlement, and relatively inaccessible to the majority of the residents. As such, the area provides a resource for which there is no alternative in the area.

Tranquillity: Medium The only roads adjoining the designated site are low traffic, proving access only to the residential properties adjoining the site.

As the only distinct open space of its kind in a largely built up suburban village, it rates more highly for tranquillity due to the context.

PLAYING FIELD AT ASHFIELD SPRINGHEAD

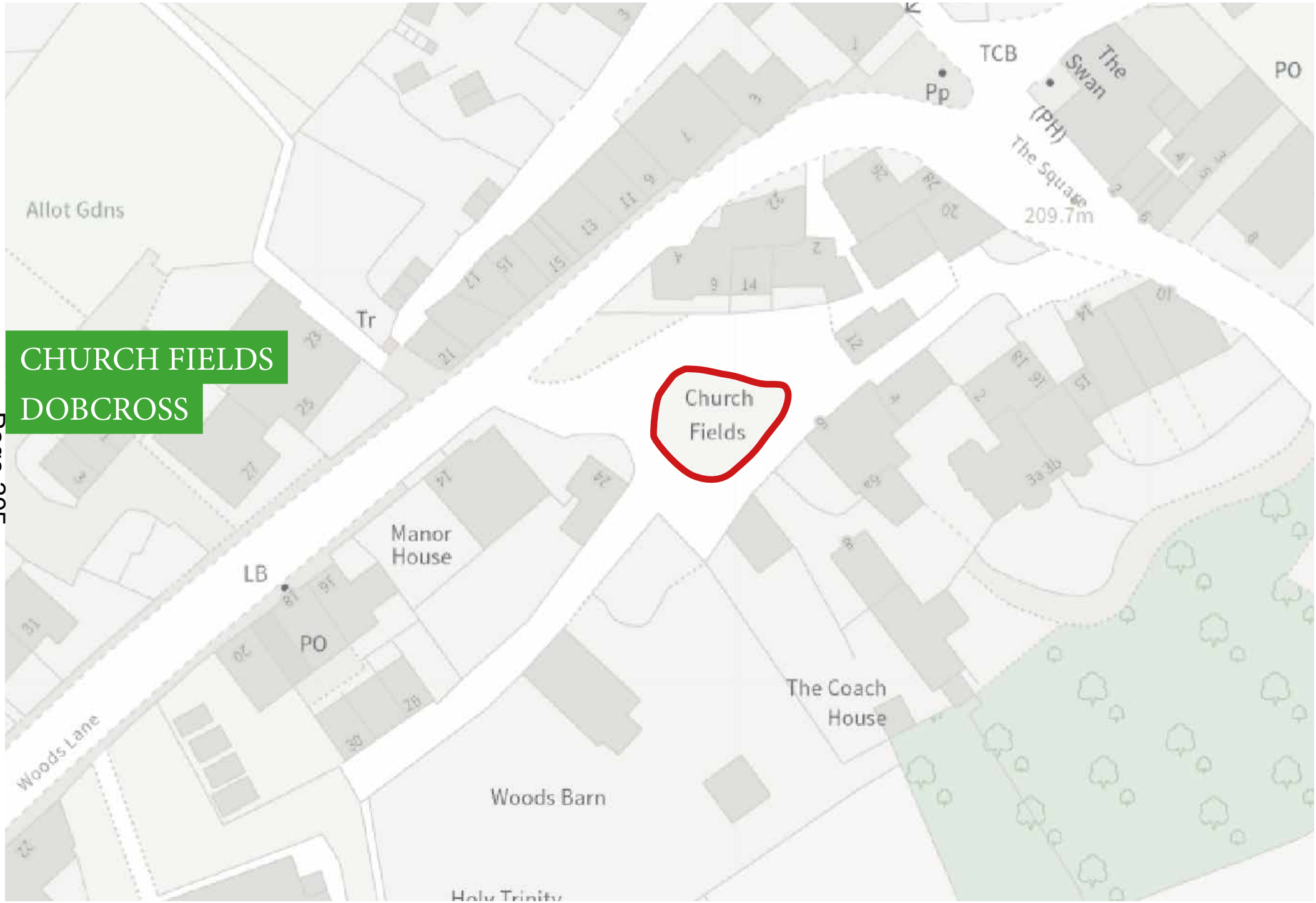
Wildlife: Low The site is designated as neutral grassland on the Living England Habitat Map. There are no distinguishing features to the area which would indicate the presence of wildlife beyond what is standard for the area.

Demonstrably special: Medium The key aspect for its special nature is the lack of any other similar open space in the area.

Recommendation: Designate Local Green Space status.

The critical aspect for the recommendation is the proximity of the land to the built up suburban areas, and the lack of any other site of similar characteristic within the village area, making its recreational value particularly valued.

Given that the site currently sits outside the Green Belt, and therefore lacks current protections, other than open space, this is deemed sufficient to warrant the Local Green Space designation.


CHURCH FIELDS
DOBCROSS
Church Fields
Allot Gdns
Tr
TCB
Pp
The Swan
(PH)
PO
The Square
209.7m
Manor House
LB
PO
Woods Lane
Woods Barn
The Coach House

CHURCH FIELDS DOBCROSS

Current status: The site is undesignated but is within Dobcross conservation area.

Description of area: Church Fields is a small green, with two well-established trees. It is surrounded by a small circular residential road which services the many listed buildings adjoining the site, set back from the main road through the village.

Ownership: The proposed inclusion is owned by Oldham Council.

Proximity: The proposed site is in the centre of Dobcross, surrounded by residential buildings, and is regularly used as a focal point for community activities.

Beauty: Medium. The idyllic setting of the green space in the centre of so many historic buildings is a unique site even in Saddleworth. Its beautiful quality is particularly evidenced by the response of international bands who value it as a key location when they visit for the band contest.

Historic significance: 3/5 (2, 4, 7, 8)

Church Fields is framed by multiple Listed Buildings: Nos. 1, 14 & 16 Church Fields; No 12 Church Fields; No 4 Church Fields; No. 6 & Cottage, Church Fields; and Manor House Church Fields. It also lies within the Dobcross Conservation Area.

The field is a key part of one of the longest established village centres in Saddleworth. The village had one of the earliest woollen “fulling” mills in Saddleworth. With its set back location at the heart of a distinct range of listed buildings, this has been a key feature of a unique village heart for centuries.

The Band Contest is of particular importance for the recreational value, as detailed under “demonstrably special”. It has been at its current location since 1967.

The site is extremely accessible, just off the main road through the village, and completely open to the public. It is extremely small, and therefore does not have any public rights of way on it, but is completely open and extremely well used.

Recreational value: High Church Fields, bordering Woods Lane, is a small but very important plot of land which has been used for religious, cultural and recreational purposes for more than a hundred years.

CHURCH FIELDS DOBCROSS

It is particularly used for musical events, not least being home to the Dobcross Band Contest (see Demonstrably Special). During the Summer, our own Dobcross Silver Band plays a "Brass on the Grass" concert on Church Fields as a communal, event to which the entire village and surrounds are invited.

At Christmas, the Dobcross Junior Band processes, along with village residents, to Church Fields to play a "Torchlit Carol Concert", again for the benefit of the whole village and which is a beautiful and moving spectacle which is blessed by the current incumbent of Holy Trinity Church.

In addition to the religious, cultural and recreational activities which take place there, Church Fields is planted yearly by residents, at their own expense, with bulbs for a lovely springtime show of daffodils and tulips.

Tranquillity: Medium. There are no heavily trafficked roads through the village, but the site is adjoining the largest road. However, it is well set back, surrounded by heritage properties, which give it a uniquely restful location. There is street lighting and telephone cables,

Wildlife: Low. This is a small package of green space in a mainly residential environment, with no specific wildlife.

Demonstrably special: High. It is a small plot supporting two mature trees under which Brass bands play during the annual, and world famous, Whit Friday Brass Band competition which is competed for by the best brass bands from the United Kingdom and overseas. It is often said that the oversees bands in particular, are thrilled to compete on Church Fields.

The band contests in Saddleworth started in Uppermill in 1884, then later in Greenfield in 1898, always connected with the walks of the schools in the morning of Whit Friday, when the competing bands had played for the walks. It is often called "The Greatest Free Show on Earth" – with bands competing from all over the world – most recently entrants have come from Switzerland, Germany and Australia.

Each village has a traditional site for the contests, and this unique plot in the centre of the village, surrounded by beautiful homes of historic significance, particularly elevate it as a site for cultural heritage.

The site was specifically identified twice by correspondents in the first survey in response to question 16 "Are you aware of any open or public spaces in your village which you would like to see protected? If so, please give details." This is in addition to the many more generalised comments in support of protecting green space throughout the Parish.

Recommendation: Designate Local Green Space status.

The site scores highly on the criteria of proximity, historical significance, recreational value, historic importance and demonstrably special.

PONY FIELD
FRIEZLAND
Hollin Barn
Hollin Hall
Hollin House
Hollin Orchard
Low Grove Lane
Track
Restricted
City
Aimit Road (track)
Path (um)
Pipeline
Path (um)
MP 0.75
LC
Pipe
Overflow
Pump House
River Tame
Weir
SP
Aimit Road
Royal George Bridge
Four Oaks
Hollin Crescent
FB
Lock
Pond
Overflow
148.7m
Tow Path
Mill Stream
River Tame
Path (um)
Pavilion
Tennis Cou
Close
Sewe

PONY FIELD
FRIEZLAND

Current status and classification: Green belt; Priority Habitat Inventory - Deciduous Woodland (England); North West Region Theme Area; Groundwater Vulnerability Map (England) Medium–High; Woodland Improvement – High Spatial Priority; Site of Biological Importance with a Recreational Route running around the site boundary.

Description of area: Pony Field is bounded to the east by residential property (Low Grove Lane), to the north by the Transpennine rail route, and to the south and west by open land in the Green Belt.

Ownership: private.

Proximity: Medium The site is on the fringe of the Friezland community, with residential property to the east of the site, and open space to the other three sides.

Beauty: High The site is a small wooded area, with the residential area to the east of the site clearly separated from the designation. The reservoir to the centre is surrounded by woods and a ribbon path to the edge.

Historic significance: 1/5 (8) While there are nearby designated heritage assets, none are directly part of the designation.

Around the edge of the site runs a public right of way (see recreational value), which connects the site to the nearest heritage asset, Railway overbridge MVL3/23, Wrights.

Recreational value: Medium The site allows fishing by licence, and the public right of way (222 SADD) is well-used by local residents.

Tranquillity: High The site is isolated from the residential property to the east, and there is no lighting, power cables or telephone cables across the site, and it is accessible from a

PONY FIELD FRIEZLAND

solitary track with no through route.

To the north of the site is the Transpennine rail line, which is the only challenge to the Tranquillity, but the route is not heavily trafficked.

Wildlife: High The site has a small reservoir to the centre, and a wooded area to the side, which are rich in wildlife, as evidenced by the numerous identified categories listed: Priority Habitat Inventory - Deciduous Woodland (England); North West Region Theme Area; Woodland Improvement – High Spatial Priority; Site of Biological Importance.

Demonstrably special: Low While the site is of importance to the local community, and sees consistent informal use, there are no regular events or use that distinguish it from the neighbouring open space land.

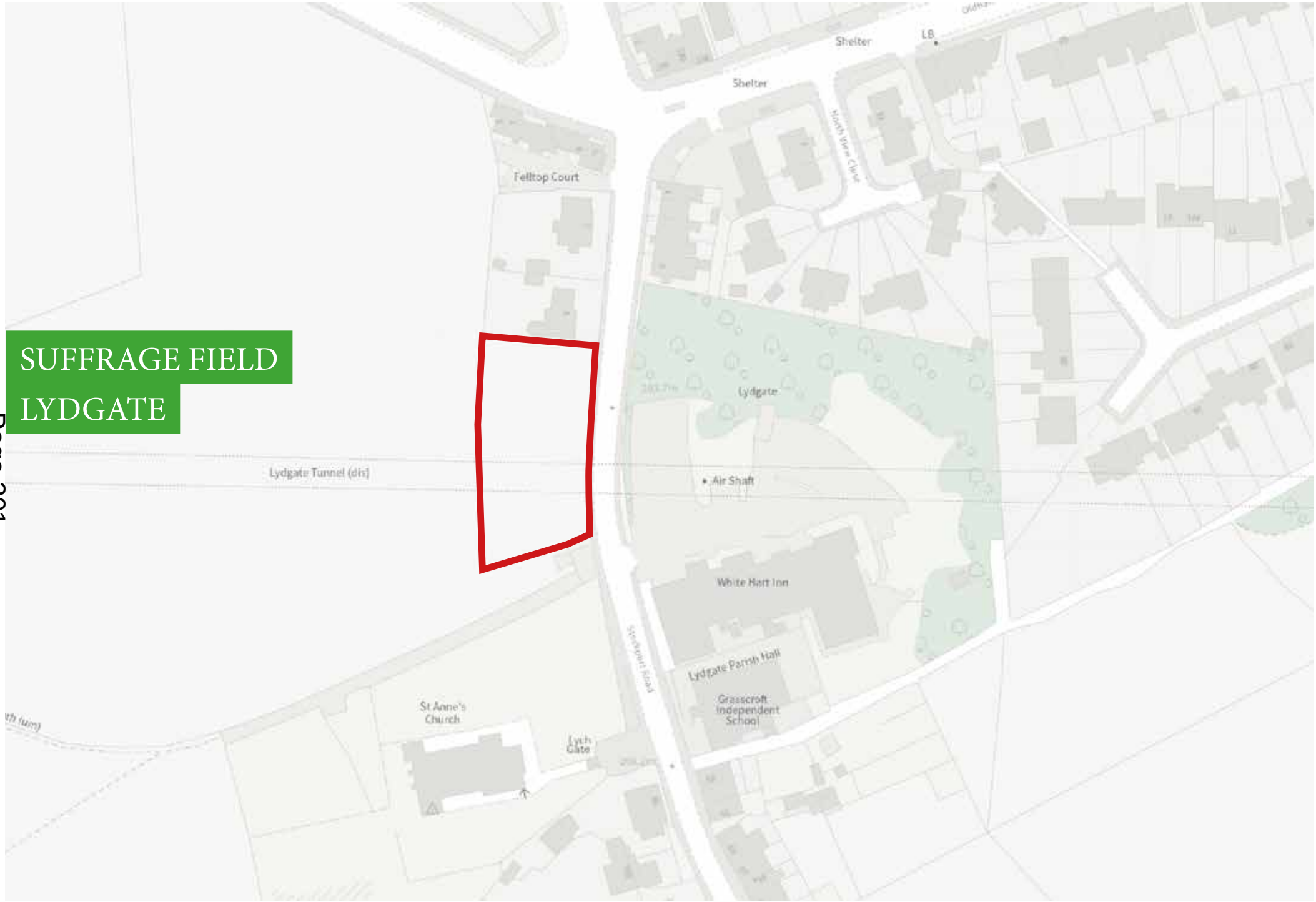
Recommendation: Keep under review

The site scores extremely highly on three categories, beauty, Tranquillity and wildlife. However, the site is already covered by substantial protections in direct relation to these categories – the Green Belt designation, the SBI categorisation, and the Priority Habitat Inventory. As such, the site would be considered to qualify for Local Green Space status only if it scored highly in any of the additional grounds for the status.

However, for these reasons, the Parish Council notes that the site is of extreme importance, and cannot currently foresee any development applications that could come forward that would outweigh the importance of these protections.

Should there be any future development in the vicinity of the site or change in the use of the location, the Parish Council would recommend reviewing whether the Local Green Space classification should be introduced.

The Public Right of Way running around the perimeter of the site


SUFFRAGE FIELD
LYDGATE
Shelter
LB
Shelter
Felltop Court
Lydgate
Lydgate Tunnel (dis)
Air Shaft
White Hart Inn
Lydgate Parish Hall
Grasscroft Independent School
St Anne's Church
Lych Gate

SUFFRAGE FIELD LYDGATE

Current status and classification: Partial Green Belt.

Description of area: The land is a large field, within the Green Belt, boundaried to the east by Stockport Road, to the south by St Anne's Church, by farmland to the west, and by two residential properties to the north.

Ownership: Private ownership

Proximity: High The site is located next to the traditional centre of Lydgate village, as marked by the church and pub, which are at the traditional heart of the village.

Beauty: Medium The site is part of the view of St Anne's Church, which is noted in the proposed Neighbourhood Plan as being of particular significance, with reference made to *St Anne's Lydgate: The Story of a Pennine Parish 1788–1988* by Canon CCW Airne, he states "As Lydgate Church enters into its third century, more changes will come, and new opportunities open up. Looking back over the past we learn of times of neglect and indifference: times of inspiration and progress but in spite of the ups and downs the gospel has been preached and countless people have ordered their lives by it. The Church on the Hill, battered by two centuries of wind, rain and snow, still stands as a beacon proclaiming that Christ has died, Christ is risen, Christ will come again, and calling God's people to worship and fellowship."

Most of the site is within the Pennine Foothills (Dark peak) Landscape Character Type.

Historic significance: 5/5 (1, 2, 3, 5, 6)

The open field is of notable historical significance, as it has been identified as the first known site to hold a meeting towards the suffrage movement in the UK. A book called Passages in the Life of a Radical, by Middleton-born radical

SUFFRAGE FIELD LYDGATE

speaker Samuel Bamford, indicates that a meeting had been held in the field on 4 May 1818. At that gathering, Bamford suggested women be given the right to vote in reformers' meetings, granting them equal status with men.

Its date was 85 years before Emmeline Pankhurst is credited with forming the Women's Social and Political Union in 1903. A memorial plaque to mark the site's importance was unveiled in March 2024.

The site is directly adjacent to the Lydgate Conservation area, and provides the setting for two Grade II listed buildings – the White Hart (LISBREF/1356426), and St Anne's Church (LISBREF/1068142). The view up the valley from Grotton towards the church is one of the protected views as defined in the proposed Neighbourhood Plan.

Bamford was an English radical reformer and writer born in Middleton, Lancashire. His radical political beliefs led him to be heavily involved in resistance to the British government and to witness to several important historical events relating to working-class advocacy and public defiance.

Recreational value: Low The site is not publicly accessible, and there are no public rights of way or commonly used routes across the land – there is an adjacent PRoW

Tranquillity: Low The site is located next to Stockport Road, which carries a reasonable level of traffic. There are power lines running next to the PRoW at the south end of the site, and street lighting next to the road.

Wildlife: Low Classified as Neutral Grassland under the Living England Habitat map.

Demonstrably special: High

As the site of the first recorded instance of the suffrage movement, the field is unique in the United Kingdom.

Recommendation: Request Local Green Space designation from Oldham Council.

The historical significance of the field clearly establishes the location as worthy of Local Green Space status. It has, however, been the subject of repeated planning applications and appeals. Given this repeated challenge to the value of the site, we regard Oldham's planning authority, which has been the deciding body for the applications, as best placed to pursue the allocation of Local Green Space status.

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Oldham Council
Saddleworth Neighbourhood Plan: Determination Statement
March 2024

Introduction

Purpose of screening report

To be 'made', a Neighbourhood Plan must meet certain Basic Conditions. These include that the making of the plan "does not breach, and is otherwise compatible with, assimilated obligations." One of these obligations relates to Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'.

The European Directive 2001/42/EC requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. This applies to plans and programmes whose preparation began on or after 21 July 2004, in this case Saddleworth Neighbourhood Plan.

The Directive requires the Council to determine whether or not the plan is likely to have significant environmental effects. This is often referred to as the strategic environmental assessment (SEA) Directive.

The SEA Directive seeks to provide a high level of protection of the environment by integrating environmental considerations into the process of preparing plans and programmes. The SEA Directive is transposed into English law through the Environmental Assessment of Plans and Programmes Regulations (the 'SEA Regulations')[1] and it is these regulations that the plan will need to be compatible with.

The Neighbourhood Plan is a land use plan and will set the policy framework for future development consent within the designated area (which could fall within Annex I or II to Council Directive 85/337/EEC as amended by 97/11/EC(1). The plan contains a vision, plan objectives and planning policies to guide development.

A key stage in the neighbourhood planning process is determining whether or not SEA is required. The process for deciding whether or not an SEA is necessary is referred to as 'screening'.

Overview of requirements of the SEA Regulations in regard to Neighbourhood Plans

The basis for SEA legislation is European Union Directive 2001/42/EC which requires a Strategic Environmental Assessment to be undertaken for certain types of plans or programmes that would have a significant environmental effect. This was transposed into English law by The Environmental Assessment of Plans and Programmes Regulations 2004, commonly referred to as the SEA Regulations.

In accordance with the provisions of the SEA Directive and The Environmental Assessment of Plans and Programmes Regulations (2004) (Regulation 9(1)), the Council must determine if a plan requires an environmental assessment. Where the Council determines that SEA is not required, then the Council must, under Regulation 9(3), prepare a statement setting out the reasons for this

[1] Environmental Assessment of Plans and Programmes Regulations 2004 (S.I. 2004/1633)

determination.

Whether a neighbourhood plan requires an SEA, and if so, the level of detail needed, will depend on what is proposed in the draft neighbourhood plan (see Planning Practice Guidance (PPG) Paragraph 046).

The PPG suggests that SEA may be required, for example, where:

- a neighbourhood plan allocates sites for development;
- the neighbourhood area contains sensitive natural or heritage assets that may be affected by the proposals in the plan; and
- the neighbourhood plan is likely to have significant environmental effects that have not already been considered and dealt with through a sustainability appraisal of the Local Plan or other strategic policies for the area.

Saddleworth Parish Council (the qualifying body) has requested Oldham Council in consultation with the Peak District National Park Authority, consider whether an environmental assessment of the emerging Neighbourhood Plan is required due to significant environmental effects.

Description of the responsibilities for the screening process

PPG highlights that it is the responsibility of the local planning authority to ensure that all the regulations appropriate to the nature and scope of a neighbourhood plan submitted to it have been met. The local planning authority must decide whether the neighbourhood plan proposal is compatible with relevant legal obligations including the Strategic Environmental Assessment Directive:

- when it takes the decision on whether the neighbourhood plan should proceed to referendum; and
- when it takes the decision on whether or not to make the neighbourhood plan (which brings it into legal force).

To support this process, it is helpful for the qualifying body to make its own assessment of whether the draft neighbourhood plan that it intends to submit to the local planning authority:

- meets each of the basic conditions
- has been prepared in accordance with the correct process and all those required to be consulted have been
- is accompanied by all the required documents

To assess whether an SEA is required, a screening process must be undertaken based on a standard set of criteria specified in Schedule 1 of the Regulations.

Before making a final determination the following three statutory consultation bodies must be consulted:

- Environment Agency,
- Natural England; and
- Historic England.

Under Regulation 11 (1) the responsible body (Oldham Council) will send to each of the three consultation bodies a copy of the final determination within 28 days of making a determination and under Regulation 11 (2) the responsible body will publish

the determination and any accompanying statement of reasons on the Council's website at which the documents may be viewed and downloaded and will within 28 days of making a determination take appropriate steps to bring to the attention of the public: the title of the plan to which the direction relates; that the responsible authority has determined that the plan is or is not likely to have significant environmental effects (as the case may be) and, accordingly, that an environmental assessment is or is not required in respect of the plan; the address of the website, the determination and any accompanying statement of reasons may be viewed and downloaded free of charge; the fact that a copy of those documents may be obtained by email or post from the responsible authority; the address, email address and telephone number for the purpose of requesting a copy of those documents, either by email or by post; whether a charge will be made for copies of those documents provided by post, and the amount of any charge; and the telephone number which can be used to contact the responsible authority for enquiries in relation to those documents.

Saddleworth Neighbourhood Plan and neighbourhood area:

Local Plan context for the Neighbourhood Plan

Once adopted the Saddleworth Neighbourhood Plan would become part of the statutory development plan and be used to determine planning applications (alongside plans such as Places for Everyone (PfE)[2], the Oldham Local Plan[3] and the Peak District National Park Local Plan[4]) for the designated neighbourhood area.

It will be important that the Saddleworth Neighbourhood Plan is positively prepared and is broadly consistent with strategic policies which form part of the planning framework for the area.

Key environmental constraints in the neighbourhood area

Within the designated neighbourhood area of Saddleworth the following constraints are noted:

- the Peak District National Park;
- South Pennine Moors Special Protection Area and Special Area of Conservation;
- Sites of Special Scientific Interest; and
- Sites of Biological Importance.

A large proportion of the area is designated as Green Belt and for this area in Oldham Landscape Character types are identified. Minerals Safeguarding Areas are also identified.

Areas of flood zones 2 and 3 are contained within the area, as well as other forms of flood risk. In relation to water quality the watercourses within this area are moderate.

In terms of the historic environment Saddleworth contains two scheduled monuments, twenty two conservation areas and a significant number of designated and non-designated heritage assets including textile mills.

Vision and objectives of the Saddleworth Neighbourhood Plan

The vision of the Saddleworth Neighbourhood Plan is: "*Our vision is that Saddleworth will be made up of many thriving communities, each a place with its own strong identity, each one offering great opportunities for people to make their homes, to work, and to spend their leisure time. Many of local people's needs for services, such as for shops, education, and healthcare will be effectively met within Saddleworth. New developments will be accommodated but will be located and designed with sensitivity and with investment in the necessary supporting infrastructure. Saddleworth will be known for the quality of its countryside and the care with which landowners manage it.*"

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[2] Places for Everyone website can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/

[3] The Oldham Local Plan can be found here https://www.oldham.gov.uk/info/200585/planning_policy

[4] The adopted Peak District Core Strategy is available at: https://www.peakdistrict.gov.uk/planning/policies-and-guides/core-strategy

The draft plan objectives and an outline of the plan policies within the draft Saddleworth Neighbourhood Plan (version 1.13) are listed in Appendix 1.

Saddleworth Neighbourhood Plan is not proposing to allocate any sites for development.

Determination of the likeliness of significant effects of Saddleworth Neighbourhood Plan

Regulation 9 (2) requires that the responsible body considers the criteria specified in Schedule 1 before making a determination on whether the Neighbourhood Plan is likely to have significant environmental effects.

Table 1: Schedule 1 - Criteria for determining the likely significant effects on the environment

Criteria for determining the likely significant effects on the environment	**Justification**	**Likeliness of significant environmental effects**
1. The characteristics of plans and programmes, having regard, in particular, to -		
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	The Saddleworth Neighbourhood Plan sets the framework for planning decisions for the designated area (Saddleworth Parish) in terms of policy detail. The plan, once made, would be used to help determine planning applications for that area, in addition to the Oldham Local Plan, Places for Everyone and the Peak District National Park Local Plan and plans for waste and minerals. The neighbourhood plan sits within a wider framework set by the National Planning Policy Framework (NPPF) and must be in general conformity with the strategic policies within the above plans. Therefore, the neigbourhood plan will provide additional local detail to be considered when determining planning applications for development for the designated area. The plan does not allocate sites for development.	Not likely
(b) the degree to which the plan or programme influences other plans and	The Saddleworth Neighbourhood Plan is unlikely to influence other plans and programmes as it	Not likely

programmes including those in a hierarchy;	sits beneath the Oldham Local Plan, Places for Everyone, the Peak District National Park Local Plan and plans for waste and minerals in terms of plan hierarchy. The Saddleworth Neighbourhood Plan will influence instead how development proposals are developed and come forward at planning application stage and their determination.	
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	For the Saddleworth Neighbourhood Plan to proceed to referendum it must meet the basic conditions. Condition d) of the basic conditions is that the Saddleworth Neighbourhood Plan contributes to the achievement of sustainable development. Oldham Council and the Peak District National Park Authority are advising and assisting on the Saddleworth Neighbourhood Plan and are providing constructive comments on the emerging plan, with the basic conditions in mind. The Saddleworth Neighbourhood Plan draft vision states that "The fundamental principle which underpins our vision and the policies in this plan is that of sustainable development." More detail on the draft plan objectives and policies is set out in Appendix 1.	Not likely
(d) environmental problems relevant to the plan or programme; and	The draft Saddleworth Neighbourhood Plan sets out issues that the Neighbourhood Plan seeks to address such as those covering SEA topics on landscape, cultural heritage including architectural and	Not likely

	archaeological heritage, air, water and climatic factors. The Neighbourhood Plan seeks to protect and enhance these matters.	
(e) the relevance of the plan or programme for the implementation of retained EU law on the environment (for example, plans and programmes linked to waste management or water protection).	Once adopted the Saddleworth Neighbourhood Plan would become part of the statutory development plan and be used to determine planning applications (alongside the Greater Manchester Waste Plan, Greater Manchester Minerals Plan, Places for Everyone (PfE) Oldham Local Plan, and the Peak District National Park Local Plan and other relevant development plans) for the designated neighbourhood area. These plans, which the Saddleworth Neighbourhood Plan must be consistent with, all take into consideration other plans and programmes as part of their preparation, including through their associated SEAs and Habitat Regulation Assessments (HRA) that underpin the adopted and emerging plans.	Not likely
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to -		
(a) the probability, duration, frequency and reversibility of the effects;	The Neighbourhood Plan is a long-term plan up to 2042. It does not seek to allocate sites for growth. The plan seeks to provide additional local policy detail in addition to that set out through higher tier local plans which have in themselves been subject to SEA.	Not likely

(b) the cumulative nature of the effects;	The Saddleworth Neighbourhood Plan does not seek to allocate sites for growth. The plan seeks to provide additional local policy detail in addition to that set out through higher tier local plans which have in themselves been subject to SEA / HRA, taking into account cumulative effects. It is not considered that the Saddleworth Neighbourhood Plan would in itself generate further cumulative effects that would need to be mitigated, particularly once the HRA advice is incorporated.	Not likely
(c) the transboundary nature of the effects;	The Saddleworth Neighbourhood Plan will guide development within the designated Saddleworth Neighbourhood Plan area within Oldham Borough and which includes part of the Peak District National Park Authority (PDNPA). Beyond this area the plan is unlikely to have effects on a transboundary nature.	Not likely
(d) the risks to human health or the environment (for example, due to accidents);	The Neighbourhood Plan is unlikely to produce any significant effects as it is not allocating sites for development.	Not likely
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The Saddleworth Neighbourhood Plan covers the designated area of Saddleworth with a population of around 26,000 people.	Not likely
(f) the value and vulnerability of the area	Saddleworth has a hierarchy of nature designations from European to local level.	Not likely

likely to be affected due to – (i) special natural characteristics or cultural heritage;	However, the neighbourhood plan is not allocating sites for development and the Oldham Local Plan, alongside other plans (such as PfE) would be used to determine planning applications and provide the plan policy for the protection of nature. A HRA Screening Opinion has been carried out which has made recommendations to incorporate a policy or part of a policy outlining the need for assessment of any future proposals facilitating tourism or tree planting. Provided the recommendations are implemented into the neighbourhood plan the significant effects would be considered not nugatory and any risk only hypothetical.	
(f) the value and vulnerability of the area likely to be affected due to – (ii) exceeded environmental quality standards or limit values; or	The Saddleworth Neighbourhood Plan is unlikely to result in exceedance of environmental quality standards, such as those relating to air, water, and soil quality as it is not allocating sites and will be read alongside other plans.	Not likely
(f) the value and vulnerability of the area likely to be affected due to – (iii) intensive land-use; and	The Neighbourhood Plan is unlikely to bring forward development of an extent that would result in a significant intensification of local land use.	Not likely
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	The Peak District National Park falls within the designated neighbourhood plan area. The PDNPA is advising and assisting on the Saddleworth Neighbourhood Plan, including advice on ensuring the basic conditions are met and this will ensure that the	Not likely

	valued characteristics of the National Park, as referenced at paragraph 9.15 of the adopted Core Strategy which link to the Peak District's Landscape Strategy are not compromised. The emerging Oldham Local Plan also has a draft policy on The Peak District National Park (Policy OL1) which seeks to ensure development does not conflict with the purposes of the PDNP. These plans would be used in determining planning applications for the designated area alongside Saddleworth Neighbourhood Plan.	

Conclusion of the screening process

Oldham Council, in consultation with the Peak District National Park Authority, considers that after having regard to the Environmental Assessment of Plans and Programmes Regulations 2004 the Saddleworth Neighbourhood Plan does not require a Strategic Environmental Assessment (SEA) provided that the recommendations from the Habitats Regulations Assessment are incorporated.

Oldham Council, in consultation with the PDNPA has come to this view as:

- The neighbourhood plan sits beneath a hierarchy of plans which provide a policy framework for the location, nature and scale of growth and link to retained EU law. These plans have been through the SEA process and any required mitigation is already identified;
- The neighbourhood plan is not allocating sites for development;
- The neighbourhood plan seeks to achieve sustainable development and will be tested to ensure that it meets the 'basic conditions'.

The Environment Agency, Natural England and Historic England were consulted on the draft screening between 31 January 2024 and 23 February 2024. The statutory consultation bodies have agreed with the conclusion that, based on the information received, the neighbourhood plan does not require a SEA.

Natural England stated significant effects on statutorily designated nature conservation sites or landscapes are unlikely.

The Environment Agency stated they agree with the environmental issues that have been included and do not have any further comments to make.

Historic England stated that the plan is unlikely to have significant environmental effects upon the historic environment, and so Historic England concur with the conclusion that SEA is not required.

Appendix 1 Draft Saddleworth Neighbourhood Plan

Draft Plan Objectives:

The following plan objectives were listed in version 1.13

OBJECTIVE 1: To ensure that development prioritises brownfield sites and their best use, and maintains green belt purposes and protects and enhances green spaces.

To protect and enhance recreation and nature conservation corridors, local green spaces and green belt.

OBJECTIVE 2: To protect and enhance the environment, and ensure that development adequately addresses flood risk, minimises energy use, and promotes sustainability.

To have clear information about watercourses for the purposes of risk assessment and response.

OBJECTIVE 3: To promote and encourage the stewardship and conservation of a beautiful and locally distinctive rural landscape in a period of changing climatic and economic conditions.

OBJECTIVE 4: To ensure that existing heritage assets across the Saddleworth Neighbourhood Plan Area are preserved and enhanced, for the benefit of both residents and visitors, and to ensure that new developments are, wherever possible, of a high enough standard to create new heritage assets for the Parish in the future.

OBJECTIVE 5: To ensure the sustainable design and construction of all new development is built sustainably.

To support opportunities for energy generation and the minimisation of energy use.

OBJECTIVE 6: To conserve and enhance historic assets, and ensure that where possible, traditional, unused heritage assets are brought back into new use.

Development must maintain or improve the unique local vernacular, with particular respect paid to historical design and methods of construction.

OBJECTIVE 7: To ensure developments, including public realm are designed to promote physical and mental health and wellbeing.

To design with public safety in mind, ensuring that the public realm has considered design which minimises risk from, and reduces the likelihood of, antisocial behaviour.

OBJECTIVE 8: Ensure that key infrastructure needs are supported by any development, in particular ensuring that there are sufficient places at schools and health centres.

OBJECTIVE 9: To address under-provided housing needs, in particular, suitably affordable (including social) housing stock for first time entrants in to the market looking to stay in the area, or for pensioners to move into appropriate and easily

maintained homes. In particular, this would include 1- and 2-bedroom homes, as indicated by the current housing needs analysis and surveys carried out for this Neighbourhood Plan.

To help facilitate appropriate housing in Saddleworth, and the means of providing it (which could include such options as a community land trust with Parish Council involvement, or Parish-Council supported development).

OBJECTIVE 10: Retain employment sites, to support existing traditional industries, take advantage of the highly-qualified workforce, and to develop opportunities in emerging and future technologies and business.

To ensure that there is adequate infrastructure and support both for people who access Manchester, West Yorkshire and Oldham for work, and those who work within Saddleworth.

Ensure the provision of sporting, leisure and recreational facilities and spaces for the population.

OBJECTIVE 11: To ensure sufficient infrastructure, including communications, to allow residents to work from home with a view to encouraging entrepreneurial development, and to ensure that growing businesses can remain in the area.

OBJECTIVE 12: To support tourism with a view to strengthening the local economy, while minimising any negative impacts, in particular where tourist activity accentuates local pinch points for traffic and infrastructure.

OBJECTIVE 13: To recognise the importance of farming to the economy of Saddleworth, and to ensure that it continues to contribute to and improve the economy and the local environment.

OBJECTIVE 14: To ensure that each village retains or maximises a core set of services, such as banking, post offices, local shops and community facilities.

OBJECTIVE 15: To address the under-provision of parking across the area, and to ensure that on street parking is used appropriately, and make parking available for specific uses.

OBJECTIVE 16: Ensuring safe and accessible cycling and pedestrian routes, and to enhance the construction of Bee Network routes across the area.

Reduce existing congestion on the local and key route network running through Saddleworth by ensuring that new developments are located so that they contribute to a reduction in the need for private car journeys (unless using renewable technology).

OBJECTIVE 17: To ensure quality public transport infrastructure, including connections between villages, as well as to the rest of the borough and beyond. Connections to healthcare provision and leisure facilities should be a particular priority for local connections, and transport for work as a priority for wider connections.

To minimise the reliance on private transport across the district.

To promote local representation on the development of local transport plans for Saddleworth.

To maximise accessibility for those with mobility and health needs throughout the Parish, especially in rural areas.

OBJECTIVE 18: To improve air quality, particularly near vulnerable groups. This would include monitoring and improving air quality across the area, as well as other criteria such as sound and vibration.

To reduce risks to buildings from additional heavy traffic.

Plan Policies (Summary):

Below is a summary of the draft policies in the neighbourhood plan screened. Not all policies will apply to the designated area that falls within the PDNP. Where this is the case, this has been stated within the draft policies.

POLICY 1: GREEN INFRATSRUCTURE

Policy aims for developments to deliver appropriate provision of open/green spaces; integrate with natural features; protect and enhance any existing wildlife; support wildlife movement and foraging. Development must respect the need for increased tree coverage in the Saddleworth lowlands.

Policy sets out circumstances where development would not be supported such as where tree replacement policies in higher tier pans is not met.

The policy also includes text in relation to the South Pennine Moors SAC / SPA.

POLICY 2: EROSION AND FLOODING

Policy states support for developments which avoid flood risk and make use of natural techniques to minimise and mitigate flood risk.

POLICY 3: CHARACTER AND QUALITY OF LAND ADJACENT TO THE NATIONAL PARK

Policy sets out that development must respect the setting of the Peak District National Park.

POLICY 4: PROTECTION OF IMPORTANT VIEWS

Policy Seeks to protect important views and not support development which will detract or harm a valued viewpoint.

POLICY 5: CONVERSION OF AGRICULTURAL BUILDINGS (BARN CONVERSIONS

A proposal for change of use of agricultural buildings or stables will be supported if it is deemed to have no detrimental impact on the agricultural economy, nor on the openness and people’s enjoyment of the Green Belt. Policy sets out further criteria to be considered.

POLICY 6: SUSTAINABLE CONSTRUCTION

Developments must aim to deliver:

- modern standards of design and construction, where appropriate, to minimise the environmental impact of the construction process.
- meeting or exceeding national environmental guidelines and recommendations for zero-carbon homes set out in Places for Everyone; and
- the inclusion, where appropriate, of small-scale and/ or district energy provision, including solar power and hydropower.

POLICY 7: DESIGN, CHARACTER AND HERITAGE

Development that enhances or preserves Conservation Areas and heritage assets in the area…will be supported. Development should be of high-quality design. Policy sets out criteria in relation to design.

POLICY 8: DESIGN MASTERPLANS

Policy requires that large redevelopment sites (100+ houses) provide a comprehensive masterplan with an indication of how the development should be phased.

POLICY 9: SAFETY AND WELLBEING

Policy encourages major developments to deliver:

- new and/or enhanced spaces that deliver routes for active travel; and
- public realm which is conducive to public use, while minimising the risk of anti-social behaviour.

POLICY 10: HEALTH AND EDUCATION SERVICES

Development of new health and education services will be supported, where it also meets other planning policies. Policy sets out criteria to be considered and requires that major development provide information on infrastructure.

POLICY 11: HOUSING

Policy states that development will be supported which delivers a range of housing types, with specific focus on the provision of affordable, social and intermediate housing

Housing objectives appear to be aimed at maintaining existing populations by providing affordable homes for younger people and smaller homes for older people, rather than substantively increasing local populations overall.

POLICY 12: INFRASTRUCTURE

States major developments should aim to deliver appropriate commercial or public provision as part of the development.

POLICY 13: CONSULTATION

Policy requests that major developments should have as a condition of their approval, the formation of a consultation group with local residents and groups, to discuss the development between planning approval and completion.

POLICY 14: DERELICT AND EMPTY PROPERTIES AND SITES

Developments will be supported which bring derelict/ empty properties back into use.

The Local Plan for Oldham has a specific policy to make the most efficient use of brownfield land, which is strongly supported for development in Saddleworth.

POLICY 15: COMMUNITY AND SELF BUILD

Developments will be particularly supported which are for individual self-build or community led projects where they meet the criteria stated.

POLICY 16: RETAIL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Broad and wide-ranging policy setting criteria for development proposals to meet in relation to office, retail and commercial development

POLICY 17: HOMEWORKING AND CONNECTIVITY

Policy relating to provision for homework and high-quality broadband connectivity.

POLICY 18: TOURISM AND LEISURE

Broad and wide-ranging policy setting criteria relating to tourism, community, leisure and sports facilities.

POLICY 19: AGRICULTURAL LAND

Policy states there will be a strong presumption against the loss of agricultural land or land that provides future potential agricultural opportunities.

POLICY 20: SERVICES

Policy states developments will be supported which make provision for or allow for the retention of key services within individual village centres, in particular supporting the model of 20-minute neighbourhoods.

POLICY 21: PARKING STANDARDS FOR HOUSING

Policy sets out car parking standards for new housing to deliver.

POLICY 22: CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE

Broad policy relating to the provision of cycle and pedestrian access as well as facilities within commercial development and diversion of rights of way

POLICY 23: ACCESSIBILITY TO TRANSPORT

Development will be supported which delivers:

- easy access to existing public transport
- high-quality pedestrian and cycle access design for major developments.
- safe, accessible, secure cycle storage and facilities
- improved accessibility for walking, wheeling and cycling.

POLICY 24: PUBLIC TRANSPORT

Broad and wide-ranging policy relating to various aspects of public transport provision.

POLICY 25: CLEAN FUEL VEHICLES

Policy states development will be supported which delivers provision of electric charging (or alternative renewable provision) as standard.

Habitats Regulations Assessment of the Saddleworth Neighbourhood Plan 2025-2045 (v2.3)

February 2025

Greater Manchester Ecology Unit

Prepared by

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For

Saddleworth Parish Council

February 2025
Version 2.3

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Habitats Regulations Assessment (HRA) of the Impact of Saddleworth Neighbourhood Plan on the Natura 2000 network; European Protected Sites

1. Introduction

European protected sites (*aka* the National Sites Network) are of exceptional importance for the conservation of important species and natural habitats at a European scale. The purpose of Habitats Regulation Assessment (HRA) of land use plans is to ensure that protection of the integrity of European protected sites is an integral part of the planning process at a regional and local level. The network of protected sites comprises Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites. Government guidance advises that potential SPAs (pSPA), candidate SACs (cSAC) and potential Ramsar (pRamsar) sites should also be included in HRAs.

Article 6(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) dealing with the conservation of European protected sites states that:

> *"Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subject to assessment of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."*

The Saddleworth Neighbourhood Plan is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and should therefore be subject to assessment.

Habitats Regulation Assessments can be seen as having a number of discrete stages:

- Stage 1 - Screening
- Stage 2 – Appropriate Assessment
- Stage 3 - Derogation where no alternatives are available

This document forms Stage 1 and Stage 2 of the Habitats Regulation Assessment (HRA) process and contributes to the fulfilment of the Council's statutory duty as regards Article 6(3). It is a **Screening Opinion and Assessmen**t concerned with reaching an opinion as to whether the Plan needs to be amended to avoid harm to European sites or needs to go forward for further, more detailed Assessment of impacts. It is not a stand-alone document and must be read in conjunction with the full Plan.

An HRA is an iterative document; further Assessments may be required if further changes are made to the Plan in future.

This report has been prepared by ecologist form the Greater Manchester Ecology Unit (GMEU). GMEU ecologists are familiar with the European designated sites concerned and their special interests, and with the negative and positive factors affecting the integrity of these sites. The HRA has been undertaken using the professional judgement of GMEU ecologists.

1.1 Stage 1 – Screening

The purpose of the Screening stage of the HRA process is to identify the risk or the possibility of significant adverse effects on a European site which could undermine the achievement of a site's conservation objectives, and which therefore require further detailed examination through an appropriate assessment. If risks that might undermine a site's conservation objectives can clearly be ruled out (based on the consideration of objective information), a proposal will have no likely significant effect (LSE) and no appropriate assessment will be needed.

In order for a policy or an allocation in a Plan to be screened out of the HRA process a conclusion must be made 'beyond reasonable scientific doubt' that the policy or allocation will not have an LSE on the Natura 2000 site or its qualifying features.

Case law has established in relation to screening that:

- An effect is likely if it 'cannot be excluded on the basis of objective information' (Waddenzee C127-02 ∞ 45). This requires consideration and a conclusion made against known and presented data/survey or results/scientific evidence (for example, literature review).
- An effect is significant if it 'is likely to undermine the conservation objectives' [of the European protected site (Waddenzee (C127-02 ∞ 48)]. This excludes from consideration other impacts not related to the qualifying features and their conservation objectives.
- The Sweetman (case C258-11) also offers some simple guidance that the screening step 'operates merely as a trigger', in order to progress to further assessment stages through the process.

1.2 Stage 2 – Appropriate Assessment

In 2017 the decision of the Court of Justice of the European Union (People over Wind, case C323/17) concluded that it was not appropriate within the Screening Stage to consider measures that would mitigate for impacts on the qualifying or designated features of the Natura 2000 site. This ruling has resulted in an update to the Habitats Regulations 2017 as they have been translated into UK domestic legislation and updated to reflect the exit of the UK from the European Union.

In a Stage 2 Appropriate Assessment, evidence and detail should be considered which can demonstrate that a Plan including any embedded measures or additional mitigation can result in a conclusion that there would be no 'adverse effect on integrity' (AEOI), when considering a Natura 2000 site's conservation objectives.

In applying the Stage 2 Appropriate Assessment the relevant competent Authority, in this case the Parish Council, must also consider whether there is a relevant planning mechanism (which may apply at a different level of the planning hierarchy) which can secure the necessary mitigation via either conditions or obligations.

In the case of a high level Strategic Plan the level of detail in land use plans concerning developments that will be permitted under the Plan at some time in the future is rarely sufficient to allow the fullest quantification of potential adverse effects. It is therefore necessary to be cognisant of the fact that HRAs for plans can be tiered, with assessments being undertaken with increasing specificity at lower tiers. This is in line with DCLG guidance and court rulings that the level of detail of the assessment, whilst meeting the relevant requirements of the Habitats Regulations, should be 'appropriate' to the level of plan or project that it addresses.

Current Government guidance says:

> *"The scope and content of an appropriate assessment will depend on the nature, location, duration and scale of the proposed plan or project and the interest features of the relevant*

site. 'Appropriate' is not a technical term. It indicates that an assessment needs to be proportionate and sufficient to support the task of the competent authority in determining whether the plan or project will adversely affect the integrity of the site."

That is, the Plan must make every effort to ensure that no Policies or Allocations will cause harm to the special nature conservation interest of European sites. However, where some doubt remains as to whether harm will occur the plan must show that sufficient safeguards will be in place in other levels of the planning hierarchy to ensure that no harm will be caused to the special interest of European sites.

A precautionary approach should always be taken.

1.3 In Combination Assessment

The Habitats Regulations also include a requirement for an assessment not only for a Plan alone but also for consideration of any LSE in combination with other projects or plans. An 'in combination' assessment should be undertaken for any impact that is shown to have an effect even where it might be considered 'de minimis' for the plan in isolation. In the application of the in combination test projects or plans are also considered to include reasonably foreseeable proposals (RFP), which may include projects, plans or schemes which have not concluded their passage through the development planning process, whether they are in full or outline or include other strategic planning documents.

1.4 Scope of the Assessment

This report examines the Saddleworth Neighbourhood Plan 2024-2045 v2.2 and:

- Identifies by a Screening process any European site that could potentially be affected by the implementation of the Plan.
- Identifies Policies that may have impacts on European protected sites.
- Identifies Policies that may require further Assessment as part of the ongoing HRA of the Plan as it develops and makes recommendations, where necessary, on possible changes to the wording of future policies.

2. Brief description of the Plan

The Plan being assessed is the 'Saddleworth Neighbourhood Plan 2025-2045 V2.2 produced by Saddleworth Parish Council.

The primary purposes of the Plan are to give the residents the power to develop a vision for their neighbourhood and to shape the development and growth of their locality.

It covers the period 2025-2045, although its contents may also be relevant after that date.

The Neighbourhood Plan sits beside a number of other planning documents that are also important in making planning decisions, which are considered here in the test of in-combination effects. These Plans will also include their own Habitats Regulation Assessments:

- Greater Manchester Joint Minerals DPD (2013)
- Greater Manchester Joint Waste DPD (2012)
- Places for Everyone Joint Strategic Development Plan for Greater Manchester (2023)
- Greater Manchester's Transport 2040,
- Oldham Council's forthcoming Local Plan,
- The Peak National Park Management and Local Plans

Saddleworth is a geographically large rural Parish situated on the western side of the South Pennines (Map 1) and crossed by two Rivers – the River Tame in the east and the river Medlock in the west. Part of the Parish is within the Peak District National Park.

The Plan states –

"Saddleworth was at the forefront of the industrial revolution with many water-powered textile mills springing up along the River Tame and the emergence of one of the most impressive turnpike road networks in the country. The construction of the Huddersfield Narrow Canal, with its three miles long tunnel under the Pennines, was one of the major engineering feats of its day. The second half of the twentieth century witnessed a transformation of Saddleworth from a community of industrial stone built villages to a largely dormitory area for the major employment centres on both sides of the Pennines. The motorway network accelerated this change. Local shops and services declined in most of the villages and with this change came a decline in the local economy. House building mushroomed especially in the west, as Saddleworth was transformed from an industrial landscape to a district of attractive Pennine villages with a valued industrial heritage"

The population of Saddleworth is around 26,000, with around 12,000 households.

The Neighbourhood Plan cannot override sites which have been allocated for development in higher tier Plans such as the Oldham Local Plan. The role of the Neighbourhood Plan is to ensure that the character and quality of the Parish is enhanced if any allocated sites are brought forward for development.

3. Identification of European designated sites concerned

This Assessment has first Screened all European protected sites in the North of England to generate a long list and decide which of these sites are likely to be affected by future development in Saddleworth. When assessing the impact of a Plan on European protected sites it is important to consider the impact on sites not only within the administrative area covered by the Plan but also those which fall outside the Plan boundary, as these could still potentially be affected by the Plan.

As a useful starting point, the Assessment has considered the suite of European sites assessed within Habitat Regulations Assessments of other, adopted Local Plans in and around Greater Manchester.

The long list of sites assessed is listed in Appendix 1 and Appendix 2. This ensures that *all* European sites considered to have the potential to be affected by development can be initially considered for assessment (screened).

3.1 The Screening Criteria

In carrying out this screening process, the Assessment has considered the main possible **sources** of effects on the European sites arising from the Plan, possible **pathways** to the European sites and the effects on possible sensitive **receptors** in the European sites. Only if there is an identifiable source, a pathway and a receptor is there likely to be a significant effect.

Possible sources and pathways for effects arising from development on the identified Sites and used in the screening of European sites are considered to be:

- Land take (direct habitat loss)
- Cultivation (agriculture)
- Diffuse and localised air pollution including dust and odour
- Noise disturbance
- Light spill or shading
- Human presence/disturbance
- Emissions to water (surface or ground water) containing pollutants or sediments
- Ground water depression or flow interception
- Decrease in surface water run-off e.g. through interception in a void
- Increase in surface water run-off
- Introduction and spread of invasive species
- Effects on functionally linked land*
- Changes to predator/prey relationships

**Areas of land or sea outside of the boundary of a European site may be important ecologically in supporting the populations for which the site has been designated or classified. Occasionally impacts to such habitats can have a significant effect upon the species interest of such sites, where these habitats are considered to be 'functionally linked' to the site.*

Guidance and precedence concerning distances at which significant effects on European sites are caused by water or air pollution has been taken into account during the screening of European sites. Recommended buffer zones for certain types of 'most damaging' operations (for example, the operation of landfill sites) have been used in the screening of sites. The buffer zones are based on distances before air pollution sources and water pollution sources become so diffuse as to be indiscernible or impossible to ascribe to particular point sources.

Outside of these buffer zones, significant effects on European sites arising from water and air pollution are considered unlikely to arise. The largest (most cautious) buffer zone considered is 15km; that is, most operations with the potential of causing direct water and/or air pollution

impacts located further than 15km from the boundary of a European site are considered very unlikely to have a significant effect on the special interest of that site.

Natural England also publish SSSI 'Impact Risk Zones' (IRZs) providing guidance on the types of development which should be considered for their possible impacts on SSSIs, and which impacts should be considered. All European designated sites are also designated as SSSIs. IRZs have also been taken into account when screening European sites that could be affected by the Plan. Whilst IRZs are tool to aid the consideration of *single* applications and their likely risks of impacts and consequently the need to consult Natural England, it acts as a useful guide in considering screening. However, it is not used exclusively in this HRA as the current process considers the policy framework rather than individual applications.

Although the guidance concerning buffer zones/risk zones has been taken into account when screening European protected sites in this particular assessment, the buffer/risk zones should be regarded as important but not as definitive; for example, this buffer zone may not be sufficient when assessing certain very large-scale developments or secondary impacts.

In particular applying a 15km buffer may not be appropriate for this Plan where there are unlikely to be direct impacts on any European sites, but where it is more likely that possible impacts will be caused by diffuse air or water pollution or point-source air or water pollution that may arise from development planned for Saddleworth**,** or where there are secondary recreational pressures on more distant protected sites arising from increased regional and sub-regional populations

3.2 Summary Results of Screening of Sites

The detailed results of the site Screening process are found in Appendices 1 and 2 of this document;

- Appendix 1 shows the likely effects of and the possible pathway & sources outlined above on the long list of European sites, from development in Saddleworth.

- Appendix 2 summarises the results of the Screening process, identifying a short list of Natura 2000 sites (screened in), which may be effected by likely effects from policies within the Plan. These are discussed further below.

From the Screening process, detailed in Appendix 1 and 2 the following European designated sites have been identified as having some potential to be affected by development proposed and planned for within the Saddleworth Draft Neighbourhood Plan.

- Rochdale Canal SAC
- South Pennine Moors SAC
- Dark Peak Moors (South Pennine Moors Phase 1) SPA
- South Pennine Moors Phase 2 SPA

Other European sites in the UK are essentially considered too distant from the Parish of Saddleworth for harmful effects to occur from the implementation of the Plan.

4 The Nature Conservation Interest of the Screened In European Sites

The following information is derived from information available from Natural England and the Joint Nature Conservation Committee and from information held by GMEU.

4.1 Rochdale Canal SAC

Description of Rochdale Canal SAC

The Rochdale Canal SAC extends approximately 20 km from Littleborough at Ben Healey Bridge to Failsworth, passing through urban and industrialised parts of the Metropolitan Boroughs of Rochdale and Oldham and the intervening areas of agricultural land (mostly pasture). Water supplied to the Rochdale Canal in part arises from the Pennines. This water is acidic and relatively low in nutrients, while water from other sources is mostly high in nutrients. The aquatic flora of the canal is thus indicative of a mesotrophic waterbody (i.e. is moderately nutrient-rich) although there is evidence of some local enrichment. The canal continues through Failsworth and terminates at Castlefield in Manchester City, although this section of the canal is not included within the SAC.

Primary Reason for Designation of Rochdale Canal

Qualifying and notifiable features associated with the Rochdale Canal SAC comprise a single species of aquatic plant: floating water-plantain (*Luronium natans*). The Rochdale Canal supports a significant population of floating water-plantain (*Luronium natans*) in a botanically diverse water plant community, which also holds a wide range of pondweeds *Potamogeton* spp. The canal has predominantly mesotrophic water. This population of *Luronium* is representative of the formerly more widespread canal populations of north-west England, although the Rochdale Canal supports unusually dense populations of the plant.

Floating water-plantain; description and ecological characteristics

Luronium natans is a species of aquatic plant commonly known as floating water plantain. It is native to western and central Europe, from Spain to the UK to Norway, and east as far as Ukraine. *Luronium natans* occurs as two forms: in shallow water with floating oval leaves, and in deep water with submerged rosettes of narrow leaves. The plant thrives best in open situations with a moderate degree of disturbance, where the growth of other aquatic and emergent vegetation is held in check. Populations fluctuate greatly in size, often increasing when water levels drop to expose the bottom of the water body; this could be because falls in water levels affect competing species more than the *Luronium natans*.

The operations that may damage the special interest of the SAC that have to be considered include:

- Application of pesticides
- Dredging
- Drainage, both within and outside the boundaries of the site
- Construction or removal of roads, tracks, walls, fences, hardstands, banks, ditches or other earthworks or the laying or removal of pipelines and cables
- Erection of permanent structures next to the Canal (shading)
- Diffuse air pollution
- Diffuse water pollution Increased boat movements (recreation)
- Climate change

4.2 South Pennine Moors SAC/SPA (Phases 1 and 2)

Description of the South Pennine Moors SAC

This very large site forms part of the Southern Pennines lying between Ilkley in the north and the Peak District National Park boundary in the south. The majority of the site is within West Yorkshire, but it also covers areas of Lancashire, Greater Manchester and North Yorkshire. The largest moorland blocks are Ilkley Moor, the Haworth Moors, Rishworth Moor and Moss Moor. The underlying rock is Millstone Grit that outcrops at Boulsworth Hill and on the northern boundary of Ilkley Moor. The moorlands are on a rolling dissected plateau between 300m and 450m AOD with a high point of 517m at Boulsworth Hill. The greater part of the gritstone is overlain by blanket peat with the coarse gravely mineral soils occurring only on the lower slopes. The site is the largest area of unenclosed moorland within West Yorkshire and contains the most diverse and extensive examples of upland plant communities in the county. Extensive areas of blanket bog occur on the upland plateaux and are punctuated by species rich acidic flushes and mires. There are also wet and dry heaths and acid grasslands. Three habitat types that occur on the site are rare enough within Europe to be listed on Annex 1 of the EC habitats and Species Directive (92/43) EEC. These communities are typical of and represent the full range of upland vegetation classes found in the South Pennines.

This mosaic of habitats supports a moorland breeding bird assemblage, which, because of the range of species and number of breeding birds it contains, is of regional and national importance. The large numbers of breeding merlin (*Falco columbarius*), golden plover *(Pluvialis apricaria*) and twite (*Carduelis flavirostris*) are of international importance.

Description of the South Pennine Moors SPAs

Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Directive on the conservation of wild birds, also known as the Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds, listed in Annex I to the Birds Directive, and for regularly occurring migratory species. The South Pennine Moors SPA includes the major moorland blocks of the South Pennines from Ilkley in the north to Leek and Matlock in the south. It covers extensive tracts of semi-natural moorland habitats including upland heath and blanket mire. The site is of European importance for several upland breeding bird species including birds of prey and waders.

Primary reason for designation of the South Pennine Moors SAC

The site supports the following important habitats:

- European Dry Heath
- Blanket Bog
- Old Sessile Oak Woods

Primary reason for the designation of the South Pennine Moors SPAs

The site(s) qualify for the designation by supporting populations of European importance of the following species listed on Annex I of the Directive:

For Phase 1 during the breeding season**:**

- Golden plover (*Pluvialis apricaria*), at least 3.3% of the breeding population in Great Britain
- Merlin (*Falco columbarius*), at least 5.9% of the breeding population in Great Britain
- Peregrine *(Falco peregrinus*), at least 1.4% of the breeding population in Great Britain
- Short-eared owl (*Asio flammeus*), at least 2.5% of the breeding population in Great Britain

The SPA supports an internationally important assemblage of birds. During the breeding season the area regularly supports:

Common sandpiper (*Actitis hypoleucos*), Dunlin (*Calidris alpina schinzii*), Twite (*Carduelis flavirostris)*, Snipe (*Gallinago gallinago*), Curlew (*Numenius arquata*), Wheatear (*Oenanthe oenanthe*), Redshank (*Tringa totanus*), Ring ouzel (*Turdus torquatus*), Lapwing (*Vanellus vanellus*)

For Phase 2 during the breeding season:

- Golden plover (Pluvialis apricaria), at least 1.9% of the breeding population in Great Britain
- Merlin (Falco columbarius), at least 2.3% of the breeding population in Great Britain
- Breeding Bird Assemblage

Conservation Objectives of the South Pennine Moors designated sites

Natural England lists the conservation objectives for the South Pennine Moors as follows:

To maintain*, in favourable condition, the habitats for the populations of Annex 1 species^ of European importance, with particular reference to:

- blanket mire
- dwarf shrub heath
- acid grassland
- gritstone edges

^*golden plover, merlin, short-eared owl*

To maintain*, in favourable condition, the

- blanket bog (active only)
- dry heaths
- Northern Atlantic wet heaths with *Erica tetralix*
- transition mires and quaking bogs
- old oak woods with *Ilex* and *Blechnum* in the British Isles

*maintenance implies restoration if the feature is not currently in favourable condition.

The operations that may damage the special interest of the designated sites and which have to be considered in any HRA include:

- Cultivation
- Grazing
- Mowing or cutting
- Application of manure, fertilisers or lime
- Application of pesticides
- Burning
- Drainage, both within and outside the boundaries of the site
- Extraction of minerals including peat, topsoil and subsoil
- Construction or removal of roads, tracks, walls, fences, hardstands, banks, ditches or other earthworks or the laying or removal of pipelines and cables
- Erection of permanent structures

- Use of vehicles likely to damage the vegetation
- Recreational disturbance
- Diffuse air pollution
- Diffuse water pollution
- Climate change

5 Initial Screening Opinion

5.1 The Screening Criteria

The first stage of an HRA is a Likely Significant Effect Test (Screening). This is essentially a risk assessment to decide whether a particular Policy or site can be effectively 'screened out' from further, more detailed assessment or needs to go forward for more detailed Assessment. The essential question to ask is –

"*Is the Policy or the use of a Site, either alone or in combination with other relevant Policies and Plans, likely to result in a significant effect upon the integrity of European sites?"*

In carrying out this Screening process the Assessment has considered the main possible sources of effects on the European sites arising from the implementation of the Plan, possible pathways to the European sites and the effects on possible sensitive receptors in the European sites, where -

- The Source is the direct or indirect changes (land take, emissions to air or water, hydrological changes) potentially occurring as a result of the policy or development at an identified site.

- The Pathway is the route or mechanism by which any likely significant effect would manifest in the environment and would be able to reach the receptor.

- The Receptor is the European Site and more specifically the qualifying features and conservation objectives for the site.

Only if there is an identifiable Source, a Pathway and a Receptor is there likely to be a likely significant effect.

Possible sources and pathways for (unmitigated) effects used in the screening of potential Policy impacts on European sites are considered to be:

- Land take
- Diffuse and localised air pollution including dust and odour
- Noise
- Light spill
- Human presence/disturbance (including recreational disturbance)
- Emissions to water (surface or ground water) containing pollutants
- Ground water depression or flow interception (i.e. hydrological impacts)
- Decrease in surface water run-off e.g. through interception in a void (i.e. hydrological impacts)
- Introduction or spread of invasive species

The results of the Screening are shown in the 'Screening Summary' tables below.

5.2 Each of the Policies in the Plan have been assessed to determine whether they are:

- Unlikely to have an effect on a European Site – Screened Out
- Could have a potential positive effect on a European Site – Screened Out
- Could have a potential negative effect on a European Site – Screened In
- Would be likely to have a significant negative effect on a European Site – Screened In

Only Policies with potential negative effects or likely significant effects should be "Screened In" for further Assessment. This assessment has been made based on the content and type of each Policy and the HRA must be read together with the Plan.

5.3 The timescales over which effects (both stand-alone and in-combination) have been considered are the lifetime of the Plan and the lifetime of any proposals (including operational and restoration timescales) that may come forward during the Plan.

5.4 Details of the Policy Type listed in Table 5.1 can be found in Appendix 4.

Table 5.1 Initial Screening Summary of impacts of Saddleworth Neighbourhood Plan 2024-2044 (Consultation) on the Notational Sites Network. Policies Screened In to this Assessment are identified in red text.

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
Environment				
Policy 1	**GREEN INFRASTRUCTURE** All developments should aim to • deliver the provision of new appropriately-sized open and/or green spaces, in line with identified needs/ deficiencies such as pocket parks and active green spaces (e.g. green walls and green roofs) and their maintenance, and an overall enhancement in the provision of green infrastructure and/or open spaces; • deliver a positive impact on the relationship between urban and natural features, where the development is adjacent to existing green spaces, so that it integrates positively with any natural features (for example, this would include green corridors such as canals and former railway lines); and • create or enhance existing green space, and replace any loss of green space with an equal or greater new provision of green space.	E	This policy could have potentially positive impact on European sites by reducing recreational pressures on the uplands.	**Screened Out**
Policy 2	**BIODIVERSITY** Developments should aim to – • protect and enhance any existing wildlife, and attract new species, particularly by keeping features that support existing wildlife, providing alternatives where there are overriding reasons for their removal, and incorporating new supporting provision in new buildings and across the development.	I	This policy on the whole could have a positive effect, although tree planting may affect land functionally linked to designated sites	**Screened In**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	• support wildlife movement and foraging through, for example, the provision of green infrastructure such as native hedgerow and tree planting (or additional species which have been agreed to provide greater diversity and resilience), and the use of native wild flower planting in areas of green spaces. • respect the need for increased tree coverage in the Saddleworth lowlands4 , and in particular encouraging the expansion of native species across the district. Developments will not be supported which: • do not meet Oldham Council's target provision for the replacement of trees; • result in the removal or degradation of existing green spaces such as wildlife corridors; or • would result in the loss of or harm to irreplaceable habitats such as Ancient Woodland.			
Policy 3	**PROTECTED SPACES** 3.1 The South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation (SAC) are of particular importance in Saddleworth. Development is required to meet policies within PfE and Oldham Council's Local Plan which address recreational impacts on the SAC/SPA, including any "functionally linked" land. Any specific proposals for facilitating tourism or tree planting are required to be assessed at a project level for any significant likely effects on the special interest of designated sites. Developments which fail to do so, or which do not mitigate against such impact will not be supported. 3.2 In the SPA/SAC specific mitigation at a project level may include requiring dogs to be on leads and the provision of advice for avoiding fire risks.	E	Positive effects on designated sites	**Screened Out**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
Policy 4	**LOCAL GREEN SPACES**	E	Positive effects on designated sites	**Screened Out**
Policy 5	**CHARACTER AND QUALITY OF LAND ADJACENT TO THE NATIONAL PARK**	E	Positive effects on designated sites	**Screened Out**
Policy 6	**CONVERSION OF AGRICULTURAL BUILDINGS (BARN CONVERSIONS** A proposal for change of use of agricultural buildings or stables will be supported if it is deemed to have no detrimental impact on the agricultural economy, nor on the openness and people's enjoyment of the green belt	I	Depending on the location of buildings to be converted, an increase in recreational pressure or direct disturbance to habitats and species could occur.	**Screened In**
Policy 7	**PROTECTION OF IMPORTANT VIEWS** Development proposals which will detract or harm a valued viewpoint through interruption of key identified views or through inappropriate development by virtue of its design will not be supported unless there is a clear and convincing justification.	G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 8	**EROSION AND FLOODING** Aims to avoid / mitigate erosion and flood risks	H	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Design				
Policy 9	**SUSTAINABLE CONSTRUCTION** Developments must aim to deliver: • modern standards of design and construction, where appropriate, to minimise the environmental impact of the construction process. • meeting or exceeding national environmental guidelines and recommendations for zero-carbon homes • the inclusion, where appropriate, of small-scale and/ or district energy provision, including solar power, hydropower	I	The SSSI Impact Risk Zones identify some of energy generation proposals as a risk and they could have the potential to have a significant effect on the European Sites, depending on their location, type and scale.	**Screened In**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
Policy 10	**DESIGN, CHARACTER AND HERITAGE** Development that enhances or preserves Conservation Areas and heritage assets in the area…will be supported	H	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 11	**DESIGN MASTERPLANS** With particular regard to major developments, imposes a requirement for Master planning	G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 12	**CHEW BROOK VALE** Imposes neighbourhood-scale requirements on a proposed mixed-use development allocation	H	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy. This site was Screened as part of the HRA for Places for Everyone and was Screened Out.	**Screened Out**
Health, Wellbeing and Education				
Policy 13	**SAFETY AND WELLBEING** Major developments should aim to deliver: • new and/or enhanced spaces that deliver routes for active travel. • public realm which is conducive to public use, while minimising the risk of anti-social behaviour	A	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 14	**HEALTH, SOCIAL CARE AND EDUCATION** Development will be required to provide or contribute to health, social care and education infrastructure made necessary by that development or where it gives rise to the need for additional or improved infrastructure to mitigate its impact on existing provision.	B	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
Housing				
Policy 15	**HOUSING** Development will be supported which delivers a range of housing types, with specific focus on the provision of affordable, social and intermediate housing *(This policy does not apply to neighbourhoods in the Peak District National Park).* Housing objectives appear to be aimed at maintaining existing populations by providing affordable homes for younger people and smaller homes for older people, rather than substantively increasing local populations overall.	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 16	**CONSULTATION** Major developments should have as a condition of their approval, the formation of a consultation group with local residents and groups, to discuss the development between planning approval and completion.	G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 17	**DERELICT AND EMPTY PROPERTIES AND SITES** Developments will be supported which bring derelict/ empty properties back into use	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Policy 18	**COMMUNITY AND SELF BUILD** Developments will be particularly supported which are for individual self-build or community led projects	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy	**Screened Out**
Retail, commerce and Tourism				
Policy 19	**RETAIL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT** New office, retail and commercial development will be supported within existing or new employment areas subject to the following criteria: • the scale and nature of the proposals would not have significant harmful impacts on the amenities of adjoining sites;	I	Potential air pollution effects resulting from increased traffic generation	**Screened In**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	• the scale and nature of the proposals would not have an unacceptable impact on existing commercial activity on adjacent land, including agricultural activity; and • the proposal would not have unacceptable impacts on the local road network, particularly in respect of the volume of HGV traffic.			
Policy 20	**HOMEWORKING AND CONNECTIVITY** Policy relating to provision for homework and high quality broadband connectivity	G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened Out**
Policy 21	**TOURISM AND LEISURE** Broad and wide ranging policy relating to new tourism, community, leisure and sports facilities *(This policy does not apply to neighbourhoods in the Peak District National Park)*	I	Some aspects of this policy have the potential for negative impacts on European Sites (by causing increased recreational disturbance)	**Screened In**
Policy 22	**AGRICULTURAL LAND** There will be a strong presumption against the loss of agricultural land or land that provides future potential agricultural opportunities.	F/G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened Out**
Policy 23	**SERVICES** Developments will be supported which make provision for or allow for the retention of key services within individual village centres, in particular supporting the model of 20-minute neighbourhoods.	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened Out**
Travel and Transport				
Policy 24	**PARKING STANDARDS FOR HOUSING** New housing development should aim to deliver: • provision for two parking spaces per dwelling. The exception to this would be new one-bedroom housing, which would make provision for one parking space per property, or in the case of houses in multiple occupancy, one space per tenant;	G	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened out**

POLICY	BRIEF POLICY DESCRIPTION	POLICY TYPE*	POSSIBLE IMPACTS ON EUROPEAN SITE	SCREENING OUTCOME
	• provision of visitor car parking, with a ratio of 0.5 spaces per dwelling, in line with the preferred design guidelines encouraging off-road parking; • provision for cycle parking, including secure lockable storage facilities.			
Policy 25	**CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE** Broad policy relating to the provision of cycle and pedestrian access as well as faculties within commercial development and diversion of rights of way	I	Some aspects of this policy have the potential for negative impacts on European Sites (increased recreational disturbance)	**Screened in**
Policy 26	**ACCESSIBILITY TO TRANSPORT** Development will be supported which delivers: • easy access to existing public transport • high-quality pedestrian and cycle access design for major developments. • safe, accessible, secure cycle storage and facilities • Improved accessibility for walking, wheeling and cycling. •	I	Some aspects of this policy have the potential for negative impacts on European Sites, particularly with regard to the final point (recreational disturbance)	**Screened in**
Policy 27	**PUBLIC TRANSPORT** Broad and wide ranging policy relating to various aspects of public transport provision	A	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened out**
Policy 28	**CLEAN FUEL VEHICLES** Development will be supported which deliver provision of electric charging (or alternative renewable provision) as standard.	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened out**
Policy 29	**AIR QUALITY AND VIBRATION MONITORING** Encourages robust air quality monitoring and encourages vibration monitoring close to local buildings, particularly those of heritage value	D	No Likely Significant Effect on any European Site is anticipated from the operation of this Policy.	**Screened out**

* See Appendix 4

6.0 Summary of the Initial Screening Opinion - Assessment of Likely Significant Effect

6.1 The Screening Opinion of the HRA has concluded that the operation of the following Policies in Saddleworth Neighbourhood could have a likely significant effect on the European Sites Identified below.

POLICY NUMBER	POLICY NAME	SUMMARY SCREENING OPINION			
		Rochdale Canal SAC	South Pennine Moors SAC	Dark Peak Moors (South Pennine Moors Phase 1) SPA	South Pennine Moors Phase 2 SPA
2	**BIODIVERSITY**	Screened Out	Possible impacts if tree planting encouraged on functionally linked land	Possible impacts if tree planting encouraged on functionally linked land	Possible impacts if tree planting encouraged on functionally linked land
6	**CONVERSION OF AGRICULTURAL BUILDINGS (BARN CONVERSIONS**	Screened Out	Possible impacts from increased recreational pressure, depending on the location of buildings concerned	Possible impacts from increased recreational pressure, depending on the location of buildings concerned	Possible impacts from increased recreational pressure, depending on the location of buildings concerned
9	**SUSTAINABLE CONSTRUCTION**	Screened Out	Possible impacts depending on location and type of any proposed energy generation schemes	Possible impacts depending on location and type of any proposed energy generation schemes	Possible impacts depending on location and type of any proposed energy generation schemes
19	**RETAIL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT**	Screened Out	Possible impacts depending on location and type of any proposed developments, particularly new employment areas	Possible depending on location and type of any proposed developments, particularly new employment areas	Possible depending on location on and type of any proposed developments, particularly new employment areas
21	**TOURISM AND LEISURE**	Screened Out	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure
25	**CYCLING, PEDESTRIAN AND LEISURE INFRASTRUCTURE**	Screened Out	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure

26	**ACCESSIBILITY TO TRANSPORT**	Screened Out	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure	Possible impacts from increased recreational pressure

Following the analysis of the Policies, impacts on the Rochdale Canal can be Screened Out and are not considered further.

Further Assessment of remainder of the potential impacts is carried out below in Section 7. These are largely considered to be:

- Recreation pressure
- Air pollution
- Effects on functionally linked land

7.0 Appropriate Assessment (consideration of available mitigation)

The initial Screening process identified the following sources to have a likely significant effect on the European designated Sites:

- Recreation pressure
- Air pollution
- Effects on functionally linked land

As part of the Assessment, the nature and scale of the Plan being assessed needs to be taken into consideration. As a Neighbourhood Plan, it does not allocate any sites for development, and does not define the quantum or scale of development proposed. Rather, it outlines the type and detailed requirements that any development brought forward in Saddleworth should meet.

Specific Protection Provided to Designated Sites

Policy 3 – PROTECTED SPACES includes the following wording –

"*The South Pennine Moors Special Protection Area (SPA) and Special Area of Conservation (SAC) are of particular importance in Saddleworth. Development is required to meet policies within PfE and the [Oldham] Local Plan which address recreational impacts on the SAC/SPA, including any functionally linked land.*

Any specific proposals for facilitating tourism or tree planting are required to be assessed at a project level for any significant likely effects on the special interest of designated sites. Developments which fail to do so, or which do not mitigate against such impact will not be supported.

In the SPA/SAC specific mitigation at a project level may include requiring dogs to be on leads and the provision of advice for avoiding fire risks".

This Policy wording provides a significant safeguard for any projects which may be considered to have potential impacts on designated sites.

Housing and Commercial Development

Decisions concerning the allocation of sites, and the quantum of future development in the area, will be made in the Places for Everyone (PfE) and Oldham's Local Plan. In respect of the PfE Plan, an HRA has been prepared. In terms of the location of sites allocated for development, and the scale and quantum of development planned in PfE, this HRA has concluded that no significant effects on relevant designated sites are considered likely to arise in terms of any impacts on functionally linked land or in terms of air pollution effects, providing that appropriate mitigation measures are applied. Mitigation measures are set out in two joint Supplementary Planning Documents,

- South Pennine Moors Special Area of Conservation Special Area of Conservation / Special Protection Areas Joint SPD, November 2024,
- Holcroft Moss Planning Obligations Joint SPD, November 2024

The conclusion of this HRA is considered to be directly relevant to the Neighbourhood Plan being assessed in this report – that is, built developments in the Saddleworth Plan area are considered unlikely to affect designated sites through air pollution effects or impacts on functionally linked land, providing that mitigation measures included with the PfE and associated Supplementary Planning Documents are implemented.

In terms of recreational disturbance effects, the HRA of the PfE originally recommended that housing developments over a certain size threshold, and within a set distance of the South Pennine Moors SPA/SAC, should be required to make a financial contribution to measures to mitigate the effects of recreational disturbance which could arise from population increases. Subsequently, Natural England have concluded that because there is insufficient empirical evidence available to demonstrate a recreational impact on notable bird species, there is no current basis for applying the financial contribution requirement to new developments.

Tourism and Leisure and Cycling, Pedestrian and Leisure Infrastructure

While the objectives of encouraging sustainable tourism to the area, and the promotion of cycling and walking, are on the whole creditable objectives, there is some risk that increased tourism to the area, and facilitating access, could lead to an increase in recreational disturbance of the uplands. The most significant disturbance impacts arise from increased risks of fire in the uplands, and risk to nesting birds posed by dog walking off leads.

Policy 3 will require any specific access proposals to the uplands to be Assessed at a project level for any significant likely effects on the special interest of designated sites. The Policy will serve to mitigate potential likely significant effects.

Tree Planting

While the encouragement of tree planting is a creditable objective, and it is noted that tree planting will not be allowed in the uplands or on peat substrates, there is a small risk that tree planting at lower elevations could also harm the special interest of designated sites by affecting functionally linked land.

Policy 3 will require any specific tree planting proposals in the uplands to be Assessed at a project level for any significant likely effects on the special interest of designated sites. The Policy will serve to mitigate potential likely significant effects.

8 Consideration of 'In Combination' Effects with Other Plans and Proposals

Given the nature of the Plan, as a Neighbourhood Plan, and after consideration of the HRA of PfE, it is not considered at this stage that there will be any other 'in combination' effects with any other Plan.

It is noted that the Peak District National Park Authority is the statutory Planning Authority for the National Park area, part of which lies within Saddleworth. The Peak District National Park Plan (Core Strategy) has been subject to Assessment under the terms of the Habitats Regulations and it was concluded that the operation of the Plan would not have any likely significant effects on designated sites. This conclusion, taken together with mitigation measures proposed in PfE and in the Neighbourhood Plan, supports a conclusion that the implementation of the Core Strategy of the National Park together with the Neighbourhood Plan will not have any in-combination effects.

The draft Oldham Local Plan (2024) has been subject to HRA and this has concluded that, subject to recommended mitigation, the Local Plan will not cause any Likely Significant effects on the designated sites network.

It is recognised that this Neighbourhood Plan forms part of a wider Plan hierarchy, sitting beneath the strategic plan for Greater Manchester (Places for Everyone, PfE) and the Oldham Local Plan. The PfE has been separately subject to its own HRA process, and the developing

Local Plan will also be subject to an HRA. The HRA of PfE concluded that the Plan would not have any Likely Significant Effects on designated sites, providing that mitigation measures are implemented. The required mitigation will apply to this Plan and has been taken into account in the conclusion of no in-combination effects.

9.0 Summary and Recommendations

Screening of European sites has established that the following European sites have the potential to be affected by development in Saddleworth proposed by the Saddleworth Neighbourhood Plan:

- Rochdale Canal SAC
- South Pennine Moors SAC
- Dark Peak Moors (South Pennine Moors Phase 1) SPA
- South Pennine Moors Phase 2 SPA

Further, more detailed Assessment of the possible effects of the operation of Objectives and Policies included in the Plan on the European Sites identified in the Screening process has been undertaken.

A number of Polices within the Plan were initially Screened In as potentially having a damaging effect on European Sites due to increased recreational use, air pollution effects or effects on functionally linked land. Following further Assessment, air pollution effects were ruled out, but potential effects on functionally linked land, and through increased recreational disturbance, were further considered.

Wording included in Policy 3 (Protected Spaces) will act to mitigate for any possible likely significant effects of the Plan on designated sites. It is therefore concluded that it should be entirely possible to avoid and mitigate any adverse impacts on designated sites as a result of the operation of the Neighbourhood Plan, either alone or in combination with other plans or projects.

It is **recommended** that if any changes are made to the Plan as a result of either further public consultation or during any future Examination, the HRA will need to be revisited and revised to ensure that these changes would not result in a significant effect on any European Site.

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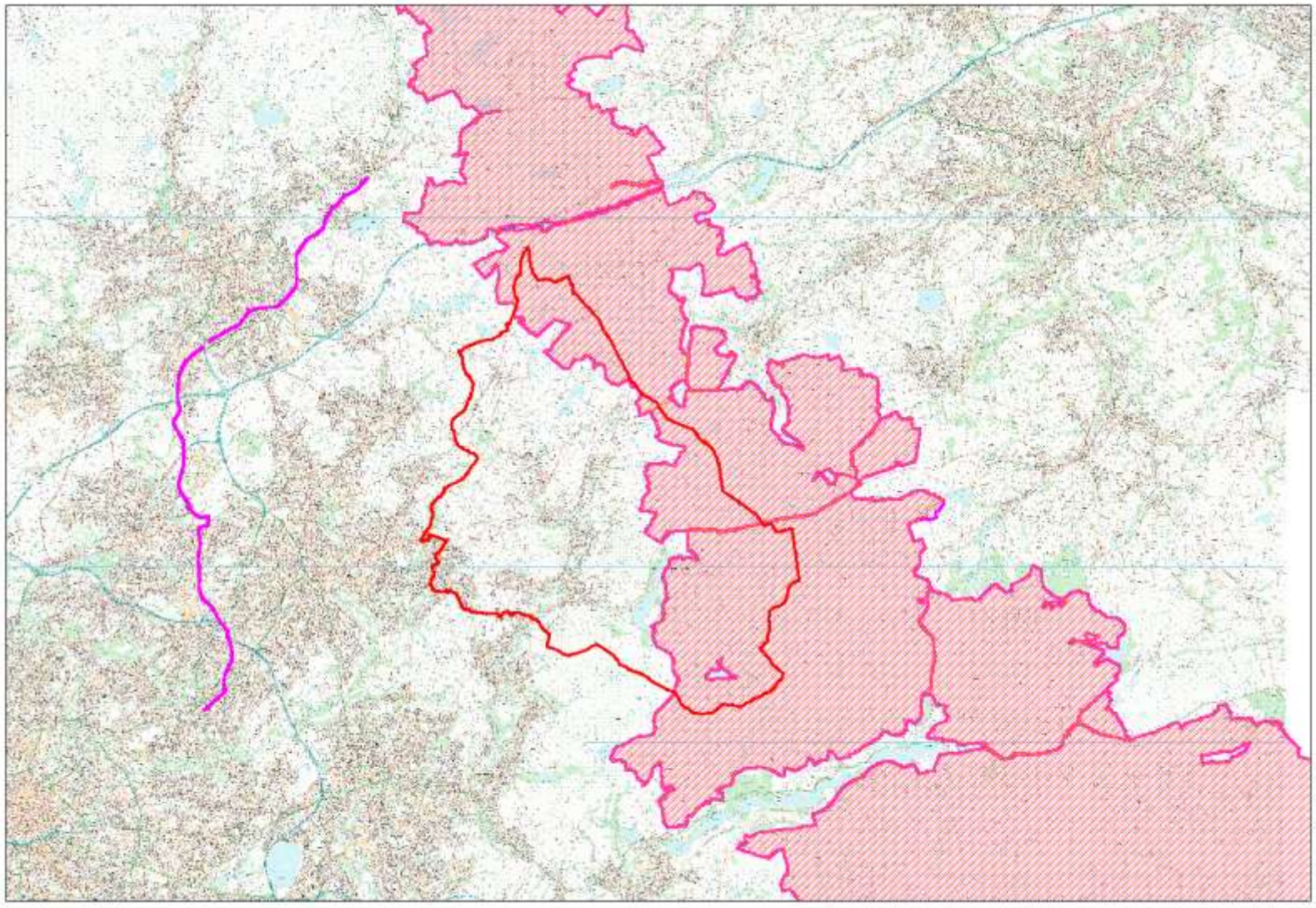

Map 1 Showing Natura 2000 Network European sites along with 15km distance from Saddleworth boundary (Parish boundary in red)

APPENDIX 1: European designated sites within the Northern England and possible effects from development within Saddleworth. Those highlighted Sites in red have been 'screened in' to this Assessment

Site Name	Designation	Type of Effect	Likely Effects
Asby Complex	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species in SAC are generally restricted to habitat types that do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Bolton Fell Moss	SAC	Water Quality/ Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direction disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Border Mires, Kielder – Butterburn	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direction disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Borrowdale Woodland Complex	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Bowland Fells	SPA	Water Quality/Hydrology	None - No hydrological pathways between SPA and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA.
		Direct land take	None
		Habitat/Species Disturbance	None – identified species are highly unlikely to utilise habitats within Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Calf Hill & Cragg Woods	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Clints Quarry	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None - Species population too distant to be affected by any development with Greater Manchester and species dispersion known to be less than 2km.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Cumbrian Marsh Fritillary Site	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None - Species found in Cumbria is distinct national population, with adults being sedentary. Species not known to occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Dee Estuary	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA.
		Direct land take	None
		Habitat/Species Disturbance	None – species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Drigg Coast	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth. Saddleworth rivers do not discharge into Drigg Estuary
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats in SAC are restricted to habitat types that do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Duddon Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Esthwaite Water	Ramsar	Water Quality/Hydrology	None - No hydrological pathways between Ramsar site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching Ramsar site.
		Direct land take	None
		Habitat/Species Disturbance	None – habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Irthinghead Mires	Ramsar	Water Quality/Hydrology	None - No hydrological pathways between Ramsar site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching Ramsar site.
		Direct land take	None
		Habitat/Species Disturbance	None – habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Lake District High Fells	SAC	Water Quality/Hydrology	None - Hydrological connectivity with Thirlmere considered as part of United Utilities strategic HRA of WRMP (2013). No pathway for water borne pollution to SAC.
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats or species
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Leighton Moss	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA/Ramsar Site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA and Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Liverpool Bay	SPA	Water Quality/Hydrology	None - No hydrological pathways between SPA and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Manchester Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Martin Mere	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA/Ramsar Site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA/Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Mersey Estuary	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA/Ramsar Site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA/Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species identified highly unlikely to be significantly effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Mersey Narrows & Wirral Foreshore	SPA	Water Quality/Hydrology	Site classification details unavailable but there are unlikely to be any hydrological pathways between SPA and land within Saddleworth
		Air Pollution	Site classification details unavailable but there are unlikely to be any atmospheric pathways between SPA and land within Saddleworth
		Direct land take	None
		Habitat/Species Disturbance	None – no information available as to species site selected for but type of species present highly unlikely to be effected by any habitat changes in Saddleworth (based on knowledge of Greater Manchester bird populations).
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Midland Meres & Mosses Phase 1 & 2	2 x Ramsar	Water Quality/Hydrology	None - No hydrological pathways between Ramsar site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching Ramsar site.
		Direct land take	None
		Habitat/Species Disturbance	None – habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Moor House – Upper Teasdale	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Morecambe Bay and Duddon Estuary	SAC/Ramsar/SPA	Water Quality/Hydrology	None - No hydrological pathways between SAC/SPA/Ramsar Site and land within Saddleworth. Saddleworth rivers do not discharge into Morecambe Bay
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC/SPA/Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats in SAC/SPA/Ramsar Site are restricted to habitat types that do not occur in Greater Manchester. Dispersion of Great Crested Newts is known to be less than 2km. Bird species unlikely to be effected by habitat changes within Saddleworth.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Morecambe Bay Pavements	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Habitats and species in SAC are generally restricted to habitat types that do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Naddle Forest	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
North Pennine Dales Meadows	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species. Habitats in SAC are generally restricted to habitat types that do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
North Pennine Moors	SAC/SPA	Water Quality/Hydrology	None - No hydrological pathways between SAC/SPA and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC/SPA.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species. Species unlikely to be effected by changes to habitats in Saddleworth.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Oak Mere	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant from for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Peak District Moors (South Pennine Moors Phase 1)	SPA	Water Quality/Hydrology	**Possible – Parts of the SPA lie within the Saddleworth**
		Air Pollution	**Possible – Parts of the SPA lie within the Saddleworth**
		Direct land take	**Possible – Parts of the SPA lie within the Saddleworth**
		Habitat/Species Disturbance	**Possible – Parts of the SPA lie within the Saddleworth**
		Increased recreational Pressure	**Possible – Parts of the SPA lie within the Saddleworth**
Ribble & Alt Estuaries	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA/Ramsar Site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA/Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
River Dee & Bala Lake	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
River Derwent & Bassenthwaite Lake	SAC	Water Quality/Hydrology	None - Hydrological connectivity with Thirlmere considered as part of United Utilities strategic HRA of WRMP (2013). No pathway for water borne pollution to SAC.
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
River Eden	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
River Ehen	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None - No hydrological connections and main species (fresh water pearl mussel) does not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
River Kent	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Rixton Clay Pits	SAC	Water Quality/Hydrology	None – no hydrological connectivity between the site and Saddleworth. Water bodies on site are fed by rain water.
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None - Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Rochdale Canal	SAC	Water Quality/Hydrology	**Possible – Impact Risk Zones identifies discharge of water or liquid waste as potential risks**
		Air Pollution	**Possible – Impact Risk Zones identifies air pollution from certain livestock & poultry units, slurry lagoons & digestate stores and combustion process as potential risks**
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Rostherne Mere	Ramsar	Water Quality/Hydrology	None - No hydrological pathways between Ramsar site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching Ramsar site.
		Direct land take	None
		Habitat/Species Disturbance	None – habitats and species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Roudsea Wood & Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Sefton Coast	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species. Habitat types do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Shell Flat & Lune Deep	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species. Habitat types do not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Solway Firth	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
South Pennine Moors	SAC	Water Quality/Hydrology	**Possible – Parts of the SPA lie within the Saddleworth.**
		Air Pollution	**Possible – Parts of the SPA lie within the Saddleworth**
		Direct land take	**Possible – Parts of the SPA lie within the Saddleworth**
		Habitat/Species Disturbance	**Possible – Parts of the SPA lie within the Saddleworth**
		Increased recreational Pressure	**Possible – Parts of the SPA lie within the Saddleworth**
South Pennine Moors Phase 2	SPA	Water Quality/Hydrology	Possible – Parts of the SPA lie within the Saddleworth.
		Air Pollution	**Possible – Parts of the SPA lie within the Saddleworth.**
		Direct land take	**Possible – Parts of the SPA lie within the Saddleworth.**
		Habitat/Species Disturbance	**Possible – Parts of the SPA lie within the Saddleworth.**
		Increased recreational Pressure	**Possible – Parts of the SPA lie within the Saddleworth.**
South Solway Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Subberthwaite, Blawith & Torver Low Commons	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Tarn Moss	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Tyne & Nent	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats. Habitat not found in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Ullswater Oakwoods	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Upper Solway Flats & Marshes	SPA/Ramsar	Water Quality/Hydrology	None - No hydrological pathways between SPA/Ramsar Site and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SPA/Ramsar Site.
		Direct land take	None
		Habitat/Species Disturbance	None – species identified highly unlikely to be effected by any habitat changes in Saddleworth
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Walton Moss	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Wast Water	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitat. Habitat does not occur in Greater Manchester
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
West Midlands Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth
Witherslack Mosses	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

Site Name	Designation	Type of Effect	Likely Effects
Yewbarrow Woods	SAC	Water Quality/Hydrology	None - No hydrological pathways between SAC and land within Saddleworth
		Air Pollution	None – No atmospheric pathways and any pollutants are likely to have dispersed prior to reaching SAC.
		Direct land take	None
		Habitat/Species Disturbance	None – Site too distant for any direct or indirect disturbance to habitats and species.
		Increased recreational Pressure	None – site is too distant and numerous recreational facilities closer to Saddleworth

APPENDIX 2: Screening Summary of European designated sites within the Northern England and possible impacts from development within Saddleworth

Site Name	Designation	Screened in/out	Justification
Asby Complex	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Bolton Fell Moss	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Border Mires, Kielder – Butterburn	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Borrowdale Woodland Complex	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth HRA
Bowland Fells	SPA	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Calf Hill & Cragg Woods	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Clints Quarry	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Cumbrian Marsh Fritillary Site	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Dee Estuary	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Drigg Coast	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Duddon Mosses	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Esthwaite Water	Ramsar	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Irthinghead Mires	Ramsar	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Lake District High Fells	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Leighton Moss	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA

Site Name	Designation	Screened in/out	Justification
Liverpool Bay	SPA	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Manchester Mosses	SAC	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Martin Mere	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Mersey Estuary	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Mersey Narrows & Wirral Foreshore	SPA	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Midland Meres & Mosses – Phase 1 & Phase 2	2 x Ramsar	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Moor House – Upper Teasdale	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Morecambe Bay and Duddon Estuary	SAC/Ramsar/ SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Morecambe Bay Pavements	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Naddle Forest	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
North Pennine Dales Meadows	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
North Pennine Moors	SAC/SPA	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
Oak Mere	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Peak District Moors (South Pennine Moors Phase 1)	**SPA**	**In**	**Parts of the SPA lie within the Saddleworth boundary**
Ribble & Alt Estuaries	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and strategic impacts considered by Saddleworth's HRA
River Dee & Bala Lake	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA

Site Name	Designation	Screened in/out	Justification
River Derwent & Bassenthwaite Lake	SAC	Out	Site considered too distant for significant effects to arise and strategic impacts considered by United Utilities WRMP (2013)
River Eden	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
River Ehen	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
River Kent	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Rixton Clay Pits	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Rochdale Canal	**SAC**	**In**	**Possible impacts from water/liquid waste discharges, air pollution and/or combustion process**
Rostherne Mere	Ramsar	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Roudsea Wood & Mosses	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Sefton Coast	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Shell Flats & Lune Deep	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Solway Firth	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
South Pennine Moors	**SAC**	**In**	**Parts of the SAC lie within the Saddleworth boundary**
South Pennine Moors Phase 2	**SPA**	**In**	**Parts of the SPA lie within the Saddleworth boundary**
South Solway Mosses	SAC	Out	Site considered too distant for significant effects to arise
Subberthwaite, Blawith & Torver Low Commons	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Tarn Moss	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA

Site Name	Designation	Screened in/out	Justification
Tyne & Nent	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Ullswater Oakwoods	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Upper Solway Flats & Marshes	SPA/Ramsar	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Walton Moss	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Wast Water	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
West Midlands Mosses	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Witherslack Mosses	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA
Yewbarrow Woods	SAC	Out	Site considered too distant for significant effects to arise and no strategic impacts or pathways identified in Saddleworth's HRA

Appendix 3 – List of Other Relevant Plans and Projects Considered as part of the Assessment

Plans Assessed under the Terms of the Habitats Regulations

District	Plan	Outcome of Assessment
Rochdale MBC	Local Development Framework - Core Strategy 2010	No effect on the integrity of Manchester Mosses SAC, Rixton Clay Pits SAC and River Mersey SPA
Rochdale MBC	Draft Allocations Plan 2018	No effect on the integrity of Manchester Mosses SAC, Rixton Clay Pits SAC and River Mersey SPA
Trafford MBC	Core Strategy 2012	No effect on the integrity of European sites
Bolton MBC	Core Strategy 2011 and Site Allocations Plan 2014	No effect on the integrity of European sites
Stockport MBC	Core Strategy 2011	No effect on the integrity of European sites
Oldham MBC	Joint Core Strategy and Development Management Policies 2011	No effect on the integrity of European sites
Wigan MBC	Core Strategy 2013	No effect on the integrity of European sites
Manchester City Council	Core Strategy 2012	No effect on the integrity of European sites
All GM Districts	Combined Minerals Plan 2013	No effect on the integrity of European sites
All GM Districts	Combined Waste Plan 2012	No effect on the integrity of European sites
Greater Manchester	Places for Everyone Strategic Plan	No effect on the integrity of European sites, providing that recommended mitigation is implemented
Warrington MBC	Proposed Submission Version Local Plan 2019	No effect on the integrity of European sites provided recommendations in HRA are adopted

Appendix 4

Summary Policy Assessment Categories

From Chapter F of the Habitats Regulations Assessment Handbook (DTA Publications, 2019)

Abbreviation	Category/Policy Type
A	General statements of policy / general aspirations (screened out)
B	Policy listing general criteria for testing the acceptability / sustainability of proposals (screened out)
C	Proposal referred to but not proposed by the plan (screened out)
D	General plan-wide environmental protection / site safeguarding/ threshold policies (screened out)
E	Policies or proposals that steer change in such a way as to protect European sites from adverse effects(screened out)
F	Policy that cannot lead to development or other change (screened out)
G	Policy or proposal that could not have any conceivable effect on a site (screened out)
H	Policy or proposal the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in combination with other aspects of this or other plans or projects) (screened out)
I	Policy or proposal which may have a likely significant effect on a site alone (screened in)
J	Policy or proposal with an effect on a site but unlikely to be significant effect alone so need to check likely significant effects in combination
K	Policy or proposal unlikely to have a significant effect either alone or in combination (screened out after the in combination test)
L	Policy or proposal which might be likely to have a significant effect in combination (screened in after the in combination test)
M	Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European Site (screened in)

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Equality impact assessment

1. Introduction

1.1. The Equality Act 2010 places a duty on all public authorities in the exercise of their functions to have regard to the need to eliminate discrimination, to advance equality of opportunity and to foster good relations between persons who have a "protected characteristic" and those who do not.

1.2. "Protected characteristics" are age, disability, gender reassignment, marriage & civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

1.3. This report assesses the Submission Saddleworth Neighbourhood Plan to ensure that Saddleworth Parish Council (as the qualifying body responsible for preparing the Saddleworth Neighbourhood Plan is satisfying its statutory duties in this regard. Equality Impact Assessment (EqIA) is a systematic analysis of a policy or policies, in order to explore the potential for an adverse impact on a particular group or community. It is a method of assessing and recording the likely differential and/or adverse impact of a policy on people from different groups. If a policy results in unfairness or discrimination then changes to eliminate or lessen the impact should be considered.

1.4. The purpose of the analysis is to increase participation and inclusion, to change the culture of public decision-making and to place a more proactive approach to the promotion of equality and fairness at the heart of public policy. The processes involved in conducting the analysis should not be looked on as an end in themselves. Instead, it should be borne in mind that the aim is the promotion of fairness and equality of opportunity and thus it is the outcomes that are of primary concern. In undertaking the EqIA, it is important to keep in mind why the Saddleworth Neighbourhood Plan is needed, what the intended outcomes are, and how it will be ensured that the policies will work as intended.

2. Methodology

2.1. An assessment has been made on whether the Saddleworth Neighbourhood Plan has a positive, negative or neutral impact on each of the protected characteristics (in so far as data is available). The vision and objectives of the neighbourhood plan have been assessed, and individual policies are highlighted where they are considered likely to have a negative impact.

3. Baseline data

3.1. Data for the three council wards that Saddleworth Parish is available from the 2021 Census. The Parish is made up of the Oldham Council wards of Saddleworth South and Saddleworth North, and part of the Saddleworth West and Lees.

3.2 The data provided here is therefore split between the information on the two wards fully within the Parish, and the ward partially in the Parish. Approximately 43% of the population of Saddleworth West and Lees falls within the Saddleworth Parish. The data has been provided on a straight numerical breakdown (taking the overall figures for Saddleworth West and Lees and calculating a 42.8% split). It is likely that the part of Saddleworth West and Lees ward which falls within the Saddleworth parish is likely to be more similar in nature to the Saddleworth North and Saddleworth South wards, which in general means that there is slightly less diversity across the Parish than these figures will show, but the difference is marginal and no more than would be typical in a standard margin of error.

3.3 Information is available for the following protected characteristics: age, sex, marriage and civil partnership, disability, race and religious belief.

3.2. No data is available for the following protected characteristics: gender reassignment, pregnancy and maternity, and sexual orientation.

Population: 24,576

Age: 16.3% of the population are children aged 15 or less, 72.3% are in the age group 16–75, with 11.2% in the older age groups.

This comparison groups for Oldham as a whole are 22.7%/70.2%/7.1%, and for England as a whole are 18.6%/72.9%/8.6%. This means that Saddleworth has a greater elderly population than England as a whole, and significantly more elderly than Oldham.

Gender: The population of the Parish is 51.5% female, and 48.5% male.

Ethnic groupings: 96.4% of Saddleworth's population is categorised as white, with only a very small, mixed ethnic minority population.

This compares with Oldham as a whole, which has a 68.1% white population, with 13.5% of Pakistani heritage, 9% of Bangladeshi heritage, and 9.4% of all other ethnicities.

Across the UK as a whole, there is a 81% white population, 2.8% of Pakistani heritage, 1.1% of Bangladeshi heritage, and 15.1% all other ethnicities.

Marriage and civil partnership: 7.8% of the population are divorced or have had a civil partnership dissolved; 43.4% are married or in a registered civil partnership; 24.6% are never married or never registered in a civil partnership; 1.6% are separated but still legally married or legally in a civil partnership; and 6.3% are widowed or a surviving civil partnership partner. It does not apply for 16.3% of the population.

Religion: 61% of Saddleworth's population identifies as Christian, 33% as having no religion, and 1% as Muslim. 4% did not answer the question in the census. There were small numbers of Buddhist, Hindu, Jewish, Sikh and other religion respondents, but none above 0.3% of the population.

Employment: Of the working age population (16–75) 7.2% are not in work, which breaks down as 2.1% unemployed; 2.6% sick or long-term disabled: and 2.5% looking after home or family.

Of those in work, 24.3% are in part time work and 75.7 are in full time work.

Process of community consultation

4.1 All written communications were in English and it was not considered necessary to translate them into any other language as 100% of residents speak English as their main language.

4.2. Throughout the preparation of the Saddleworth Neighbourhood Plan, Saddleworth Parish Council has tried to promote the widest possible engagement of the local community in planning for the future development of the parish.

Full details of consultations are included in the consultation statement.

Widespread consultation was carried out during the preparation of the Neighbourhood Plan and the Stategic Planning Committee worked hard, using a variety of methods, to reach all of the parish community. This included a drop-in sessions at the Civic Hall early on in the process, which sought to identify important issues affecting the community, and individual sessions in each of the villages, and in the secondary school.

Surveys were sent out to the 12,000 homes in the community at the start of the process, with a full online version available, and paper versions distributed to village halls, community centres and libraries. The online version was promoted through the local press and social media.

The same process was followed for the consultation on the proposed Neighbourhood Plan at the end of the process.

A six week consultation was undertaken on the draft Neighbourhood Plan in line with neighbourhood planning regulations. This included publicising the consultation and draft document online and a consultation document sent to all 12,000 homes in the parish.

Impact on groups with protected characteristics

5.1. The Vision of Saddleworth Neighbourhood Plan states that:

"Our vision is that Saddleworth will be made up of many thriving communities, each a place with its own strong identity, each one offering great opportunities for people to make their homes, to work, and to spend their leisure time. Many of local people's needs for services, such as for shops, education, and healthcare will be effectively met within Saddleworth. New developments will be accommodated but will be located and designed with sensitivity and with investment in the necessary supporting infrastructure. Saddleworth will be known for the quality of its countryside and the care with which land owners manage it.

The fundamental principle which underpins our vision and the policies in this plan is that of sustainable development. This means:

- *achieving simultaneous and carefully balanced progress in pursuit of economic, social and environmental objectives – not prioritising one of these issues at the expense of the others;*
- *considering the long term legacy of our actions – ensuring that young people and generations to come can enjoy a quality of life at least as good as that we enjoy in Saddleworth today, and that the biodiversity of the area is further enhanced;*
- *having a wide geographic perspective – recognising that our local actions can have much wider impacts. Climate change is just one example.*

We are very clear that Saddleworth must not become just a commuter area for Greater Manchester and the West Yorkshire conurbation.

Saddleworth must work together with Oldham for the benefit of both the Parish and the wider borough.

Saddleworth will benefit greatly from its vital economic, social and environmental links with the rest of the Greater Manchester area, and also its strong connections to West Yorkshire. These neighbouring areas will continue to provide great opportunities for our residents, for instance, for employment and entertainment.

Likewise, the particular qualities which make Saddleworth such an asset to the North of England must be conserved and enhanced. The contribution which it will continue to make to the Peak District National Park is particularly noteworthy. Saddleworth's natural landscapes, its attractive and diverse villages, and its outstanding opportunities for a wide range of outdoor recreation are great strengths. These make Saddleworth a great place to live and visit, but they will also help to underpin its economic contribution.

The tourism and leisure sector is an obvious example, but we envisage that other small and medium sized enterprises will make Saddleworth their base because of its excellent environment and its vibrant communities, and because highly skilled people will choose to live here.

The Parish should be an area with a flourishing natural environment that is resilient, sustainable and well connected and that enables the free movement of wildlife through and across the Parish."

The vision of the Saddleworth Neighbourhood Plan is expected to have a positive impact on all sectors of the community. The focus on the environment and biodiversity, has particular benefit for younger people and future generations. Meanwhile, the call for appproprite infrastrucuture – in particular education and healthcare – will particularly benefit people at either end of the age spectrum.

OBJECTIVE 1: To ensure that development maintains green belt purposes and protects and enhances green spaces. To ensure that development delivers a high quality, well-integrated natural environment, and protects and enhances the existing natural environment, particularly recreation and nature conservation corridors, local green spaces and green belt.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on people with protected characteristics.
OBJECTIVE 2: To promote and encourage the stewardship and conservation of a beautiful and locally distinctive rural landscape in a period of changing climatic and economic conditions.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on prople with protected characteristics.
OBJECTIVE 3: To protect and enhance the environment, and ensure that development adequately addresses flood risk, and promotes sustainability. To have clear information about watercourses for the purposes of risk assessment and response.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on people with protected characteristics.
OBJECTIVE 4: To ensure the sustainable design and construction of all new development. To support opportunities for energy generation and the minimisation of energy use.	Positive	This objective delivers on the vision of ensuring environmental improvements benefiting all residents, and by meeting energy efficiency standards are more able to keep a well-regulated temperature (minimising heat stress in high temperatures, and maintaing a steady temperature in cold temperatures), which will particularly benefit older people or those with health conditions.
OBJECTIVE 5: To conserve and enhance historic assets, and ensure that where possible, traditional, unused heritage assets are brought back into new use. Development must maintain or improve the unique local vernacular, with particular respect paid to historical design and methods of construction. To ensure that new developments are, wherever possible, of a high enough standard to create new heritage assets for the Parish in the future.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on people with protected characteristics.

OBJECTIVE 6: To ensure developments, including public realm are designed to promote physical and mental health and wellbeing. To design with public safety in mind, ensuring that the public realm has considered design which minimises risk from, and reduces the likelihood of, antisocial behaviour.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. Members of groups with protected characteristics are statistically more likely to be victims of antisocial behaviour and crime, so measures to reduce this are likely to deliver particular benefits for those groups.
OBJECTIVE 7: Ensure that key infrastructure needs are supported by any development, in particular ensuring that there is sufficient capacity at schools and health centres.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. In particular, it should deliver measurable benefits for people with specific health needs, and those with mobility issues, either due to health/disability or age.
OBJECTIVE 8: To address under-provided housing needs, in particular, suitably affordable (including social) housing stock for first time entrants in to the market looking to stay in the area, or for pensioners to move into appropriate and easily maintained homes. In particular, this would include 1- and 2-bedroom homes, as indicated by the current housing needs analysis and surveys carried out for this Neighbourhood Plan. To ensure that development prioritises the use of sustainable sites, and makes effective and efficient use of brownfield land.	Positive	This objective should provide measurable benefits for more elderly members of the community.
OBJECTIVE 9: To help facilitate appropriate housing in Saddleworth, and encourage a range of approaches to providing it (which could include such options as a community land trust with Parish Council involvement, or Parish Council supported development). To facilitate low-cost alternative provision of appropriate housing for local residents for whom the market is not providing a means to remain in the area.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on people with protected characteristics.

OBJECTIVE 10: Retain employment sites to support existing traditional industries, take advantage of the highly-qualified workforce, and to develop opportunities in emerging and future technologies and business. To ensure that there is adequate infrastructure and support both for people who access Manchester, West Yorkshire and Oldham for work, and those who work within Saddleworth. Ensure the provision of sporting, leisure and recreational facilities and spaces for the population.	Neutral	This objective is expected to provide positive outcomes for working conditions across the area, but is deemed to have a neutral impact on residents with protected characteristics.
OBJECTIVE 11: To ensure sufficient infrastructure, including communications, to allow residents to work from home with a view to encouraging entrepreneurial development, and to ensure that growing businesses can remain in the area.	Neutral	This objective is expected to provide positive outcomes for working conditions across the area, but is deemed to have a neutral impact on residents with protected characteristics.
OBJECTIVE 12: To support tourism with a view to strengthening the local economy, while minimising any negative impacts, in particular where tourist activity accentuates local pinchpoints for traffic and infrastructure.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on residents with protected characteristics.
OBJECTIVE 13: To recognise the importance of farming to the economy of Saddleworth, and to ensure that it continues to contribute to and improve the economy and the local environment.	Neutral	This objective protects the character and rural nature of the Parish, but is deemed to have a neutral impact on residents with protected characteristics.
OBJECTIVE 14: To ensure that each village retains or maximises a core set of services, such as banking, post offices, local shops and community facilities.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. In particular, it should deliver measurable benefits for young people without access to private transport, and those with mobility issues, either due to health/disability or age.
OBJECTIVE 15: To address the under-provision of parking across the area, and to ensure that on street parking is used appropriately, and make parking available for specific uses.	Neutral	This objective tackles a major issue across the area, which will benefit a wide range of people, but is deemed to have a neutral impact on residents with protected characteristics.

OBJECTIVE 16: Ensure safe and accessible cycling and pedestrian routes, and enhance the provision of Bee Network routes across the area. Reduce existing congestion on the local and key route networks running through Saddleworth by ensuring that new developments are located so that they contribute to a reduction in the need for private car journeys.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. In particular, it should deliver measurable benefits for young people without access to private transport, and those with mobility issues, either due to health/disability or age.
OBJECTIVE 17: To ensure quality public transport infrastructure, including connections between villages, as well as to the rest of the borough and beyond. Connections to healthcare provision and leisure facilities should be a particular priority, and transport for work as a priority for local and wider connections. To minimise the reliance on private transport across the district. To promote local representation on the development of local transport plans for Saddleworth. To maximise accessibility for those with mobility and health needs throughout the Parish, especially in rural areas.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. In particular, it should deliver measurable benefits for young people without access to private transport, and those with mobility issues, either due to health/disability or age.
OBJECTIVE 18: To improve air quality, particularly near vulnerable groups. This would include monitoring and improving air quality across the area, as well as other criteria such as sound and vibration. To reduce risks to buildings from additional heavy traffic.	Positive	This objective is expected to have a positive impact on all sectors of the community and especially on those with protected characteristics. In particular, it should deliver measurable benefits to people more at risk of respiratory disease, in particular, those at either end of the age range.

All of the Saddleworth Neighbourhood Plan objectives are considered to have a positive or neutral impact on those with protected characteristics especially the objective to improve the sense of community cohesion. There are no individual policies that are considered likely to have a negative impact. The objective and policy of providing new dwellings to meet the locally identified desire for small new homes is particularly positive for some groups with protected characteristics, as are the objective and policies that seek to retain and improve local businesses and services.

6. Conclusion

6.1 The Saddleworth Neighbourhood Plan provides a suite of objectives and policies to respond to the vision for the benefit of the local community as a whole including those with protected characteristics but perhaps most particularly the young, older people, families and people with a disability and/or limited mobility.

6.2.In preparing the Neighbourhood Plan, Saddleworth Parish Council and the Strategic Planning Committee have sought to engage widely with the all of the local community. They have gone beyond minimum consultation requirements to gather the views of the community.

6.3.In conclusion, the assessment finds the Saddleworth Neighbourhood Plan to be appropriate and that the duty of care prescribed by the Equalities Act 2010 is met.

Addendum Report to CABINET

Saddleworth Neighbourhood Plan: approval to publicise the plan and submit the plan to examination

Portfolio Holder: Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author: Peter Richards (Assistant Director for Planning, Transport & Housing Delivery)

15 December 2025

Reason for Decision

To seek approval to publicise Saddleworth Neighbourhood Plan and following this submit Saddleworth Neighbourhood Plan for examination in line with The Neighbourhood Planning Regulations (2012) as outlined in the amended timeline within this report.

Summary

Given the agreement of the Motion "Ensuring Statutory Scrutiny and Enforceability for Places for Everyone Masterplans" at the Council meeting on 10th December, there is a need to reconsider the recommendations made to Cabinet on the Saddleworth Neighbourhood Plan in the report on the agenda, and revised recommendations have been proposed below.

This is due to the capacity within the team responsible for preparing the Local Plan, the Article 4 Direction for HMOs, and now the Supplementary Planning Document required for the Beal Valley and Broadbent Moss Strategic Location. Therefore, the Saddleworth Neighbourhood Plan will take longer to progress in readiness for consultation and examination.

As such, the following timetable now replaces that within the previously published cabinet report:

Stage	Amended Dates
Consultation on the Neighbourhood Plan (Regulation 16) for six weeks	15 May – 28 June 2026
Submission of the Plan to Examiner	August 2026
Examination / Receipt of Inspectors Report*	November 2026
Oldham Council and PDNPA must decide what actions to take within 5 weeks of receiving Inspectors Report Oldham Council and PDNPA must publish the examiner's report and plan proposal and the decision statement as soon as possible after the decision.	December 2026
Referendum (poll day must be within 56 days from when the above decision is made)	January / February 2027
Making (adopting) the Plan – Full Council (must be within 8 weeks of the day following the last applicable referendum)	March 2027 or special date to be arranged.

* The council is not in control of when it will receive the Examiner's report. If the report is delayed, all subsequent dates could also be delayed.

Revised Recommendations

Given the above, Cabinet members are recommended to:

1) Note the amended timetable provided in this addendum report;

2) Publicise Saddleworth Neighbourhood Plan in line with Regulation 16 of The Neighbourhood Planning Regulations (at the appropriate time); and following this,

3) Submit Saddleworth Neighbourhood Plan for examination in line with Regulation 17 of The Neighbourhood Planning Regulations;

4) Grant delegated authority to the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods, to consider the recommendations made in the Inspectors Report following independent examination of the Saddleworth Neighbourhood Plan and, in liaison with the Peak District National Park Authority, approve what action to take in response to each recommendation in said report in line with Regulation 17A (4) of the Neighbourhood Planning Regulations, and approve publication of the examiner's report, plan proposal and decision statement as soon as possible after the decision; and

5) Note that the report will be considered by the Place, Economic Growth and Environment Scrutiny Board at the appropriate time in the new year, and should therefore be exempt from call-in, under Rule 14 of the Overview and Scrutiny

Procedure Rules in the Constitution, and the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods be given delegated authority to respond to any feedback from scrutiny as part of their consideration of the Inspectors Report referred to in 3 above.

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Report to CABINET

Saddleworth Neighbourhood Plan: approval to publicise the plan and submit the plan to examination

Portfolio Holder:
Cllr Elaine Taylor, Deputy Leader and Cabinet Member for Neighbourhoods

Officer Contact: Emma Barton, Deputy Chief Executive (Place)

Report Author: Georgina Brownridge, Senior Planning Officer
Ext. 1670

15 December 2025

Reason for Decision

To seek approval to publicise Saddleworth Neighbourhood Plan and following this submit Saddleworth Neighbourhood Plan for examination in line with The Neighbourhood Planning Regulations (2012).

Executive Summary N/A

Recommendations

To give approval to:

1. Publicise Saddleworth Neighbourhood Plan in line with Regulation 16 of The Neighbourhood Planning Regulations; and following this,

2. Submit Saddleworth Neighbourhood Plan for examination in line with Regulation 17 of The Neighbourhood Planning Regulations

3. Grant delegated authority to the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods, to consider the

recommendations made in the Inspectors Report following independent examination of the Saddleworth Neighbourhood Plan and, in liaison with the Peak District National Park Authority, approve what action to take in response to each recommendation in said report in line with Regulation 17A (4) of the Neighbourhood Planning Regulations, and approve publication of the examiner's report, plan proposal and decision statement as soon as possible after the decision.

4. Note that the report will be considered by the Place, Economic Growth and Environment Scrutiny Board on 18 December 2025, and should therefore be exempt from call-in, under Rule 14 of the Overview and Scrutiny Procedure Rules in the Constitution, and the Executive Director Place (Deputy Chief Executive) in consultation with the Cabinet Member for Neighbourhoods be given delegated authority to respond to any feedback from scrutiny as part of their consideration of the Inspectors Report referred to in 3 above.

Saddleworth Neighbourhood Plan: approval to publicise the plan and submit the plan for examination

1 Background

1.1 Through the Localism Act 2011, Parish Councils or neighbourhood forums were given powers to develop a shared vision and planning policies through a Neighbourhood Plan. A Neighbourhood Plan is a plan prepared by a community guiding future development and growth. The plan may contain a vision, aims, planning policies, or allocation of key sites for specific kinds of development. Neighbourhood Plans should address the use and development of land and relate to social, economic and environmental issues with the aim of promoting sustainable development.

1.2 Once prepared, the Parish Council or Neighbourhood Forum must submit their Plan to the local planning authority who will consult on, arrange for it to be examined and hold a referendum on the examined Plan before "making" (i.e. adopting) the Plan. Once "made", the Neighbourhood Plan becomes part of the Development Plan for the local planning authority, applying just to the neighbourhood area designated for the Plan to cover.

1.3 The National Planning Practice Guidance sets out the key stages of neighbourhood planning:

Step 1: Designate a neighbourhood area;
Step 2: Preparing a draft neighbourhood plan or order;
Step 3: Pre-submission publicity & consultation;
Step 4: Submission of a neighbourhood plan or order proposal to the local planning authority. At this point the proposals are published for 6 weeks and representations are invited;
Step 5: Independent Examination;
Step 6: Referendum; and
Step 7: Making the neighbourhood plan or order (bringing it into force).

1.4 Oldham Council has a statutory duty to give advice or assistance on neighbourhood planning. This is set out in more detail in our neighbourhood planning policy statement[1].

1.5 Currently there are two neighbourhood planning areas designated in Oldham borough – Saddleworth and Chadderton.

1.6 The application to designate the Saddleworth Parish Council boundary as a neighbourhood area was approved at Oldham Council Cabinet on Monday 21 November 2016. It was also approved at the Peak District National Park Authority (PDNPA) Planning Committee on Friday 11 November 2016.

1.7 Since then, Saddleworth Parish Council has been working on Step 2 – preparing a draft neighbourhood plan.

1.8 As part of developing the neighbourhood plan Saddleworth Parish Council has carried out consultation, this has included:

- A public launch event – February 2017;
- Community group meetings – 2017 and 2018; and

[1] The Neighbourhood Planning Policy Statement can be found at https://www.oldham.gov.uk/downloads/file/4456/neighourhood_planning_policy_statement

- Public consultation – survey 2020.

1.9 The survey attracted 476 responses and, along with the meetings, has informed the issues and topics to be covered by the neighbourhood plan.

1.10 Between 2 April and 10 June 2024, the Parish Council undertook a formal consultation stage as part of Step 3 (Regulation 14 of The Neighbourhood Planning Regulations). Responses were received from the public on the survey, which summarised policies, as well as more formal responses to the full documents from statutory consultees.

1.11 Oldham Council formally responded to this consultation. The response is available here. Officers from strategic planning have also up to this point provided informal feedback on the neighbourhood plan as it has progressed through the various stages. This has included liaising with internal officers.

1.12 Oldham Council has also provided comment on the Habitats Regulations Assessment (HRA) that Greater Manchester Ecology Unit (GMEU) have prepared and have screened the neighbourhood plan against the Strategic Environmental Assessment (SEA) regulations and published a Determination Statement[2].

1.13 There are no sites being allocated for development within the neighbourhood plan. There are four proposed Local Green Spaces at Diggle Fields, Dawson's Field (Scouthead), Playing Fields at Ashfield, Springhead and Church Fields, Dobcross. These include land within Oldham Council's ownership and estates have been consulted.

1.14 This report links to The Corporate Plan through demonstrating our values to work together (with Saddleworth Parish Council) on the Saddleworth Neighbourhood Plan which seeks to achieve sustainable development and therefore will help deliver our missions for healthier happier lives; a great place to live and green and growing.

1.15 In terms of the purpose of the report there are limited implications for:

1.16 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998. N/A

1.17 Risk Assessments – there is a risk that the examination may find the plan unsound but officers have been working with Saddleworth Parish Council to reduce the chances of this.

1.18 If relevant, Co-operative Implications, Human Resource Implications, IT implications, Property Implications, Procurement Implications and Environment and Health and Safety Implications – Publicising the Saddleworth Neighbourhood Plan will involve updating our website to make the documents available. Council assets do fall within the Saddleworth Neighbourhood Plan however planning policies are considered to be consistent with national and local plan policies. No sites are being allocated for development.

2 Current Position

2.1 Saddleworth Parish Council have now formally submitted Saddleworth Neighbourhood Plan and the supporting documents (including a Basic Conditions Statement and Consultation Statement) to Oldham Council and the PDNPA. This is considered to meet the requirements of Regulation 15 of The Neighbourhood Planning Regulations.

2.2 Approval is sought to obtain approval to consult on the Saddleworth Neighbourhood Plan (Regulation 16), along with its supporting documents, in line with the regulations. The

[2] The Determination Statement can be found at https://committees.oldham.gov.uk/ieDecisionDetails.aspx?Id=5149

consultation will be held for a period of at least six weeks. In addition, we are also seeking approval at the same time to submit the plan proposal for examination (Regulation 17) following the consultation. The PDNPA will also be seeking approval to carry out these stages given that the designated neighbourhood plan area includes the Peak District National Park.

2.3 Oldham Council is the lead authority and will organise the consultation, although the PDNPA will have consultation tasks to undertake too to ensure that appropriate consultation is carried out within the relevant areas of the Peak District. Representations on the submitted Neighbourhood Plan will be invited to Oldham Council. Responses received will be sent to the examiner with the Plan and it is not the Local Planning Authority's (LPA's) responsibility or the Parish Council's responsibility at this point to make further changes to the Plan.

2.4 Oldham Council, in liaison with the PDNPA and Saddleworth Parish Council, will appoint the examiner and will be responsible for paying for the examination (approx. £5,000-10,000). The examination will look at whether the plan meets the basic conditions and other legal requirements set out in the legislation.

2.5 After examination, the examiner will issue a report to Oldham Council (and PDNPA) and Saddleworth Parish Council. If the plan meets the basic conditions, the examiner will recommend that the plan proceed to the referendum stage. However, they may and usually do, recommend modifications that need to be made to the plan in order to meet the basic conditions, before it can proceed to the referendum.

2.6 The examiner may conclude that the plan does not meet the basic conditions and that modification to make it meet the basic conditions is not possible. In that situation, the examiner would recommend that the plan does not proceed to referendum.

2.7 If the plan can proceed to referendum (with or without modifications), the examiner will be required to advise the local authority on the referendum voting area. This may include people beyond the boundary of the neighbourhood plan area. If more than 50% of those voting in the referendum vote 'yes', then the neighbourhood plan must proceed to become part of the statutory development plan for the area. This would be ratified by a subsequent decision of both Oldham Council (Council) and PDNPA to "make" (adopt) the Neighbourhood Plan, at which point the Plan must then be used in the decision-making process for planning applications within the designated neighbourhood area (Saddleworth Parish boundary).

2.8 Oldham Council would cover the costs of the referendum for land within Oldham Council. Once a decision statement has been issued outlining the intention to send the plan to referendum, Oldham Council can (currently) claim £20,000 to help recover costs incurred in consulting on and examining the Plan, and on the referendum, although the £20,000 will not cover all the costs.

2.9 Below is an indicative timetable of the next steps, for information, based on officers' projections and which is subject to change.

Stage	**Indicative Date**
Consultation on the Neighbourhood Plan (Regulation 16) for six weeks	12 January 2026 – 5pm 23 February 2026
Submission of the Plan to Examiner	March 2026
Examination / Receipt of Inspectors Report	May 2026

Oldham Council (Cabinet) and PDNPA decide what actions to take within 5 weeks of receiving Inspectors Report [3] Oldham Council and PDNPA publish the examiner's report and plan proposal and the decision statement as soon as possible after the decision.	June / July 2026
Referendum (poll day must be within 56 days from when a decision is made)	August / September 2026
Making (adopting) the Plan – Full Council (must be within 8 weeks of the day following the last applicable referendum)	12 November 2026

3 Options/Alternatives

3.1 **Option 1:** To give approval to:

1. Publicise Saddleworth Neighbourhood Plan in line with Regulation 16 of The Neighbourhood Planning Regulations; and following this
2. Submit Saddleworth Neighbourhood Plan for examination in line with Regulation 17 of The Neighbourhood Planning Regulations.

This option will mean that Oldham Council are fulfilling its statutory duties to advise and assist through helping take the Neighbourhood Plan through the statutory stages of The Neighbourhood Planning Regulations. There are no disadvantages to this option.

3.2 **Option 2:** To not give approval to:

1. Publicise Saddleworth Neighbourhood Plan in line with Regulation 16 of The Neighbourhood Planning Regulations; and following this
2. Submit Saddleworth Neighbourhood Plan for examination in line with Regulation 17 of The Neighbourhood Planning Regulations.

This option would mean that Oldham Council without lawful justification is not meeting Regulation 16 of The Neighbourhood Planning Regulations which requires LPAs to publicise the Neighbourhood Plan and supporting documents as soon as possible after the correct documents have been submitted. This would then mean that Regulation 17 cannot proceed at this point either (submitting the plan to examination). There are no advantages to this option.

4 Preferred Option

4.1 **Option 1:** To give approval to:

1. Publicise Saddleworth Neighbourhood Plan in line with Regulation 16 of The Neighbourhood Planning Regulations; and following this
2. Submit Saddleworth Neighbourhood Plan for examination in line with Regulation 17 of The Neighbourhood Planning Regulations.

[3] If the LPA makes a decision that differs from the Inspectors recommendations they must invite representations on the plan again

This option will mean that Oldham Council are fulfilling its statutory duties to advise and assist through helping take the Neighbourhood Plan through the statutory stages of The Neighbourhood Planning Regulations. There are no disadvantages to this option.

5 Consultation

5.1 Saddleworth Parish Council have carried out public consultation as outlined above. This report seeks to obtain approval to carry out public consultation as part of Regulation 16 of The Neighbourhood Planning Regulations.

6 Financial Implications

6.1 The examination costs are estimated to be £5k-£10k. It is assumed that these costs will be incurred in this financial year and funded from the existing 25/26 revenue budget. The current forecast position as at M7 for Development Control is an underspend of £107k.

6.2 The referendum costs are expected to be incurred in 26/27 and are estimated to be around £65,000. It is anticipated that these costs will need to be funded from existing 26/27 revenue budget within Development Control.

6.3 There is potentially a £20,000 grant available that will help contribute towards these costs, however, there is a risk that the grant may not be received if the plan does not progress. This financial risk will need to be held by the Development Control budget.

6.4 Current estimates are that the worst-case scenario, costs will be a maximum of £75k with a minimum anticipated net spend of £50k.

(John Hoskins)

7 Legal Implications

7.1 The Council is required to publicise the proposed neighbourhood plan and submit it for examination in accordance with the Neighbourhood Planning Regulations. The Local Planning Scheme of Delegation currently provides for the Portfolio Member in consultation with the Executive Director to decide what actions to take in respect of a neighbourhood plan within 5 weeks of receiving the inspectors Report. However the Constitution no longer allows individual Cabinet Members to take key decisions, so that decision will have to be taken by the Cabinet.

(A Evans)

8 Procurement Implications

8.1 There is requirement for the appoint of an independent Planning Inspector to carry out the examination of the Plan. The envisages spend is between £5,000 to £10,000. The CPR rule 4.3 dictates that as long as the spend is below £10,000 incl. VAT or £8,334 (exc. VAT) business can award the contract to a suitable contractor by seeking and obtaining one written quotation. Procurement will not be involved in the awarding of this contract for this level of spend.

SKapoor (Commercial Procurement Unit)

9 Equality Impact, including implications for Children and Young People

9.1 Yes, See attached.

Oct 25 Impact Assessment for Sadc

10 Key Decision

10.1 Yes

11 Key Decision Reference

11.1 RBO-04-25

12 Background Papers

12.1 N/A

13 Appendices

13.1 Appendix 1 Saddleworth Neighbourhood Plan

Appendix 2 Map of Saddleworth Neighbourhood Plan area

Appendix 3 Consultation Statement

Appendix 4 Basic Conditions Statement

Appendix 5 Local Green Space Assessment

Appendix 6 Strategic Environmental Assessment Determination Statement

Appendix 7 Habitats Regulation Assessment

Appendix 8 Equalities Impact Assessment