

PLANNING COMMITTEE Regulatory Committee Agenda

Date Wednesday 19 August 2026

Time 6.00 pm

Venue JR Clynes Building, Cultural Quarter, Greaves 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 Constitutional Services at least 24 hours in advance of the meeting.
 2. Contact officer for this agenda is Constitutional Services email constitutional.services@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 the contact officer by 12 noon on Friday, 14 August 2026.
 4. Filming - This meeting will be recorded for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be recorded, except where there are confidential or exempt items and the footage will be on our website. This activity promotes democratic engagement in accordance with section 100A(9) of the Local Government Act 1972. The cameras will focus on the proceedings of the meeting. As far as possible, this will avoid areas specifically designated for members of the public who prefer not to be filmed.

Disruptive and anti social behaviour will always be filmed. Any member of the public who attends a meeting and objects to being filmed for the Council's broadcast should advise the Constitutional Services Officer who will instruct that they are not included in the filming. Members of the public and the press may also record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded.

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. Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

Please also note the Public attendance Protocol on the Council's Website https://www.oldham.gov.uk/homepage/1449/attending_council_meetings

Membership of the PLANNING COMMITTEE

Councillors Akhtar, Z Ali, Brooks, Charters, Harkness, Hurley, Iqbal,
Jackson, Nasheen, Tarbuck and Woodvine

Item No

- 1 Election of Chair

The Panel is asked to elect a Chair for the duration of the meeting.
- 2 Apologies For Absence
- 3 Urgent Business

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

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

To receive Questions from the Public, in accordance with the Council's Constitution.
- 6 Minutes of Previous Meeting (Pages 5 - 10)

The Minutes of the meeting of the Planning Committee held on 8th July 2026 are attached for Members' approval.
- 7 FUL/355703/26 - 45 - 49 Ripponden Road, Oldham, OL1 4EW (Pages 11 - 22)

1) Conversion of lower ground (storage) and ground floors into Class E (office).
2) Alterations to existing store frontages. 3) Conversion of first floor (residential) into a 5 bed house in multiple occupation. 4) New rear access staircase.
- 8 FUL/355368/25 - 74 Haigh Lane, Chadderton, Oldham, OL1 2TL (Pages 23 - 34)

Change of use from Residential (C3) to a 5-bed House in Multiple Occupancy (C4)
- 9 FUL/354250/25 - Street Bridge Inn, 230 Roman Road, Oldham, OL8 3QH (Pages 35 - 50)

First and second floor extension to existing building and a three-storey side extension in addition to front canopy and alteration extension to existing car park to form motel addition to existing Public House.
- 10 FUL/355091/25 - Land Bounded by Oldham Road, Brookdale Street and Ridgefield Street, Failsworth, Oldham, M35 0BX (Pages 51 - 86)

Erection of 28 no dwellings with associated access, parking and landscaping works.

- 11 FUL/355970/26 - Land North of Ellen Street, Oldham, OL9 6QR (Pages 87 - 100)
Erection of a new household and business storage facility (Use Class B8) and associated access, parking, and landscaping
- 12 Appeals Update Report (Pages 101 - 102)

PLANNING COMMITTEE
08/07/2026 at 6.00 pm



Present: Councillor Harkness (Chair)
Councillors Z Ali, Brooks, Charters, Iqbal, Jackson, Nasheen
and Tarbuck (Substitute)

Also in Attendance:

Alan Evans	Group Solicitor
Stephen Gill	Senior Planning Officer
Sophie Leech	Senior Planning Officer
Martyn Leigh	Development Management Team Leader
Kaidy McCann	Constitutional Services
Wendy Moorhouse	Principal Transport Officer
Peter Richards	Assistant Director Planning & Development

1 ELECTION OF CHAIR

RESOLVED that Councillor Harkness be elected Chair for the duration of the meeting.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Akhtar, Hurley, Pinder and Woodvine.

3 URGENT BUSINESS

The Committee was informed of an item of urgent business.

Ward Councillor Planning Application Referrals.

The Constitution (para 1.6 of Part 8, Appendix 2) included a protocol for a referral procedure for planning applications by Ward Councillors. This involved Ward Members contacting the Assistant Director Planning & Development with valid planning reasons why an application that was delegated to Officers should instead be brought to Planning Committee for a decision. The Assistant Director Planning & Development would then have to consult with the Chair or Vice Chair of Planning Committee before arriving at their decision on whether to refer the application to Committee.

In light of the Council's current position without a permanent Chair or Vice Chair of Planning, the procedure cannot be undertaken. Two options were therefore proposed to the Committee for an interim basis until such time that a Chair and Vice Chair of Planning Committee are appointed by Council

Para 1.6 currently states:

1.6 The Assistant Director for Planning, Transport & Housing Delivery will, in consultation with the Chair or Vice Chair of the

Planning Committee confirm or reject the 'referral' based on the significance of the development and validity of the planning reasons.

Option A, changing the above to read:

1.6 The Assistant Director for Planning, Transport & Housing Delivery will, in consultation with the member elected by the Committee to be Chair at the most recent Planning Committee meeting, confirm or reject the 'referral' based on the significance of the development and validity of the planning reasons.

Option B, changing the above to read:

1.6 The Assistant Director for Planning, Transport & Housing Delivery will, in consultation with one nominated member of the Planning Committee from each political group represented on the committee, confirm or reject the 'referral' based on the significance of the development and validity of the planning reasons.

RESOLVED that Option B be approved and the following Members be nominated from each political group represented on the Committee: Councillors Z. Ali, Brooks, Charters, Harkness, Hurley and Woodvine.

4 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

5 **PUBLIC QUESTION TIME**

There were no public questions received.

6 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 15th April 2026 be approved as a correct record.

7 **FUL/349488/22 - ST PAULS CHURCH, ROCHDALE ROAD, SHAW**

APPLICATION NUMBER: FUL/349488/22

APPLICANT: Mr. Mohammed Hussain-Ahmed

PROPOSAL: Partial rebuild of the chapel walls, formation of salvaged stone storage enclosure within the footprint of the chapel. Restoring the existing graveyard to the front of the chapel and Refurbishment / Repair of 19th Century iron railings. Erection of New Permanent Gable wall to Sunday School/Chapel. Replacement to Entrance Door Sets to Sunday School and Internal works including repairing damaged timber floors, repairs to Escape Staircase

LOCATION: Saint Paul's Methodist Church, Rochdale Road, Shaw, OL2 8AD



It was MOVED by Councillor Iqbal and SECONDED by Councillor Nasheen that the application be APPROVED.

On being put to the vote 4 VOTES were cast IN FAVOUR OF APPROVAL and 3 VOTES were cast AGAINST with 1 ABSTENTIONS.

RESOLVED: That the application be GRANTED subject to the conditions outlined in the report..

NOTES:

1. That the Applicant (via written submission) and a Ward Member attended the meeting and addressed the Committee on this application.

2. In reaching its decision, the Committee took into consideration the information as set out in the Late List attached at Item 12.

8

LBC/349489/22 - ST PAULS CHURCH, ROCHDALE ROAD, SHAW

APPLICATION NUMBER: LBC/349489/22

APPLICANT: Mr. Mohammed Hussain-Ahmed

PROPOSAL: Partial rebuild of the chapel walls, formation of salvaged stone storage enclosure within the footprint of the chapel. Restoring the existing graveyard to the front of the chapel and Refurbishment/Repair of 19thC iron railings. Erection of New Permanent Gable wall to Sunday School/Chapel. Replacement to Entrance Door Sets to Sunday School and Internal works including repairing damaged timber floors, repairs to Escape Staircase

LOCATION: Saint Paul's Methodist Church, Rochdale Road, Shaw, OL2 8AD

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

On being put to the vote 4 VOTES were cast IN FAVOUR OF APPROVAL and 4 VOTES were cast AGAINST with 0 ABSTENTIONS.

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

On being put to the vote 4 VOTES were cast IN FAVOUR OF REFUSAL and 4 VOTES were cast AGAINST with 0 ABSTENTIONS.



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Council

The Chair used their casting vote IN FAVOUR OF REFUSAL.

RESOLVED: That the application be REFUSED for the following reason:

The proposed works would consolidate and formalise the permanent loss of the former chapel, which historically formed the principal component of the Grade II Listed Building. By failing to provide for its reconstruction, the development would cause substantial harm to the significance of the designated heritage asset. The Local Planning Authority is not satisfied that the identified public benefits of the proposal outweigh the substantial harm, nor that the requirements of paragraph 214 of the National Planning Policy Framework have been met. The proposal is therefore contrary to Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy 24 of the Oldham Local Plan 2011, Policy JP-P2 of Places for Everyone 2024, and Chapter 16 of the National Planning Policy Framework 2024

NOTES:

1. That an Objector (via written submission) and a Ward Member attended the meeting and addressed the Committee on this application.

9

FUL/354901/25 – HILL TOP FARM, HEALDS GREEN, CHADDERTON

APPLICATION NUMBER: FUL/354901/25

APPLICANT: Mrs Hayley Rennie

PROPOSAL: Hill Top Farm, Healds Green, Chadderton, OL1 2SB

LOCATION: Change of use of existing building from part agricultural, part B8 industrial, to use class E (children's day nursery) with new car parking.

It was MOVED by Councillor Harkness and SECONDED by Councillor Iqbal that the application be APPROVED.

On being put to the vote 4 VOTES were cast IN FAVOUR OF APPROVAL and 3 VOTES were cast AGAINST with 1 ABSTENTIONS.

RESOLVED: That the application be GRANTED subject to the conditions as outlined in the report.

NOTES:

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

2. In reaching its decision, the Committee took into consideration the information as set out in the Late List attached at Item 12.

10

FUL/355703/26 – 45 TO 49 RIPPONDEN ROAD, OLDHAM

APPLICATION NUMBER: FUL/355703/26

APPLICANT: Mrs Faiza Mushtaq

PROPOSAL: 1) Conversion of lower ground (storage) and ground floors into Class E (office). 2) Alterations to existing store frontages. 3) Conversion of first floor (residential) into a 5 bed house in multiple occupation. 4) New rear access staircase.

LOCATION: 45 - 49 Ripponden Road, Oldham, OL1 4EW

It was MOVED by Councillor Z. Ali and SECONDED by Councillor Harkness that the application be APPROVED

On being put to the vote 3 VOTES were cast IN FAVOUR OF APPROVAL and 5 VOTES were cast AGAINST with 0 ABSTENTIONS.

It was MOVED by Councillor Charters and SECONDED by Councillor Tarbuck that the application be DEFERRED.

On being put to the vote 6 VOTES were cast IN FAVOUR OF DEFERRAL and 2 VOTES were cast AGAINST with 0 ABSTENTIONS.

RESOLVED: That the application be DEFERRED.

11

APPEALS UPDATE REPORT

RESOLVED that the Appeals Update Report be noted.

12

LATE LIST

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

The meeting started at 6.00 pm and ended at 8.48 pm

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APPLICATION REPORT – FUL/355703/26 Planning Committee – 19th August 2026

Registration Date: 12th February 2026
Ward: St James

Application Reference: FUL/355703/26
Type of Application: Full

Proposal: 1) Conversion of lower ground (storage) and ground floors into Class E (office). 2) Alterations to existing store frontages. 3) Conversion of first floor (residential) into a 5 bed house in multiple occupation. 4) New rear access staircase.

Location: 45 - 49 Ripponden Road, Oldham, OL1 4EW

Case Officer: Sophie Leech
Applicant: Mrs Faiza Mushtaq
Agent: Gamble King and Noone Limited

1. INTRODUCTION

- 1.1 The application has been referred to Planning Committee for determination in accordance with the Council's Constitution and Scheme of Delegation because the Applicant has declared they are a relative of Councillor Kamran Ghafoor.
- 1.2 Members will recall that this application was deferred at the previous committee meeting that took place on 8 July 2026. This was because members asked for additional information and clarity to be provided in respect of other known HMOs in the vicinity of the application site to better inform the consideration of the application. This information is now set out in Section 10 of the report.

2. RECOMMENDATION

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

3. SITE DESCRIPTION

- 3.1 The site relates to 3no commercial units located at 45-49 Ripponden Road, Oldham. The site is located within a predominant mixed-use commercial/industrial area and is not within but sited directly adjacent to Business Employment Area 10 (Greenacres). In addition, there are also some residential properties nearby at Ripponden Road, Shrewsbury Street and Vulcan Street. Opposite the site also lies Littlemoor House residential tower block.
- 3.2 The site is unallocated by the Local Plan Proposals Map.

4. THE PROPOSAL

- 4.1 The application seeks planning permission for the conversion of the lower ground (storage) and ground floors into Class E (office), alterations to existing store frontages, conversion of the first floor (residential) into a 5-bed House in Multiple Occupation (HMO), and a new rear access staircase.
- 4.2 The schedule of HMO accommodation is as follows:
- Bedroom 1: 11.99m² (single room)
Bedroom 2: 14.21m² (single room)
Bedroom 3: 11.27m² (single room)
Bedroom 4: 12.50m² (single room)
Bedroom 5: 13.49m² (single room)
- 4.3 The Class E (office use) is proposed at ground floor and basement level. This will provide 7 offices, along with a meeting room and kitchen and WC facilities. Units 45 and 47 benefit from existing front roller shutters which will be retained and unit 49 will benefit from new roller shutters.

5. PLANNING HISTORY

- 5.1 PA/055951/08 - Proposed alterations to shop and living accommodation – Approved 20.02.2009

6. RELEVANT PLANNING POLICIES

- 6.1 The adopted Development Plan is the Joint Development Plan Document (Local Plan) which forms part of the Local Development Framework for Oldham. In addition, the Places for Everyone (PfE) Joint Plan which was adopted in March 2024 forms a material consideration in the assessment of planning proposals.
- 6.2 The following policies are considered relevant to the determination of this application:
- Local Plan Policy 1 - Climate Change and Sustainable Development;
 - Local Plan Policy 3 – An Address of Choice;
 - Local Plan Policy 9 - Local Environment;
 - Local Plan Policy 11 – Housing;
 - Places for Everyone Policy JP-S2 - Carbon and Energy;
 - Places for Everyone Policy JP-P1 - Sustainable Places;
 - Places for Everyone Policy JP-G8 - A Net Gain to Biodiversity and Geodiversity;

7. CONSULTATIONS

CONSULTEE	FORMAL RESPONSE
Environmental Health	Formal response received. Raise no objection subject to conditions relating to soundproofing.
Highways	Formal response received. Raise no objection subject to cycle storage condition.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by neighbour notification letters.
- 8.2 In response, no comments have been received.

ASSESSMENT OF THE PROPOSAL

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The existing ground floor units have operated within Class E uses for over 10 years (including a bicycle shop and offices for a dog-grooming and care company). The continued Class E use at ground-floor level is therefore considered acceptable.
- 9.2 The introduction of a new Class E office use at basement level is also acceptable given the site's accessible location and the provision of pedestrian access to the rear. The existing plans show that the first floor has been used for residential purposes, possibly as a single flat, however there is no recorded planning history for this.
- 9.3 The site is sustainably located in close proximity to key services and public transport options and is considered to be acceptable in principle having regard to the requirements of Local Plan policies 3 and 5, and PfE Policy JP-P1.
- 9.4 Overall, the proposed development is considered acceptable in principle, subject to compliance with all relevant local and national planning policies which are addressed in the later sections of the report.

10. HOUSES IN MULTIPLE OCCUPATION ASSESSMENT

- 10.1 Policy 11 of the Oldham Local Plan (2011) states that Houses in Multiple Occupation (HMOs) will only be permitted where it can be demonstrated that the proposal would not have an adverse impact on:
- the character of the local area;
 - the residential amenity of existing and future occupants, or the amenity of nearby workplaces; and
 - traffic levels or highway safety.
- 10.2 The policy further requires all residential development to be appropriate to its surroundings, accessible to public transport and key services, and aligned with the Council's wider objectives for the area.
- 10.3 In assessing whether the introduction of an additional HMO would harm the character of the area, it is useful to utilise the policy tool proposed within the draft policy within the Publication version of the council's new Oldham Local Plan (approved by the council for submission for examination in March 2026). The draft policy supports HMOs where they do not result in an undue concentration of such uses and advises that planning permission may be resisted where HMOs would account for 10% or more of properties within a 50m radius of the application site, measured from its centre point. Whilst no material weight can currently be attributed to the emerging policy (as it has

not yet been subject to examination) the 50m radius assessment is a useful indicator when considering whether the proposal would contribute to an unacceptable concentration of HMOs in the immediate locality under the current adopted policy.

- 10.4 Council monitoring data (baseline May 2025) identifies one existing HMO within the 50m radius of the application site. Therefore, based on the nine properties captured within this radius, HMOs currently represent approximately 11% of the housing stock. However, this figure should be treated with caution given the small sample size. Furthermore, the nearby residential tower block at Littlemoor, located on the opposite side of Ripponden Road, falls only partially within the radius, with the vast majority of the building outside the radius, including the entrances to the building. It therefore has not been included as within the radius.
- 10.5 Expanding the assessment area to a 75m radius provides a more representative picture, including capturing Littlemoor tower block. Within this wider area there are 83 properties, including the application site, with the existing HMO stock in that radius accounting for only 1% of properties.
- 10.6 Having regard to the above, the proposed HMO would not materially alter the character of the surrounding area, which is on a main road frontage with many different types of residential and commercial accommodation nearby. The development would therefore not result in an over-concentration of HMOs, with the proposal representing only the second such use within a 50m radius of the site.
- 10.7 The proposed layout and accommodation would provide an acceptable standard of living for future residents. There is no substantive evidence to suggest that the use would give rise to unacceptable levels of noise, disturbance, traffic generation, or other impacts detrimental to the character and appearance of the area. The proposal would also make effective use of the existing building stock and contribute towards meeting local housing needs through the provision of flexible and affordable accommodation.
- 10.8 Consideration of residential amenity and highway safety is set out further below.

11. DESIGN AND APPEARANCE

- 11.1 Policy JP-P1 Sustainable Places of the Places for Everyone Plan (2024) states that all development, wherever appropriate, should conserve and enhance the natural environment, landscape features, historic environment and local history and culture; enable a clear understanding of how the place has developed; and respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used.
- 11.2 The proposed alterations to the shop frontages will enhance the appearance of the site, as the existing frontages do not positively contribute to the street scene. The three units will be provided with matching glazed shopfront designs, creating a more visually consistent frontage. No roller shutters are proposed, which further supports an active and attractive street presence.
- 11.3 Minor alterations are proposed to the windows and doors at the rear of the building. The existing basement openings, which currently contain roller shutters will be removed. These changes are minimal in nature and are considered acceptable.
- 11.4 Two of the units currently benefit from existing roller shutters on the front elevation facing Ripponden Road. It is proposed to replace these shutters and install new

shutters to the third unit. However, no details have been provided regarding the design or siting of the shutters, and therefore the imposition of a condition requiring this information to be submitted and approved prior to installation is considered appropriate.

- 11.5 A new external metal staircase will be installed to provide access to the HMO. This will be positioned toward the rear of the building and will not be readily visible from public viewpoints. Its simple metal design ensures that it will not significantly detract from the character of this mixed-use area. Overall, the proposed development is considered acceptable and complies with Policy JP-P1.

12. RESIDENTIAL AMENITY

- 12.1 Policy 9 of the DPD sets out that the Council will protect and improve local environmental quality and amenity by: ensuring development does not cause significant harm to the amenity of the occupants and future occupants; by ensuring there is no significant harm on neighbouring privacy and outlook, and lastly by ensuring there is no significant loss of light.
- 12.2 Policy 11 of the Oldham Local Plan (2011) states that houses in multiple occupancy shall not be permitted unless it can be demonstrated that the proposal does not adversely affect the local character of the area, the level of residential and workplace amenity of future and neighbouring occupants, and traffic levels and the safety of road users.

HMO Standards

- 12.3 The submitted plans indicate that five bedrooms are proposed at first-floor level. The layout has been assessed against the Council's *HMO Standards for Houses in Multiple Occupation* (October 2010). The proposed arrangement demonstrates that all bedrooms meet the relevant minimum space standards.
- 12.4 Matters relating to kitchen and cooking facilities fall under the requirements of the HMO licensing process administered by the Council's Licensing Team. Notwithstanding this, the proposed kitchen/dining area shown on the plans complies with the relevant standards.

Amenity of Occupiers of the Development

- 12.5 The site includes a narrow strip of land adjacent to the gable end, which will be paved to provide adequate pedestrian access to the rear of the property and the HMO entrance. This arrangement is considered acceptable, as the principal access route will run from the main road to the rear of the site. The width of the access path is sufficient to ensure it does not feel enclosed or constrained.
- 12.6 During the site visit, it appeared that this route is already used informally for pedestrian access to the rear of the buildings, likely serving existing residential uses. The ground-floor Class E use is located directly beneath the proposed HMO bedrooms.
- 12.7 Environmental Health have recommended a soundproofing condition to safeguard the amenity of future occupiers of the residential floor. However, the lawful use of the ground floor is already an unrestricted Class E use so any activities falling within this use class could operate without further planning control. As such, imposing a soundproofing condition is not considered to be justifiable in this context.

- 12.8 The basement storage area forms a new Class E use, but it is separated from the residential accommodation by one floor. Any future change of use within Class E such as to a shop or salon would therefore be unlikely to result in significant noise or disturbance to HMO residents. On this basis, the amenity of future occupiers in relation to noise and activity associated with Class E uses is considered acceptable.

Amenity of Future & Neighbouring Occupiers

- 12.9 Neighbouring uses are primarily located within the designated Business Employment Area, which is characterised by commercial and industrial activities. The existing terrace also accommodates a mix of uses. The introduction of residential accommodation in this location is considered acceptable, given the degree of separation from the wider business area and the fact that residential use already exists at first-floor level within the terrace. It is therefore considered that the proposals would not be detrimental to the character of the area.
- 12.10 There is no further reasonable mitigation that could be imposed to address potential industrial noise, as any such activity would already affect existing residential occupiers. Should any significant noise issues arise from nearby commercial or industrial premises, these would be addressed through separate regulatory channels, such as Environmental Health investigating noise complaints. Lastly, the existing commercial and industrial neighbours would not be significantly affected by the proposals, given the small-scale nature of the development and the limited level of activity associated with it.
- 12.11 The proposal includes the installation of external security lighting and CCTV to ensure that occupiers of the HMO have safe access to the rear of the site. Although the rear is already used by pedestrians accessing the back of the terraced row, the introduction of five residential bedrooms increases the intensity of use. As a result, it is considered necessary to provide appropriate safety measures to protect future occupiers.
- 12.12 A condition will therefore be imposed requiring all external lighting and CCTV to be fully installed and operational before any residents occupy the HMO bedrooms. The condition will also require that these safety measures are retained and maintained for the lifetime of the development
- 12.13 The proposed Class E use is not considered to give rise to any residential amenity issues for those occupying above bedrooms due to the existing relationship of Class E and residential use on site. The Class E uses themselves will also be adjacent to other Class E uses at ground floor which is considered acceptable.
- 12.14 Given the above assessment, the proposed development complies with Policy 9.

13. PARKING AND HIGHWAY SAFETY

- 13.1 The development site does not benefit from any off-road parking, however, is in a central location with frequent public transport links to Oldham and surrounding towns.
- 13.2 The Council's Highways Engineer has raised no objections to the scheme. A condition has been recommended for secure cycle storage to cover the proposed development, of which is accepted. The condition will apply to the commencement of the HMO as the Class E use is already lawful at ground floor. Accordingly, the proposed development is not considered to result in any severe impact on the highway network or be detrimental to highway safety, in accordance with Policy 9.

14. BIODIVERSITY NET GAIN

- 14.1 Paragraph 187 of the NPPF requires that planning policies and decisions should contribute to and enhance the natural and local environment by 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), amongst others.
- 14.2 In addition, the effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission is deemed to have been granted subject to the condition that development may not begin unless a Biodiversity Gain Plan has been submitted to the planning authority, and the planning authority has approved the plan. However, there are exemptions to the legislation which apply in some certain cases.
- 14.3 This development is exempt from the requirements of Biodiversity Net Gain as the proposed development consisting of the pedestrian access to the rear of the building is under 25sqm.
- 14.4 As such, it is considered that the proposal complies with Local Plan Policy 21 and PfE Policy JP-G8.

15. ENERGY AND SUSTAINABILITY

- 15.1 Policy JP-S2 (Carbon and Energy) requires new development to promote the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling. The policy states that development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy.
- 15.2 A condition will be included on the decision for this energy statement to be provided prior to occupation of the first apartment. This will ensure that the development has sought to maximise reductions in carbon emissions in line with relevant policy targets within the Greater Manchester Net Zero Guidance.

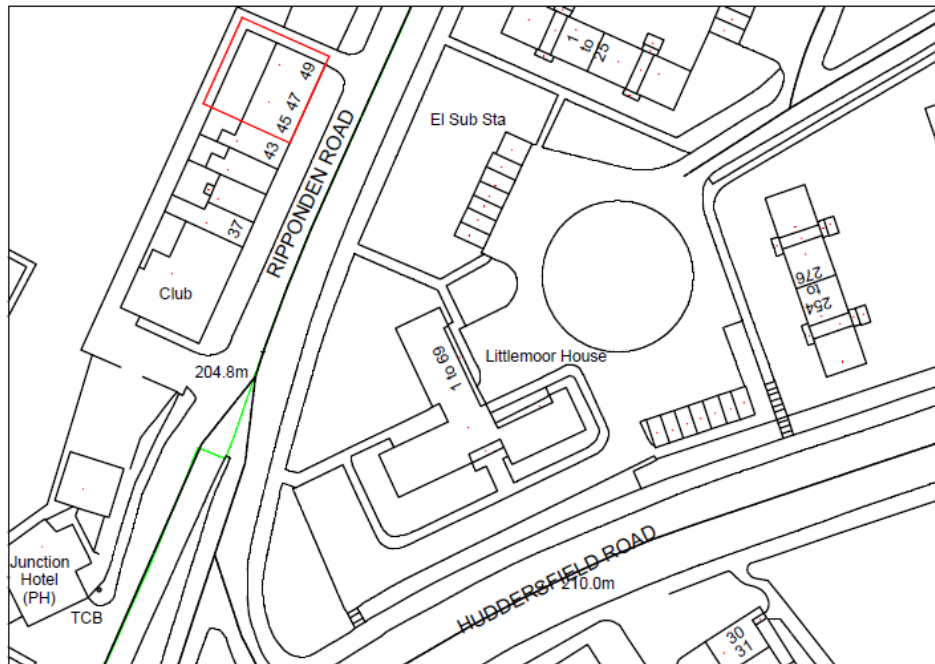
16. CONCLUSION

- 16.1 The proposed development is considered acceptable on the basis that it is in accordance with relevant policies contained within the Places for Everyone Plan (2024) and the Oldham Local Plan (2011) and meets the requirements of the National Planning Policy Framework.
- 16.2 Therefore, the application is recommended for approval, subject to the conditions listed below:

17. RECOMMENDED CONDITIONS

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.
3. No roller shutters shall be installed on any part of the building until full details of their design, materials, colour/finish, method of fixing, and siting have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with the approved details. REASON - To ensure a satisfactory appearance in the interests of visual amenity and the character of the area having regard to Policy 9 of the Oldham Local Plan.
4. No occupation of any of the HMO bedrooms shall take place until the scheme for external security lighting and CCTV covering the side and rear access and communal external areas, as shown on plan ref: P06 has been installed in full and made operational. The external lighting and CCTV shall thereafter be retained, maintained in good working order, and kept operational for the lifetime of the development. REASON - To ensure safe access for all occupiers and to protect residential amenity having regard to Policy 9 of the Oldham Local Plan.
5. Prior to occupation of the residential development hereby approved, an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Energy Statement. REASON: To ensure the development contributes to the reduction of carbon emissions and promotes sustainable development, in accordance with Policy JP-S2 (Carbon & Energy) of the Places for Everyone Plan (2024).
6. The use of the house in multiple occupation shall not commence until a scheme for the provision of secure cycle parking has been implemented in accordance with details which shall have previously been submitted to and approved in writing by the local planning authority. The approved facility shall remain available for users of the development thereafter. REASON - In order to promote sustainable means of travel having regard to Policies 5 and 9 of the Oldham Local Plan.
7. Prior to first operation of the new use, one bat or bird boxes shall be installed on each elevation of the building. REASON - To achieve a net gain to biodiversity having regard to Policy JP-G8 (A Net Gain to Biodiversity and Geodiversity) of the Places for Everyone Plan (2024).

SITE LOCATION PLAN (NOT TO SCALE):



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PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

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

THE BACKGROUND PAPERS

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

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

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

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0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

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

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APPLICATION REPORT – FUL/355368/25 Planning Committee – 19th August 2026

Registration Date: 25th November 2025
Ward: Chadderton North

Application Reference: FUL/355368/25
Type of Application: Full Application

Proposal: Change of use from Residential (C3) to a 5-bed House in Multiple Occupancy (C4)

Location: 74 Haigh Lane, Chadderton, Oldham, OL1 2TL

Case Officer: Matthew Taylor
Applicant: Footlong (Uk) Ltd
Agent: Miss Rachel Webber

1. INTRODUCTION

- 1.1 The application is referred to Planning Committee for determination because the company who has made the application (Footlong (UK) Ltd) is understood to be owned by a family member of an elected councillor (Councillor Abdul Jabbar).

2. RECOMMENDATION

It is recommended that the application be refused for reasons set out in the report and that the Assistant Director for Planning, Transport and Housing Delivery shall be authorised to issue the decision.

3. THE SITE

- 3.1 The application site is 74 Haigh Lane, Chadderton, Oldham. The property is a detached single-storey bungalow of traditional brick-and-tile construction, featuring a pitched roof with a central ridge and gable ends.
- 3.2 The property sits at a higher ground level than Haigh Lane and is positioned behind a brick retaining wall, with pedestrian access provided via a stepped pathway. The site benefits from both front and rear garden areas and has vehicular access and parking located to the rear. A detached double garage is also situated within the rear garden.

4. THE PROPOSAL

- 4.1 The application seeks permission to change the use of the property from a dwellinghouse (Use Class C3) to a 5-bed House in Multiple Occupation (HMO) which falls within Use Class C4. This application is necessary since the introduction of an Article 4 Direction on 1 January 2026 which has the effect of removing the permitted development right for this change of use to occur without planning permission.

- 4.2 Other works proposed include the creation of additional parking area to the rear of the property, a bin storage area, and a cycle store.

5. PLANNING HISTORY

- 5.1 PA/025372/90 – Kitchen Extension – Granted 28.02.1990.

6. RELEVANT PLANNING POLICIES

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

Joint Development Plan Document (Local Plan)

- Policy 9 - Local Environment; and,
- Policy 21 - Protecting Natural Environmental Assets.

Places for Everyone

- Policy JP-S1: Sustainable Development;
- Policy JP-H1: Scale, Distribution and Phasing of New Housing Development;
- Policy JP-H2 - Affordability of New Housing;
- Policy JP-H3 - Type, Size and Design of New Housing; and,
- Policy JP-C8 - Transport Requirements of New Development.

National Planning Policy Framework

- Chapter 5 – Delivering a Sufficient Supply of Homes; and,
- Chapter 12 – Achieving Well Designed Places

7. CONSULTATIONS

Highways Officer	No objection subject to a cycle storage condition.
Environmental Health	No objections subject to conditions.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by neighbour notification letters, display of a site notice, and publication of a press notice.

8.2 In response 121 representations have been received objecting to the development. The grounds of objection are summarised below:

8.3 *Impact on Character of the Area (see sections 10 and 11 of the report):*

- The area is a well-established, quiet, family-oriented neighbourhood.
- Existing homes are mainly owner-occupied family houses, not rental or multi-occupancy.
- An HMO would be out of keeping with the character of the surrounding streets.
- Risk of transient occupants, undermining community cohesion and stability.
- Concern that this could set a precedent for further HMOs, eroding the family character.
- Existing HMOs already within Chadderton, fear of overconcentration if more are approved. Some noted this could result in a loss of a balanced community structure.

8.4 *Safeguarding (see section 15 of the report):*

- Property lies close to three schools, a nursery, and Chadderton Park.
- High pedestrian footfall of children.
- Residents believe a 5-bed HMO increases safeguarding risks.
- Nearby residents have raised anxiety about unknown, frequently changing adult occupants. They fear for children walking to school or playing in the park nearby.

8.5 *Parking, Access and Highway Safety (see section 12 of the report):*

- Residents have noted that severe existing parking pressure on Haigh Lane and surrounding streets.
- The proposed rear access is a narrow, unadopted, unlit track, unsuitable for increased traffic. As a result doubts about feasibility of the proposed parking spaces.

8.6 *Noise, Disturbance and Residential Amenity (see section 11 of the report)*

- Concerns over increased noise, comings-and-goings, and disturbance. As residents have noted the activity at unsociable hours due to unrelated adults with differing routines could take place.
- Potential for anti-social behaviour was frequently raised in comments.
- Loss of privacy for neighbours, especially those directly adjacent.

8.7 *Waste, Refuse and Environmental Concerns (see section 11 of the report):*

- Concerns raised over the number of bins required for a 5-bed HMO.
- No clear refuse strategy within the application. It was raised that bins would obstruct the narrow pavement on Haigh Lane or the unadopted access track
- Fears were raised regarding vermin, overflow, clutter and visual harm.

8.8 *Loss of a Family Home / Housing Mix (see section 10 of the report):*

- Objectors raised there is a high demand for family homes in Chadderton and the proposal removes a well-maintained family dwelling.
- They note that the Article 4 Direction (effective Jan 2026) aims to protect family housing and prevent HMO concentration. Residents believe the application is timed to avoid Article 4 controls.

8.9 *Other matters (see section 15 of the report):*

- Fear that an HMO will devalue neighbouring homes and concerns about reduced desirability of the area.
- Inconsistencies in the planning documents (incorrect addresses, wrong property referenced). Discrepancies in company details (Footlong UK Ltd).
- Missing or inaccurate information regarding trees, access arrangements, and waste storage
- Residents raise concerns with the timing and amount of neighbour notification of the application.
- Concerns were raised that the house and surrounding properties were not designed for intensified occupancy. Additional bathrooms may stress existing drainage systems.
- Concern about construction access for works on the unadopted track.

ASSESSMENT OF THE PROPOSAL

9. PRINCIPLE OF DEVELOPMENT

- 9.1 Policy 1 seeks to ensure the effective and efficient use of land and buildings, meet Oldham's housing needs and demands in sustainable locations, and promote high-quality and sustainable design.
- 9.2 The site is located within an established residential area where residential uses form the predominant character of the surrounding locality. The proposal would continue a residential use of the property, contribute towards meeting identified housing needs, and make efficient use of an existing previously developed site and building. Furthermore, the site occupies a sustainable location with access to local services, facilities and public transport links.
- 9.3 The site is sustainably located in close proximity to key services and public transport options being within 400m of bus routes and a ten-minute walk to a train station. It is therefore considered comply with the requirements of Local Plan policies 3 and 5, and PfE Policy JP-P1.
- 9.4 Accordingly, having regard to the site's location, the nature of the proposed use, and its contribution towards the efficient use of land and buildings, the principle of the development is considered acceptable and consistent with the objectives of Policy 1 of the Oldham Local Plan, subject to compliance with all relevant local and national planning policies which are addressed in the later sections of the report.

10. HOUSES IN MULTIPLE OCCUPATION ASSESSMENT

- 10.1 Policy 11 of the Oldham Local Plan (2011) states that Houses in Multiple Occupation (HMOs) will only be permitted where it can be demonstrated that the proposal would not have an adverse impact on:
- the character of the local area;
 - the residential amenity of existing and future occupants, or the amenity of nearby workplaces; and,

- traffic levels or highway safety.
- 10.2 The policy further requires all residential development to be appropriate to its surroundings, accessible to public transport and key services, and aligned with the Council's wider objectives for the area.
- 10.3 In assessing whether the introduction of an additional HMO would harm the character of the area, it is useful to utilise the policy tool proposed within the draft policy within the Publication version of the council's new Oldham Local Plan (approved by the council for submission for examination in March 2026). The draft policy supports HMOs where they do not result in an undue concentration of such uses and advises that planning permission may be resisted where HMOs would account for 10% or more of properties within a 50m radius of the application site, measured from its centre point. Whilst no material weight can currently be attributed to the emerging policy (as it has not yet been subject to examination) the 50m radius assessment is a useful indicator when considering whether the proposal would contribute to an unacceptable concentration of HMOs in the immediate locality under the current adopted policy.
- 10.4 Based on Council monitoring data (baseline May 2025), there are no licensed HMOs within 50 metres of the site. The nearest HMO is located approximately 380 metres away on Middleton Road and therefore the proposed HMO would not materially alter the character of the surrounding area which is on a main road frontage with many different types of residential and commercial accommodation nearby. In conclusion on this point the proposal would not result in an over-concentration of HMOs in the area.
- 10.5 The proposed layout and accommodation would provide an acceptable standard of living for future residents. There is no substantive evidence to suggest that the use would give rise to unacceptable levels of noise, disturbance, traffic generation, or other impacts detrimental to the character and appearance of the area. The proposal would also make effective use of the existing building stock and contribute towards meeting local housing needs through the provision of flexible and affordable accommodation.
- 10.6 Consideration of residential amenity and highway safety is set out further below.

11. RESIDENTIAL AMENITY

- 11.1 Local Plan Policy 9 states that development should not cause significant harm to the amenity of existing or future occupants of the development, or to neighbouring occupants or users. This includes impacts relating to privacy, safety, security, noise, visual appearance, and access to daylight, among other considerations.
- 11.2 Policy JP-H3 of the PfE Joint DPD requires that all new dwellings must:
- a) Comply with the nationally described space standards; and
 - b) Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.
- 11.3 Paragraph 135 of the NPPF further requires that new development should secure a high standard of amenity for existing and future users.
- 11.4 Following the submission of amended plans reducing the number of bedrooms, Environmental Health officers have confirmed that the development now meets the requirements of the OMBC *Standards for Houses in Multiple Occupation* (Oldham Council, 2010). On this basis, it is concluded that the proposal would provide future

occupiers with a standards of living accommodation, including adequate floor space and internal amenities, in line with the requirements of Policy JP-H3.

- 11.5 With regard to the impact on neighbouring properties in terms of amenity the only external alterations relate to the cycle store and increased parking are proposed. As such, it is not considered that the proposal would lead to a level of light loss to neighbouring dwellings that would warrant refusal of planning permission.
- 11.6 With regard to waste and refuse provision, the submitted plans clearly indicate that an area to the rear of the property will be retained for bin storage to serve both the HMO and the existing commercial uses.

12. HIGHWAYS

- 12.1 NPPF paragraph 116 requires that, in considering planning applications, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* This therefore provides the key test for considering this (and other) proposal in relation to highway safety.
- 12.2 PfE Policy JP-C8 requires new development to be designed and located in a way that promotes walking, cycling, and public transport use, reducing reliance on private cars and supporting the creation of sustainable, accessible, and attractive communities. Developments must provide safe, direct, and inclusive access for all users, prioritising pedestrians, cyclists, and public transport in line with the user hierarchy. Proposals should also ensure strong connectivity to local facilities and transport links. Adequate and well-integrated parking should be provided, including for disabled users, alongside secure and convenient cycle parking.
- 12.3 Policy 5 of the Local Plan requires that developments do not compromise pedestrian or highway safety and Policy 9 of the Local Plan states that the development will be permitted where it minimises traffic levels and does not harm the safety of road users.
- 12.4 The plans show that there will be two car parking spaces in addition to the existing two spaces within the detached garage to the rear. This is acceptable in terms of highway safety given vehicular access at the rear of the property would remain as existing.
- 12.5 The proposed development is in a sustainable and established residential location with good links to public transport, opportunities for walking and cycling, and access to a wide range of amenities. There will be no significant additional traffic generation or demand for parking to the detriment of highway safety. The Highway Engineer has been consulted on the application and has raised no objections on highway grounds.
- 12.6 The proposed development is not considered to have any unacceptable impacts on the highway network or highway safety. Overall, the development is considered to comply with the requirements of Places for Everyone (PfE) Policy JP-C8 and Chapter 9 of the National Planning Policy Framework (NPPF).

13. ECOLOGY

- 13.1 Paragraph 187 of the NPPF requires that planning policies and decisions should contribute to and enhance the natural and local environment by 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), amongst others.

13.2 Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 establishes that planning permission granted for development in England is deemed to be subject to a biodiversity gain condition. This condition requires that development may not commence unless:

- a Biodiversity Gain Plan has been submitted to the Local Planning Authority; and
- the Local Planning Authority has approved that plan.

13.3 The applicant has stated that the development is exempt from the Biodiversity Net Gain (BNG) requirements on the basis that the proposal would constitute a *de minimis* impact. However, having reviewed the submitted plans, officers consider that the enlarged parking area and proposed cycle store would result in the loss of more than 25m² of existing grassed and vegetated habitat.

13.4 As the proposed development would result in the loss of more than 25m² of on-site habitat it falls within the scope of the statutory Biodiversity Net Gain (BNG) requirements. In such circumstances, sufficient information must be submitted to demonstrate how the development would achieve at least a 10% biodiversity net gain, including the relevant biodiversity metric calculations and supporting documentation.

13.5 Despite repeated requests from the case officer throughout the consideration of the application, no Biodiversity Net Gain information has been submitted. As a result, the local planning authority has been unable to assess the biodiversity impacts of the proposal or determine whether the development would achieve the mandatory biodiversity net gain required under Schedule 7A of the Town and Country Planning Act 1990 (as amended).

13.6 In the absence of the required BNG information, it has not been demonstrated that the proposal would conserve and enhance biodiversity or comply with the statutory Biodiversity Net Gain provisions and the relevant policies of the Development Plan. Accordingly, the proposal is considered unacceptable in ecological terms.

14. ENERGY AND SUSTAINABILITY

14.1 Policy JP-S2 (Carbon and Energy) requires new development to promote the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling. The policy states that development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy.

14.2 A condition could be included on any approval for this energy statement to be provided prior to occupation of the first apartment. This will ensure that the development has sought to maximise reductions in carbon emissions in line with relevant policy targets within the Greater Manchester Net Zero Guidance.

15. OTHER CONSIDERATIONS

15.1 Representations made to the application on the basis that the HMO would devalue other properties in the area and make them less desirable are unfounded and are not material planning considerations that can be afforded any weight in the decision-

making process. Likewise, there is no evidence to suggest that the proposals would impact upon water supplies or drainage systems and therefore these concerns cannot be considered.

16. CONCLUSION

- 16.1 The principle of the proposed development is acceptable in this location given it would not represent an over concentration of HMOs in the vicinity, would provide an acceptable standard of amenity for future occupiers, and will not cause unacceptable highway impacts. It is therefore considered that the use is compatible with the surrounding area and would not be detrimental to its established character or the amenity of nearby residents.
- 16.2 However, the proposal would result in the loss of more than 25m² of habitat and is therefore subject to the statutory Biodiversity Net Gain (BNG) requirements. Despite repeated requests from the local planning authority following receipt of the application no Biodiversity Net Gain information has been submitted. Consequently, insufficient information has been provided to enable a full assessment of the ecological impacts of the development or to demonstrate that the proposal would achieve the mandatory minimum 10% biodiversity net gain required by legislation.
- 16.3 In the absence of the necessary information the local planning authority cannot be satisfied that the development would conserve and enhance biodiversity or comply with the statutory BNG requirements and relevant development plan policies. It is therefore recommended that planning permission be refused.

17. RECOMMENDATION

- 17.1 The application is therefore recommended for refusal for the following reason:
 - 1. The proposed development would result in the loss of more than 25m² of habitat and is therefore required to demonstrate compliance with the statutory Biodiversity Net Gain (BNG) provisions set out in Schedule 7A of the Town and Country Planning Act 1990 (as amended). Despite repeated requests by the Local Planning Authority, no Biodiversity Net Gain information, including the relevant biodiversity metric calculations, has been submitted. In the absence of sufficient information, the Local Planning Authority is unable to properly assess the biodiversity impacts of the development or determine whether the proposal would deliver the required minimum 10% biodiversity net gain. The proposal therefore fails to demonstrate compliance with the statutory Biodiversity Net Gain requirements, Schedule 7A of the Town and Country Planning Act 1990 (as amended), and the biodiversity objectives of the Development Plan. Accordingly, the application is recommended for refusal.

SITE LOCATION PLAN (NOT TO SCALE)



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PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

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APPLICATION REPORT – FUL/354250/25 Planning Committee – 19th August 2026

Registration Date: 23rd April 2025
Ward: Failsworth East

Application Reference: FUL/354250/25
Type of Application: Full Application

Proposal: First and second floor extension to existing building and a three-storey side extension in addition to front canopy and alteration extension to existing car park to form motel addition to existing Public House.

Location: Street Bridge Inn, 230 Roman Road, Oldham, OL8 3QH.

Case Officer: Matthew Taylor
Applicant: Mr Carl Garrity
Agent: Mr L Foey

1. INTRODUCTION

- 1.1 The proposed development would result in the creation of more than 1,000m² of additional floorspace and is therefore classified as a major planning application. Under the Council's Scheme of Delegation the application must be referred to Planning Committee for determination.

2. RECOMMENDATION

- 2.1 It is recommended that Planning Committee resolves to grant planning permission, subject to the imposition of conditions contained within recommendation.

3. THE SITE

- 3.1 The application site is located on the south side of Roman Road adjacent to its junction with Albert Street to the north. It comprises a public house (Street Bridge Inn) and its associated curtilage which includes outdoor amenity space and car parking provision accessed from Roman Road. To the south and west the site is adjoined by residential properties on Hillingdon Close and Roman Road. To the north west of the site on the opposite side of Roman Road is the Mersey Road Industrial Estate.
- 3.2 To the west, the site is also located approximately 250m of the M60 motorway and approximately 100m away from buildings at Hollinwood Academy.

4. THE PROPOSAL

- 4.1 The application seeks permission for the redevelopment and extension of the existing public house through alterations to the existing building and the construction of a three-

storey side extension. The proposal also includes the provision of a new front canopy and a covered outdoor seating area.

4.2 The redevelopment would provide:

- A restaurant at ground floor level;
- Retention of the existing bar/lounge area;
- Retention of the existing function room;
- Retention of 25 on-site car parking spaces; and,
- Creation of 28 en-suite hotel bedrooms at first and second floor levels.

4.3 During the course of the application officers raised concerns regarding the impact of the development on neighbouring residential amenity (as discussed further below) and amended plans were submitted. These amendments include the removal of two hotel bedrooms from the scheme to increase separation distances to neighbouring properties and the incorporation of single-aspect outlook windows to reduce the perceived sense of overlooking to protect residential privacy.

4.4 Other works proposed include the creation of additional parking to the rear of the property, a bin storage area, and a cycle store.

5. PLANNING HISTORY

None

6. RELEVANT PLANNING POLICIES

6.1 The Places for Everyone (PfE) Joint Plan and related documentation took effect and became part of the statutory development plan on 21 March 2024.

6.2 The PfE Plan must now be considered in the determination of planning applications, alongside Oldham's Joint Core Strategy and Development Management Development Plan Document (Local Plan), adopted November 2011, in accordance with the National Planning Policy Framework (NPPF).

6.3 The following policies are relevant to the determination of this application.

Places for Everyone:

JP-P1 - Sustainable Places;
JP-S1 – Sustainable Development; and,
JP-S2 – Carbon and Energy

Local Plan Policies:

Policy 1 – Climate Change and Sustainable Development;
Policy 5 – Promoting Accessibility and Sustainable Transport Choices;
Policy 6 – Green Infrastructure;
Policy 9 – Local Environment;
Policy 14 – Supporting Oldham's Economy;
Policy 18 – Energy; and,
Policy 21 - Protecting Natural Environmental Assets.

Other Relevant Policies:

National Planning Policy Framework (2023)

7. CONSULTATIONS

Highways Officer	No objection subject to a cycle storage condition.
Environmental Health	No objections subject to conditions.
Greater Manchester Ecology Unit	No objection.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by neighbour notification letters, display of a site notice, and publication of a press notice.

8.2 In response 21 representations have been received objecting to the development. The grounds of objection are summarised below:

Parking and Highway Safety (see section 12 of the report):

- Existing parking provision is already insufficient, with pub customers regularly parking on Hillingdon Close, Roman Road, Albert Street and surrounding roads.
- Residents report frequent instances of double parking, blocked driveways, vehicles parked on pavements and at junctions, and obstruction of access routes.
- The proposed development would reduce parking capacity on site whilst increasing demand through motel guests.
- Overspill parking is expected to worsen congestion and could obstruct access for emergency vehicles, refuse collections and deliveries.
- Hillingdon Close is a narrow cul-de-sac not designed to accommodate additional on-street parking.
- Residents believe the motel would generate additional vehicle movements throughout the day and night.
- Existing traffic conditions are already problematic, with congestion and unsafe manoeuvres around the pub.
- Increased traffic would create additional highway safety risks for pedestrians, children, and other road users.

Noise and Disturbance (see section 11 of the report):

- Existing noise associated with the pub is already a concern, particularly at weekends.
- Residents fear a motel would introduce 24-hour activity, including vehicle arrivals and departures, slamming car doors, conversations and general disturbance during unsociable hours.

- Concerns were raised that guests staying overnight, particularly after consuming alcohol, could increase noise and anti-social behaviour.

Scale, Height and Character of the Area (see section 10 of the report):

- The extension is considered by residents to be out of scale with surrounding houses and bungalows.
- Concerns were raised that the development would be visually intrusive and alter the character of the area.
- Some residents consider the motel use incompatible with the predominantly residential nature of the neighbourhood.
- Impact on Residential Amenity:
- Residents argue that the development would adversely affect their quality of life through increased activity, noise, traffic and loss of privacy.
- Concerns were expressed regarding reduced enjoyment of gardens and outdoor spaces.
- The proposed extension is considered likely to overlook neighbouring homes and gardens.
- Residents are concerned about direct views into gardens, living spaces and children's bedrooms.
- Many objectors believe this would result in a significant loss of privacy and adversely affect residential amenity.

Anti-Social Behaviour and Security (see section 17 of the report):

- Several objections cite concerns about transient motel guests and the lack of consistent oversight associated with short-stay accommodation.
- Residents fear increased litter, loitering, noise and other anti-social behaviour.
- Some raise safeguarding concerns due to the proximity to family homes and a nearby school.

Waste Management and Servicing (see section 11 and 17 of the report):

- Concerns have been raised about increased waste generation from motel operations.
- Residents fear inadequate waste management could lead to smells, visual impacts and potential vermin issues.

Consultation and Information Concerns (see section 17 of the report):

- Some residents believe consultation has been insufficient and that more local residents should have been formally notified.
- Others consider key information regarding parking, security, waste management and operational arrangements to be unclear or missing from the application.

ASSESSMENT OF THE PROPOSAL

9. PRINCIPLE OF DEVELOPMENT

- 9.1 Policy 1 of the Local Plan states that development should respond to and mitigate the impacts of climate change while helping to create a strong sense of place. The policy also requires the effective and efficient use of land and buildings, including the promotion of the reuse and conversion of existing buildings where appropriate. As the proposed development involves the redevelopment and continued use of a previously developed site it is considered to accord with the objectives of Policy 1.
- 9.2 Policy 14 of the Local Plan recognises the importance of maintaining a range of sites that support the local economy. Employment-generating sites provide opportunities for existing businesses to expand and for new businesses to establish themselves within the borough, thereby contributing to economic growth and job creation.
- 9.3 The key benefits of the proposal include:
- The continued operation of the premises as a hospitality venue;
 - Diversification of the business through the introduction of hotel accommodation;
 - The provision of 30 hotel bedrooms to support visitors to the area;
 - Retention of the existing public house facilities, including the bar, lounge and function room; and,
 - Enhanced customer facilities through the addition of a new restaurant and covered seating area.
- 9.4 In summary, the proposal does not involve the loss of the public house. Rather, it represents the expansion of the existing hospitality offer through the creation of a mixed pub, restaurant and hotel development. Accordingly, the Local Plan supports the expansion and enhancement of existing employment-generating sites. It is therefore considered that the proposed land use is acceptable in principle and accords with the relevant policies of the development plan.

10. DESIGN AND APPEARANCE

- 10.1 Policy JP-P1 of Places for Everyone seeks to create one of the most liveable city regions in the world, comprising a series of beautiful, healthy and distinctive places.
- 10.2 In addition, Saved Policy 1 of the Oldham Local Plan requires development proposals to respect and enhance Oldham's built environment. Policy 9 states that development should not have a significant adverse impact on the visual amenity of the surrounding area, including the local landscape and townscape, nor should it result in unacceptable harm to the amenity of neighbouring occupiers.
- 10.3 It is noted that the existing public house is of a bungalow-style design with accommodation provided within the roof space. However, this form of development is not considered to be particularly characteristic of the surrounding area.
- 10.4 To the rear of the site are traditional two-storey residential dwellings. To the front, on the opposite side of Roman Road, are existing commercial buildings of varying scale and appearance. Furthermore, adjacent to these, on the opposite side of Albert Street, is an emerging commercial development comprising new industrial units. In this context, it is evident that the surrounding area displays a varied townscape character,

with a mixture of building types, scales and uses. The proposed development would therefore not appear incongruous within the street scene and would be compatible with the prevailing pattern of development in the locality.

- 10.6 Moreover, the proposal would deliver an appropriate and prominent building form at the junction of Roman Road and Albert Street, whilst also addressing the corner of Roman Road and Hillingdon Close more effectively. The design incorporates improvements to the roof form including a pitched ridge-and-gable arrangement that reflects the character of surrounding development. In addition, the proposal includes a covered outdoor seating area which would modernise the appearance of the public house and make more effective use of the available space, enhancing its viability and attractiveness as a community facility.
- 10.7 Overall, it is considered that the scale, design and appearance of the proposed development would respond positively to the character of the surrounding area and result in an improved visual presence within the street scene. The proposal is therefore considered to accord with the design principles set out in Policy JP-P1 of Places for Everyone and Saved Policies 1 and 9 of the Oldham Local Plan.

11. RESIDENTIAL AMENITY CONSIDERATIONS

- 11.1 Policy 9 states that consideration must be given to the impact of a proposal on the local environment. It seeks to ensure that development, amongst other matters, is not located where it would be adversely affected by neighbouring land uses, does not cause significant harm to the amenity of the occupants of the development or to existing and future neighbouring occupants or users through impacts including safety, security and noise.
- 11.2 In terms of noise and disturbance it is considered that the proposed additional rooms will not significantly impact the amenities of occupiers of nearby premises over and above that what is currently experienced, at least not to an extent that would justify refusal of the application. To this end, although the extensions/alterations will lead to a intensification of the use, it is not envisaged to result in greater harm to the living conditions currently experienced by the residents in the surrounding area. Furthermore, no objections have been received from Environmental Health.
- 11.3 The closest residential properties are located to the rear/side of the site and are two storeys in height with rear garden areas of varying length.

Impact on No's 2 to 8 Hillingdon Close:

- 11.4 From the amended plans submitted it is concluded that an approximate separation distance of 21 metres would be maintained between the rear elevations of the proposed first and second floor extensions from neighbouring residential properties where habitable room windows are proposed.
- 11.5 Given the orientation of the site, the relationship between the proposed development and neighbouring properties, and the existing scale and height of the public house, the proposed separation distances are acceptable. It is not considered that the development would result in any significant loss of privacy, unacceptable overlooking, loss of light, or an undue sense of enclosure for neighbouring occupiers to an extent that would justify a recommendation for refusal.

- 11.7 Taking these factors into account the proposal is considered to provide an acceptable standard of residential amenity for neighbouring residents and is therefore compliant with the relevant provisions of the development plan.

Impact on No's 8c and 8d Hillingdon Close:

- 11.8 The neighbouring properties occupy a position that steps into the site when compared with the surrounding dwellings referred to above. However, the proposed extensions would not project beyond the established side building line of these neighbouring properties.
- 11.9 Whilst the separation distance between the nearest corners of the proposed development and the adjoining dwellings would be less than that experienced elsewhere within the locality, it is not considered that this relationship would result in an unacceptable overbearing impact, material loss of outlook, or undue sense of enclosure.
- 11.10 Furthermore, having regard to the stepped relationship between the application site and the neighbouring properties, the limited projection of the proposed extensions, and the incorporation of single-aspect windows orientated away from these dwellings, it is considered that the development would not give rise to any material harm to residential amenity. Accordingly, the proposal is considered acceptable in this regard.

General amenity impact consideration:

- 11.11 In assessing the proposal, consideration has been given to the potential impact on the amenities of nearby occupiers, particularly in respect of noise, disturbance, fumes and odours.
- 11.12 As outlined above, the site is located within an established mixed-use area, and the proposal would retain the existing public house use whilst introducing ancillary restaurant and hotel accommodation. Whilst the development has the potential to generate additional activity, the nature of the proposed use is not considered to be materially different from the existing hospitality operation already established on the site. Furthermore, hotel accommodation is generally regarded as a relatively low-impact use in amenity terms, with activity levels typically dispersed throughout the day and evening rather than concentrated at specific times.
- 11.13 Particular consideration has been given to the potential for noise associated with the proposed development. The site currently operates as a licensed public house and benefits from an existing customer car park. Consequently, vehicle movements, arrivals and departures already form an established feature of the site's operation. Whilst the proposal may result in some increase in activity it is not considered that the level of additional comings and goings would be so significant as to result in unacceptable harm to neighbouring occupiers.
- 11.14 However, there remains potential for noise arising from any externally mounted plant and equipment associated with the proposed restaurant and hotel uses. Accordingly, it is considered necessary to impose a condition requiring details of any external plant and equipment, together with appropriate acoustic attenuation measures, to be submitted to and approved by the Local Planning Authority prior to the development being brought into use. Subject to such controls, any resultant noise impacts can be satisfactorily mitigated.

- 11.15 Similarly, should a new kitchen extraction system be installed as part of the restaurant operation, it is necessary to secure details of an appropriate odour and noise mitigation scheme. A planning condition requiring the submission and approval of a scheme for the treatment of fumes and odours, including details of acoustic attenuation and installation methods, would ensure that the operation of the restaurant does not give rise to unacceptable impacts on neighbouring occupiers.
- 11.16 The proposed restaurant and hotel uses are also likely to generate additional waste when compared with the existing operation. To ensure that waste storage facilities are appropriately designed and located, and do not detract from the amenities of surrounding occupiers or the visual appearance of the site, a further condition requiring details of refuse and recycling storage arrangements is considered necessary.
- 11.17 In relation to community safety, it is noted that the premises currently operate as a licensed public house and would continue to be subject to the requirements and controls of the Licensing Act. Matters relating to the management of the premises, crime and disorder, and public safety are therefore principally controlled through separate legislative regimes. Nevertheless, to minimise the potential for late-night disturbance, it is considered reasonable and necessary to restrict the hours of use of the proposed covered outdoor seating area. This would help prevent noise and disturbance to nearby occupiers during unsociable hours.

Amenity conclusion:

- 11.18 Having regard to the nature of the proposal and the recommended planning conditions, it is considered that the development would not result in an unacceptable impact on the living conditions of nearby residents. The proposal therefore is considered to comply with the requirements of Policy 9 of the Oldham Local Plan and is acceptable in amenity terms.

12. PARKING AND HIGHWAY SAFETY CONSIDERATIONS

- 12.1 Policy 5 of the Local Plan requires that developments do not compromise pedestrian or highway safety and Policy 9 of the Local Plan states that the development will be permitted where it minimises traffic levels and does not harm the safety of road users. Crucially, NPPF paragraph 116 requires that, in considering planning applications, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* This therefore provides the key test for considering this (and other) proposal in relation to highway safety.
- 12.2 The Council's Highway Engineer has been consulted and raises no objection to the proposal. The submitted layout retains on-site parking provision and, given that the premises already operate as a public house, it is not anticipated that the proposed development would result in any significant increase in traffic generation over and above the existing lawful use.
- 12.3 There are no applicable local or national parking standards. The Highway Engineer is satisfied that the proposed parking arrangement provides safe access and manoeuvring space for customers using the site. Whilst some additional parking may occur on the surrounding highway network, motorists are required to park legally and safely. In any event, it is not considered that demand for on-street parking would exceed that which could arise from the existing lawful use to such an extent that it would result in a severe impact on highway safety or the operation of the highway.

network. Accordingly, there are no highway safety grounds on which to refuse the application.

13. ENERGY AND SUSTAINABILITY

- 13.1 Policy JP-S2 (Carbon and Energy) requires new development to promote the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling. The policy states that development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy. A condition will be included on the decision for this energy statement to be provided prior to first occupation of the dwelling. This will ensure that the development has sought to maximise reductions in carbon emissions in line with relevant policy targets within the Greater Manchester Net Zero Guidance.

14. GROUND CONDITIONS

- 14.1 Paragraph 187 of the NPPF states that the planning decisions should ensure that a site is suitable for its proposed use taking account of ground contamination and risk.
- 14.2 Given the site is in a radon area, it is considered appropriate to impose a condition requiring intrusive site investigations and the submission of a remediation strategy before any development takes place. Appropriately worded conditions have been recommended in this regard in order to ensure that the development does not conflict with the requirements of the paragraph 183 of NPPF.

15. DRAINAGE

- 15.1 Policy 19 of the Oldham LDF Joint DPD is concerned with ensuring that new developments do not result in an unacceptable flood risk or increased drainage problems by directing developments away from flood risk areas.
- 15.2 Given the scale of the development, it is considered appropriate that a drainage condition is imposed as the development would increase the area of roof, hard surfacing and number of bathrooms onsite.

16. ECOLOGY AND BIODIVERSITY NET GAIN

- 16.1 Policy 6 and Policy 21 of the Oldham Local Plan are concerned with protecting, conserving and enhancing our local natural environments.
- 16.2 The application has been supported by a bat survey report, including a dusk emergence survey undertaken in June 2025. The survey assessed the potential of the existing building to support roosting bats and recorded bat activity within the vicinity of the site.
- 16.3 The survey found no evidence of bats emerging from the building and consequently no bat roosts were identified within the structure. Greater Manchester Ecology Unit has reviewed the submitted survey information and is satisfied that the assessment is robust and that there is no reason to question its findings. In light of the survey results, no further bat survey work is considered necessary.

- 16.4 Whilst no roosts were identified within the building, a small number of common pipistrelle bats were recorded within the surrounding area. As a result, it is considered appropriate to secure biodiversity enhancements through the development in accordance with the National Planning Policy Framework (NPPF). In this regard, a sensitive external lighting scheme should be implemented to minimise impacts on foraging and commuting bats, and at least one bat box should be incorporated into the development as a biodiversity enhancement measure.
- 16.5 The applicant has confirmed that no trees will be removed and no habitats will be lost as a result of the proposed development. Accordingly, the proposal is exempt from the requirement to provide a Biodiversity Net Gain (BNG) assessment.
- 16.6 Having regard to the submitted ecological information and the advice of the Greater Manchester Ecology Unit, it is considered that the proposal would not result in unacceptable impacts on protected species or habitats. Subject to conditions securing a sensitive lighting scheme and the provision of bat roosting features, the development is considered acceptable in ecological terms and compliant with the biodiversity objectives of the NPPF.

17. OTHER CONSIDERATIONS

- 17.1 In relation to concerns raised by some objectors about anti-social behaviour, increased litter and waste generation, loitering, odours, and increased vermin, whilst these are understandably worries that might arise the decision to be taken on the application cannot be based on assumptions that they will. Furthermore, consideration must be given to the fact that Environmental Health have been formally consulted and raised no objections to the proposals.
- 17.2 Furthermore, there are conditions listed within the recommendation which seek to minimise some of these potential impacts, which include waste storage arrangements, air extraction details (to minimise odours), and restrictions on the times when the covered outdoor space is open to customers.
- 17.3 With these mitigation measures in place (to be formally dealt with through an application to discharge the conditions) it is considered there is no evidential basis upon which to justify refusal of the application on these grounds.

18. CONCLUSION

- 18.1 With the above in mind, it is considered that the development is acceptable in principle and complies with the provisions of all the relevant policies of the Local Plan and advice contained within the NPPF.

19. CONDITIONS

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

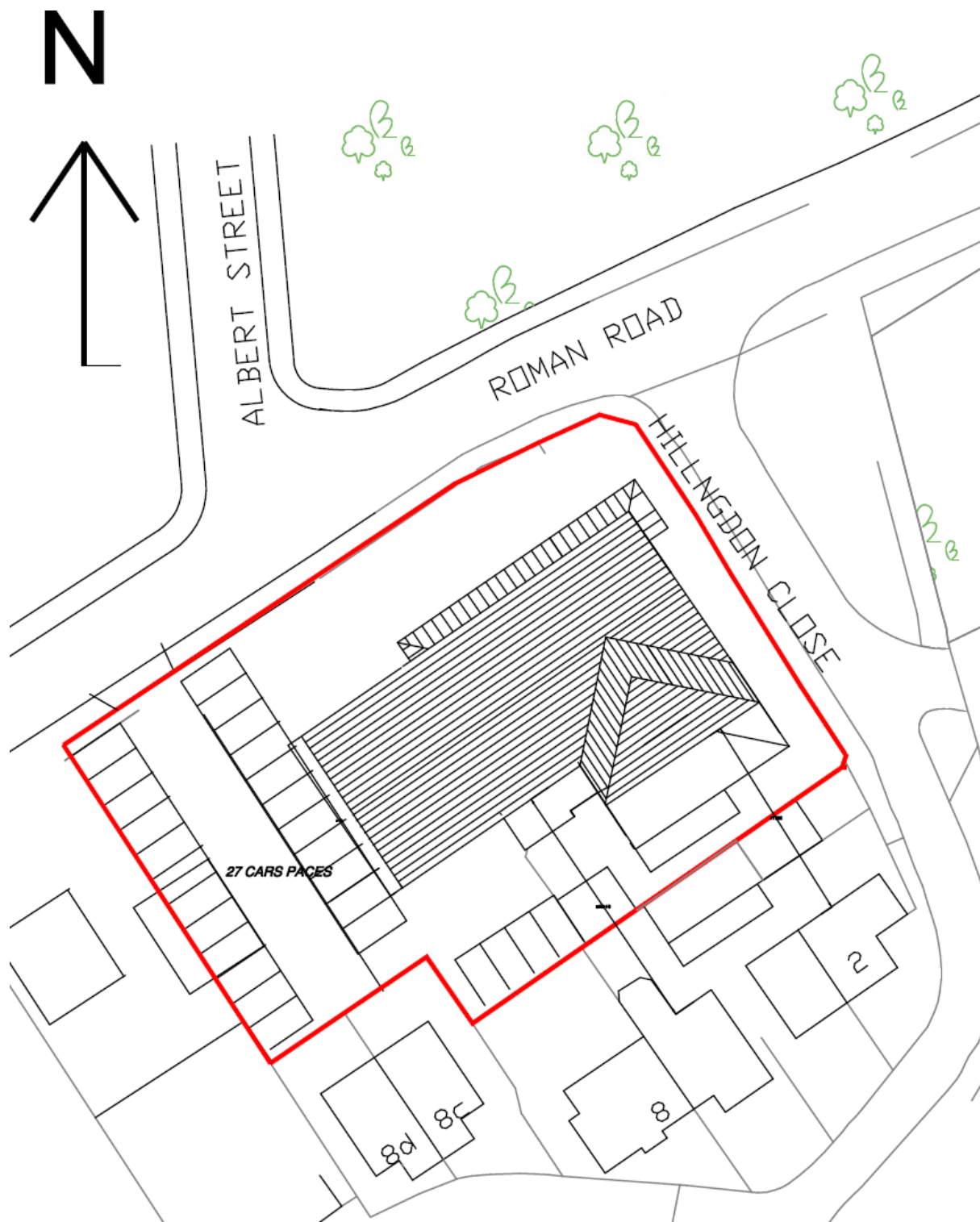
the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.

3. No development shall commence unless and until a site investigation and assessment in relation to the landfill gas risk has been carried out and the consultant's report and recommendations have been submitted to and approved in writing by the Local Planning Authority. Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition. REASON - In order to protect public safety, because the site is located within 250m of a former landfill site having regard to Paragraph 187 of the NPPF.
4. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be consistent in terms of colour, size and texture with those used in the existing building. REASON - To ensure that the appearance of the existing building is acceptable having regard to PfE Policy JP-P1.
5. The use of the building hereby approved shall not commence until a scheme for the provision of secure cycle parking has been implemented in accordance with details which shall have previously been submitted to and approved in writing by the local planning authority. The approved facility shall remain available for users of the development thereafter. REASON - In order to promote sustainable means of travel having regard to Policies 5 and 9 of the Oldham Local Plan
6. A scheme for the Biodiversity Enhancement Measures, including at least one integrated bat roosting feature or bat box, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the construction of any buildings hereby approved. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the Local Planning Authority) and shall be retained thereafter. REASON - To ensure positive enhancement of the site having regard to Policy 21 of the Oldham Local Plan.
7. Prior to occupation of the residential development hereby approved, an Energy Statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Energy Statement. REASON: To ensure the development contributes to the reduction of carbon emissions and promotes sustainable development, in accordance with Policy JP-S2 (Carbon & Energy) of the Places for Everyone Plan (2024).
8. Prior to the installation of any external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how lighting has been designed to minimise light spill onto habitats and commuting routes used by bats. The approved lighting scheme shall be implemented prior to first use of the development and thereafter retained. REASON: To protect and enhance opportunities for bats within and around the site in accordance with the National Planning Policy Framework.
9. No externally mounted plant, machinery or equipment shall be installed unless details of the equipment, together with measures for its acoustic enclosure, attenuation and isolation, have first been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented prior

to the plant, machinery or equipment first being brought into operation and shall thereafter be retained and maintained for the lifetime of the development. REASON - To safeguard the amenities of nearby occupiers in accordance with Policy 9 of the Oldham Local Plan.

10. No kitchen extraction, ventilation or air handling equipment associated with the development shall be installed unless full details of a scheme for the treatment and extraction of fumes, vapours and odours, together with details of noise attenuation and mounting arrangements, have first been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to first use of the restaurant and thereafter retained and maintained at all times. REASON: To protect the amenity of nearby occupiers in accordance with Policy 9 of the Oldham Local Plan.
11. Prior to the first use of the hotel and restaurant accommodation hereby approved, details of refuse and recycling storage facilities, including their siting, design and capacity, shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided before the development is first brought into use and shall thereafter be retained for such purposes at all times. REASON: To ensure satisfactory waste management arrangements and to safeguard the amenities of the area in accordance with Policy 9 of the Oldham Local Plan.
12. The covered outdoor seating area shown on the approved plans shall not be used by customers outside the hours of 08:00 to 22:00 on any day unless otherwise agreed in writing by the Local Planning Authority. REASON: To safeguard the amenities of nearby occupiers from noise and disturbance in accordance with Policy 9 of the Oldham Local Plan.
13. The single-aspect windows serving the hotel bedrooms on the rear elevation, as shown on the approved plans, shall be fitted with obscured glazing to a minimum of Pilkington Level 3 (or equivalent) and shall be non-opening below a height of 1.7 metres above the finished floor level of the room in which they are installed. The windows shall be installed prior to the first occupation of the development hereby approved and shall thereafter be permanently retained as such. Reason: To protect the privacy and amenity of neighbouring occupiers in accordance with Policies 9 of the Oldham Local Plan.

SITE LOCATION PLAN (NOT TO SCALE)



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PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

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

THE BACKGROUND PAPERS

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

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

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

www.oldham.gov.uk

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

0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

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

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

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APPLICATION REPORT – FUL/355091/25 Planning Committee 19th August 2026

Registration Date: 7th August 2025
Ward: Failsworth West

Application Reference: FUL/355091/25
Type of Application: Full

Proposal: Erection of 28 no dwellings with associated access, parking and landscaping works.

Location: Land Bounded by Oldham Road, Brookdale Street and Ridgefield Street, Failsworth, Oldham, M35 0BX

Case Officer: Abiola Labisi
Applicant: Mr Chris Trist – City Shape LLP
Agent: Mrs Louise Leyland – PWA Planning

1. INTRODUCTION

- 1.1 This application is presented to Planning Committee in accordance with the Scheme of Delegation as it relates to a major application. The proposed development comprises 28 dwellings, exceeding the 20-unit threshold above which residential development is referred to Committee.

2. RECOMMENDATION

- 2.1 It is recommended that the application is delegated to the Assistant Director Planning, Transport and Housing Delivery to grant planning permission subject to the conditions set out in this report and to the terms of a Section 106 agreement to secure affordable housing.
- 2.2 The development is subject to the statutory requirement to deliver a minimum 10% Biodiversity Net Gain under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021). This requirement will be secured through the mandatory biodiversity gain condition, which requires the submission and approval of a Biodiversity Gain Plan prior to the commencement of development. The Biodiversity Gain Plan shall demonstrate how the required net gain will be achieved, whether through on-site provision, off-site biodiversity units or statutory biodiversity credits.

3. SITE DESCRIPTION

- 3.1 The application site extends to approximately 0.32 hectares and comprises a roughly rectangular parcel of land bounded by Oldham Road (A62) to the north, Brookdale Street to the south, Ridgefield Street to the west and established residential terraces to the east. The site lies wholly within the defined urban area of Failsworth and is not subject to any site-specific allocation within the adopted development plan.

- 3.2 The site comprises previously developed brownfield land and is currently vacant. It was formerly occupied by a church building (Faithworks Church), which was demolished around 2013. Since that time, the western part of the site has been used intermittently for informal and unauthorised vehicle parking, whilst the eastern portion has become overgrown, comprising a mix of bramble scrub, ruderal vegetation, modified grassland and areas of made ground. The site has more recently been secured to prevent continued parking use. Historic mapping indicates earlier phases of development, including housing on the western part of the site in the late 19th century and subsequent religious/community uses in the early 20th century.
- 3.3 The site is identified on the Council's Brownfield Land Register (reference SHA0810) as land considered suitable, available and achievable for residential development. It is also referenced within the Strategic Housing Land Availability Assessment (SHLAA) as being available. These factors demonstrate in principle the site's potential contribution to housing delivery in accordance with PfE Policy JP-H1 and the aims of the NPPF to make effective use of land.
- 3.4 In topographical terms, the site slopes gently, falling approximately 1.5 metres from east to west and approximately 0.5 metres from north to south. The site lies wholly within Flood Zone 1, the lowest probability of fluvial flooding, in accordance with the Environment Agency's flood mapping. The site is not subject to any landscape, heritage or statutory ecological designations.
- 3.5 The surrounding context is characterised by a mix of established and more recent residential development. To the north, permission has been implemented for a terrace of 14 dwellings (FUL/346821/21). To the south, a large-scale residential redevelopment comprising apartments and townhouses (157 dwellings) occupies the former industrial site under planning permission PA/338035/16 and subsequent variations. To the west, the former Ivy/Duke House building has been converted to residential use, providing apartments under prior approval (PRCU/340883/17) and further permission (PA/340947/17). Established two and three-storey terraced housing forms the eastern boundary.
- 3.6 The site benefits from a high level of accessibility to public transport and local services, consistent with the principles set out in the NPPF and Joint DPD Policy 5. Bus stops are located on Oldham Road within approximately 250 metres of the site, providing frequent services linking Oldham and Manchester. Failsworth Metrolink stop is located approximately 600–650 metres to the north-east, offering direct connections to regional destinations. A range of day-to-day facilities, including supermarkets, schools, healthcare provision and Failsworth town centre, are accessible within reasonable walking distance (800m).
- 3.7 Overall, the site comprises a vacant and underutilised parcel of previously developed land within a sustainable urban location, surrounded by residential uses and with good access to services and public transport. These characteristics are material considerations in support of its redevelopment for residential purposes, subject to compliance with the remaining policies of the Development Plan.

4. THE PROPOSAL

- 4.1 The application seeks full planning permission for the redevelopment of the site to provide 28 residential dwellings, together with associated access, parking, landscaping and infrastructure.
- 4.2 The development is proposed on a site area of approximately 0.32 hectares, resulting in a density of approximately 87.5 dwellings per hectare. The scheme comprises 5 no. two-bedroom (3-person) dwellings (70sqm GIA) and 23 no. three-bedroom (4-person) dwellings (96sqm GIA), providing a total gross internal floorspace of 2,558sqm. This represents a predominantly family housing offer and reflects the objective of making efficient use of previously developed land in accordance with the NPPF and PfE Policy JP-H1.
- 4.3 The submitted Design and Access Statement confirms that the proposed form has been developed in response to the site's constraints and surrounding context. The layout comprises two parallel terraces arranged in a back-to-back configuration, fronting Oldham Road (Plots 1–13) and Brookdale Street (Plots 14–28), with a central east–west passageway providing access to rear gardens, cycle storage and refuse collection points. This arrangement establishes a clear and legible form of development which reflects the prevailing linear urban grain of the surrounding area and reinforces the existing established street frontages.
- 4.4 In terms of scale and massing, the development provides a graduated approach to building heights. Plots 1–5 are two-storey dwellings, reflecting the scale of adjacent properties on Oldham Road, while Plots 6–13 increase to three storeys to provide a transition towards the taller Ivy/Duke House building to the west. Plots 14–28 comprise a consistent terrace of three-storey dwellings fronting Brookdale Street. This approach is intended to ensure that the development integrates appropriately with its surroundings and avoids abrupt changes in scale.
- 4.5 The architectural approach adopts a contemporary interpretation of the prevailing brick-built vernacular, drawing reference from nearby mill buildings, including Marlborough Mill. The use of brick as the primary material, together with articulated detailing and patterned gable elevations, is intended to add visual interest and respond positively to the character of the area.
- 4.6 The scheme proposes a reduced parking provision in recognition of the site's accessible location. Fourteen dwellings (Plots 1–14) are proposed as car-free, with the remaining fourteen dwellings (Plots 15–28) each provided with one off-street parking space to the Brookdale Street frontage, resulting in a total of 14 spaces. Cycle parking is provided within private rear gardens, accessed via the central passageway. The supporting Transport Note confirms that the site benefits from good access to public transport and local services as outlined above and that the level of parking provision has been informed by this context.
- 4.7 Each dwelling is provided with private rear amenity space, with garden depths of approximately 7.8 metres. The layout achieves a consistent rear-to-rear separation distance of 17 metres between opposing terraces within the development. Whilst this is below the commonly applied 21 metre guidelines, the submitted evidence confirms that the arrangement has been designed to limit direct overlooking through window positioning and internal layout, reflecting the established urban character of the area.

- 4.8 Boundary treatments are defined on the submitted plans and include a 2.3 metre high brick wall linking gable plots, low-level railings (not exceeding 1 metre) to front defensible spaces, and 1.8 metre close-boarded fencing to rear gardens. These measures are complemented by the submitted Crime Impact Statement, which confirms that the development has been designed in accordance with Secured by Design principles to promote natural surveillance and a safe environment.
- 4.9 The detailed landscaping proposals include the planting of 26 new trees across the site. The landscaping scheme also incorporates extensive areas of low-level planting comprising of hedges and shrubs to soften the built form.
- 4.10 During the course of the application, the scheme has been amended several times to address consultee feedback, particularly to address concerns raised by the Highway Engineer and the Tree Officer as well as making provision for on-site affordable housing.
- 4.11 The application is supported by a comprehensive suite of technical documentation, including a Planning Statement, Design and Access Statement, Transport Note and Road Safety Audit, Flood Risk Assessment and Drainage Strategy, Noise and Air Quality Assessments, Preliminary Ecological Appraisal and Biodiversity Net Gain assessment, Arboricultural Impact Assessment, Landscaping Plan, Energy Statement and Geo-Environmental Investigation. These documents provide a detailed assessment of the likely impacts of the development across all relevant planning considerations.
- 4.12 Overall, the proposal represents the comprehensive redevelopment of a vacant brownfield site for residential use, delivering 28 dwellings in a form, scale and layout that responds to the surrounding urban context. The scheme is supported by a robust evidence base which demonstrates that the development can be delivered without giving rise to unacceptable impacts, subject to appropriate mitigation. Accordingly, and having regard to the relevant provisions of the Development Plan and the NPPF, the proposal is considered to form an acceptable basis for further assessment within this report.

Environmental Impact Assessment

- 4.13 The development would not comprise an Urban Development Project within Class 10(b) of schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The site is not located within a formally designated "Sensitive Area" as defined by the Regulations. Rochdale Canal, which is designated as a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Site of Biological Importance (SBI), is located approximately 130 metres to the south. This proximity has been fully considered as part of the application through ecological assessments and a Habitats Regulations Assessment (HRA). Accordingly, while the proposal requires an assessment of environmental impact, there is no requirement for a formal Environmental Statement under the EIA Regulations.

5. PLANNING HISTORY

- 5.1 The only prior application relating directly to the site is PA/050561/05, which granted disabled ramped access and steps to the former Faithworks Church at 210 Oldham

Road. This pre-dates the current configuration of the application site and does not constrain the present proposal.

- 5.2 Several immediately neighbouring sites have been developed for residential use in recent years. FUL/346821/21 approved 14 dwellings to the north (built). PA/338035/16 and PA/342606/18 approved 157 dwellings to the south (built). PRCU/340883/17 and PA/340947/17 converted Ivy Duke House to 48 flats to the west (occupied). The application site forms part of an established and continuing pattern of brownfield residential regeneration in this part of Failsworth.
- 5.3 Pre-application advice was provided in June 2023.

6. RELEVANT PLANNING POLICIES

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

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

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

Places for Everyone

Policy JP-S1: Sustainable Development
Policy JP-S2: Carbon and Energy
Policy JP-S4: Flood Risk and the Water Environment
Policy JP-S5: Clean Air
Policy JP-S6: Resource Efficiency
Policy JP-G1: Landscape Character
Policy JP-G2: Green Infrastructure Network
Policy JP-G3: River Valleys and Waterways
Policy JP-G7: Trees and Woodland
Policy JP-G8: Biodiversity and Geodiversity
Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
Policy JP-H2: Affordability of New Housing
Policy JP-H3: Type, Size and Design of New Housing
Policy JP-H4: Density of New Housing
Policy JP-P1: Sustainable Places
Policy JP-C5: Streets for All
Policy JP-C6: Walking and Cycling
Policy JP-C8: Transport Requirements of New Development
Policy JP-D1: Infrastructure and Developer Contributions
Policy JP-D2: Developer Contributions

Core Strategy

Policy 1: Climate Change and Sustainable Development

Policy 2: Sustainable Communities

Policy 5a: Accessibility

Policy 9: Local Environment

Policy 10: Affordable Housing

Policy 11: Housing

Policy 21: Natural Environmental Assets

Policy 23: Open Spaces and Sports

National Planning Policy Framework (NPPF, 2024)

- 6.3 The National Planning Policy Framework (December 2024) is a material consideration. Paragraphs 7 to 11 establish the presumption in favour of sustainable development. Paragraph 61 requires significant weight to be given to the need to support the supply of homes. Paragraphs 96 to 103 address healthy, inclusive and safe places. Paragraph 116 states that development should only be refused on highway grounds where impacts on the road network would be severe. Paragraphs 124 to 129 assign significant weight to the effective use of land, particularly brownfield land within settlements. Paragraphs 131 to 136 set expectations for high-quality design. Paragraphs 196 and 197 require land suitability to be assessed with regard to ground conditions and contamination.
- 6.4 The tilted balance in NPPF paragraph 11(d) is not engaged: Oldham's five-year housing land supply stands at 5.6 years (3,520 dwellings against a stepped requirement of 3,124) and the Housing Delivery Test result for 2023 is 91%, triggering an action plan consequence only with no 20% buffer requirement.
- 6.5 On 16 December 2025, the Government issued a consultation on revised changes to the NPPF. The proposed changes do not currently form part of the NPPF.
- 6.6 Other guidance includes Planning Practice Guidance, National Design Guide and National standards for sustainable drainage systems (SuDS).

Other Guidance and Supplementary Planning Documents (SPDs)

- 6.7 Several SPDs provide guidance on the interpretation and implementation of Local Plan policies. While some are dated, they remain material considerations:
- Residential Design Guide SPD (2007) – Sets out principles for high-quality residential design, including layout, scale and amenity standards.
 - Public Realm Design Guide SPD (2007) – Provides guidance on the design and construction of streets and public spaces, forming part of the Urban Design Guide SPD.
 - Greater Manchester Local Nature Recovery Strategy (LNRS) - Adopted in September 2025 under the Environment Act, the LNRS sets priorities for nature recovery and informs biodiversity enhancement measures.

Interim Planning Position Papers

- 6.8 These papers provide additional guidance and are material considerations, though they carry less weight than SPDs:
- Affordable Housing – Clarifies implementation of the Council's affordable housing

position under policy 10, including thresholds, tenure mix, and delivery mechanisms.

- Other Protected Open Land (OPOL) – Guidance on assessing proposals affecting OPOL.
- Education Contributions – Sets out methodology for calculating developer contributions for school places.
- Open Space – Provides guidance on assessing open space contributions, including usability standards and maintenance costs, supplementing Policy 23.
- Supporting Oldham's Economy – Clarifies measures to mitigate the loss of employment sites under Policy 14.

7. CONSULTATIONS

Highways Officer	The Highways Officer raised concerns initially about the layout of the parking provision. Issues included excessive dropped kerbing not compliant with policy, absence of cycle storage details. Upon receipt of amended plans, the Highway Officer raised no objection subject to condition relating to submission of construction, levels and drainage details for the access and parking areas.
Environmental Health (Noise)	Formal response received. No objections subject to condition. The Noise Assessment confirms adverse impacts from road traffic noise without mitigation. Required measures include enhanced acoustic glazing to northern elevations, alternative ventilation, and a 2.2m acoustic barrier to affected garden areas. These must be implemented prior to occupation and retained thereafter. With mitigation secured by condition, acceptable internal and external noise levels can be achieved.
Environmental Health (Land Contamination)	Formal response received. No objections subject to conditions. The site is underlain by made ground containing elevated heavy metals and PAHs requiring remediation. Further investigation is required post-clearance to define contamination extent. A remediation strategy and standard contaminated land condition are required. Ground gas risk is low, though vapour protection may be necessary. Subject to these measures, the contamination risks can be adequately managed.
GM Ecology Unit (GMEU)	Formal response received. No objections subject to conditions and the mandatory BNG condition. GMEU confirms the ecological assessment is robust and accepts the submitted Shadow HRA, concluding no Likely Significant Effects on designated sites. The proposal results in a net loss of on-site habitat, requiring off-site provision to secure at least 10% Biodiversity Net Gain. Conditions are recommended

	for ecological mitigation, species protection, and a Construction Environmental Management Plan. The statutory Biodiversity Gain Condition will secure delivery prior to commencement. gain.
Tree Officer	Formal response received. The Tree Officer objected due to insufficient survey information and concern that the site clearance and proposed 17 replacement trees would not adequately mitigate losses. Concerns were also raised regarding unassessed regenerating vegetation. A revised landscaping scheme increasing tree provision has since been submitted and whilst the number of replacement trees to be provided has been increased, this would still fall short of the 2:1 replacement ratio. Nevertheless, the viability assessment has proved that the scheme would not be viable if contributions towards replacement trees were to be sought.
LLFA	Formal comments not received. However, comments have been received from United Utilities (see below).
Policy (POS)	Formal response received. No objection subject to viability review. The Policy Team confirms that the proposal triggers requirements for affordable housing under Policy 10 of the Joint DPD and PfE Policy JP-H2. Notwithstanding the outcome of the viability assessment, the applicant has agreed to provide three affordable units on site. In respect of open space, the constrained nature of the site is acknowledged and the absence of on-site provision is accepted in principle. However, Policy 23 requires major residential development to contribute towards off-site provision or enhancement where deficiencies exist. The site lies within an area identified as deficient in several typologies, including amenity greenspace, outdoor sports provision, and facilities for children and young people. Based on the scale of development (28 dwellings / 79 bedspaces), a financial contribution towards off-site open space provision would ordinarily be required. The applicant's Viability Assessment asserts that such contributions are not financially viable and this has been independently assessed. The result of the independent assessment of the viability report supports the conclusion that the scheme would not be viable if contributions towards open space are to be made.
United Utilities	Formal comments received. No objections in principle subject to conditions. United Utilities confirm the drainage strategy is acceptable in principle, subject to

	a condition requiring compliance with the approved scheme and a restricted surface water discharge rate of 5 litres per second. A water main crossing the site must be protected and not built over. These requirements can be addressed through planning conditions and separate statutory controls.
Greater Manchester Police	Formal comments received. No objection. The layout accords with Secured by Design principles. Recommendations include improved lighting to the passageway, secure access arrangements, and robust boundary treatments. These measures can be secured through condition. The scheme is supported from a crime prevention perspective.
Greater Manchester Archaeological Advisory Service (GMAAS)	Formal comments received. No objection. GMAAS confirms there is no potential for significant archaeological remains to be affected by the development and no further assessment or mitigation is required.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 The application has been publicised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. Neighbour notification letters were issued, a site notice displayed and a press notice published.
- 8.2 Three objections have been received. The material planning considerations raised are summarised below.

Parking and Congestion

- Objections raise concerns regarding the loss of the informal car park and the provision of 14 car-free dwellings, noting that the site has historically accommodated approximately 12 vehicles at any time serving local uses. It is considered that this will displace parking onto surrounding streets and increase congestion.
- Potential impacts from increased traffic, including changes to the junction radius at Brookdale Street/Ridgefield Street.

Officer Note: These concerns are acknowledged. The former parking use was informal and unauthorised and has now ceased. The site benefits from a “Very High” accessibility rating, with good access to bus and Metrolink services, and the reduced parking provision reflects this sustainable location.

8.3 Impact on Framos Fabrications

- An objection has been received from a nearby business operator, raising concerns that delivery vehicles may obstruct the proposed driveway accesses, thereby affecting day-to-day operations and servicing requirements.

Officer Note: This concern is noted. The proposed layout has been designed having regard to highway widths and vehicle manoeuvring requirements, including refuse and delivery movements. The acceptability of the proposed arrangement, including impacts on highway operation and servicing, is considered in Section 14, where the Highway Authority's assessment is set out.

8.4 Trees

- Concerns are raised regarding the removal of trees on site, the adequacy of replacement planting, and potential impacts from increased traffic, including changes to the junction radius at Brookdale Street/Ridgefield Street.

Officer Note: The Arboricultural Impact Assessment confirms that existing trees are of low quality (Category C). Following consultation, the landscaping scheme has been revised to increase replacement tree planting, which is assessed at Section 17.

ASSESSMENT OF THE PROPOSAL

9. MAIN CONSIDERATIONS

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

- Principle of development
- Wider sustainability
- Infrastructure
- Design and character
- Highway safety and parking provision
- Ecology, biodiversity net gain and habitats regulations
- Residential amenity
- Trees and landscaping
- Flooding and drainage
- Ground conditions and contamination
- Noise and air quality
- Energy
- Crime and safety
- Viability and Planning obligations
- Overall planning balance

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

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

10. PRINCIPLE OF DEVELOPMENT

- 10.1 The application site comprises previously developed land within the urban area of Failsworth and is confirmed to lie within the settlement boundary. It is not allocated for any specific use within the development plan and is not subject to any statutory landscape, ecological or heritage designation. The site is identified on the Council's Brownfield Land Register (reference SHA0810) as suitable and achievable for residential development. It has remained vacant for a prolonged period following the demolition of the former Faithworks Church in approximately 2013, with part of the site used informally as a car park in the intervening period.
- 10.2 The NPPF places significant weight on the effective use of previously developed land within settlements (paragraphs 124 and 125(c)). At the strategic level, PfE Policy JP-H1 seeks to significantly boost housing delivery across Greater Manchester, including a stepped requirement for Oldham rising to 680 dwellings per annum between 2025 and 2030. PfE Policies JP-S1 and JP-P1 further support development in sustainable, accessible urban locations. In this context, the redevelopment of a vacant brownfield site for residential use is strongly supported in principle and contributes to the efficient use of land.
- 10.3 The planning policy context has evolved since pre-application discussions were undertaken. Whilst the Council was previously unable to demonstrate a five-year housing land supply, the adoption of Places for Everyone (2024) confirms that a deliverable supply of 5.6 years can now be demonstrated. The Housing Delivery Test result of 91% requires the preparation of an action plan only, and the presumption in favour of sustainable development set out in NPPF paragraph 11(d) is not engaged. The application must therefore be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 10.4 Joint DPD Policy 11 supports residential development on unallocated sites within the built-up area, provided that proposals contribute positively to the character of the area and do not result in unacceptable impacts on amenity, infrastructure or the environment. The acceptability of the proposal in these respects is considered in the relevant sections of this report.
- 10.5 Having regard to the above, the principle of residential development on this previously developed site within the settlement boundary is consistent with the spatial strategy of the development plan and national planning policy objectives to deliver housing and prioritise brownfield land. Subject to the detailed assessment set out below, the proposal is considered acceptable in principle and is afforded Substantial Weight in favour of the development.

11. WIDER SUSTAINABILITY CONSIDERATIONS

- 11.1 National and local planning policy places strong emphasis on promoting sustainable patterns of development and reducing reliance on the private car. PfE Policy JP-C1 seeks an accessible transport network, prioritising sustainable modes and minimising the need to travel. PfE Policy JP-C6 requires safe, attractive and integrated walking and cycling infrastructure and JP-C8 ensures new development meets transport needs sustainably through active travel and public transport provision. Joint DPD Policy 1 promotes climate change adaptation and sustainable development in accessible locations.

- 11.2 The application is supported by a Transport Note which assesses accessibility in accordance with the Joint DPD methodology. The evidence confirms that the site falls within a Very High Accessibility category, being located within approximately 400 metres of frequent bus services and within approximately 800 metres of a Metrolink stop. Bus services, including the 84 service operating at approximately 10-minute intervals, are located within short walking distance, and Failsworth Metrolink stop is approximately 650 metres from the site, providing direct connections to Manchester City Centre and Rochdale. A range of day-to-day services, including supermarkets, schools and healthcare facilities, are also located within comfortable walking distance of the site.
- 11.3 In this context, the proposed layout adopts a reduced-car approach, whereby Plots 1–13 are designed without dedicated on-plot parking and instead front directly onto Oldham Road with high-quality pedestrian access. The Transport Note confirms that such an approach is appropriate given the site's high accessibility and proximity to services and public transport. The remaining dwellings (except Plot 14) are provided with off-street parking on Brookdale Street, reflecting their less direct relationship with the primary transport corridor. This approach aligns with PfE Policy JP-H4, which supports higher density and reduced-car development in accessible locations, and with NPPF paragraph 112 which directs parking provision to reflect accessibility and local context.
- 11.4 The submitted Transport Note further confirms that the site benefits from good pedestrian and cycling connectivity, with established footway links, cycle catchment coverage within 5km, and no identified highway capacity or safety constraints that would prevent sustainable travel uptake. The development is therefore well placed to support a modal shift away from private vehicle use in accordance with national and local policy objectives.
- 11.5 In addition to its locational sustainability, the scheme incorporates low-carbon measures including the use of air source heat pumps, contributing to a reduction in operational carbon emissions associated with heating and hot water.
- 11.6 When considered alongside the site's high accessibility and reduced reliance on car travel, the proposal represents a sustainable form of development. Overall, the proposal accords with the requirements of the NPPF, PfE Policies JP-C5, JP-C6 and JP-C8, and Joint DPD Policy 1. The development promotes sustainable travel behaviour, reduces reliance on the private car, and makes efficient use of a highly accessible urban site. These sustainability benefits are afforded Moderate Weight in favour of the development.

12. INFRASTRUCTURE

- 12.1 The NPPF highlights the importance of ensuring that new housing is supported by sufficient infrastructure to enable sustainable development.

Affordable Housing:

- 12.2 Policy 10 of the Joint DPD requires residential developments of 15 dwellings or more to provide a financial contribution equivalent to 7.5% of total development sales value towards affordable housing, unless it can be demonstrated through a robust viability appraisal that such provision would render the scheme unviable. This approach is supported by PfE Policy JP-H2, which seeks to maximise the delivery of affordable

housing across Greater Manchester.

- 12.3 The applicant has submitted a Financial Viability Assessment (FVA) prepared by Roger Hannah (August 2025), which has been independently reviewed on behalf of the Council by Northern Land Agency (John Dunlop MRICS, February 2026), in accordance with the RICS Professional Statement on Financial Viability in Planning (2019).
- 12.4 On this occasion, the residual land value in a policy-compliant scenario (including affordable housing, open space and BNG contributions) is calculated at -£516,195, representing a significant deficit of £672,795 against the benchmark land value. Even under a market-only scenario (with BNG contribution only), the residual land value remains negative at -£151,000, indicating a marginal deficit against the benchmark. The Council's independent assessor confirms that the scheme cannot viably support affordable housing or open space contributions.
- 12.5 Notwithstanding the above, the applicant has agreed to provide three affordable units on site. This would further enhance the sustainability of the scheme.

Public Open Space:

- 12.6 Policy 23 of the Joint DPD requires major residential development to contribute towards the provision or enhancement of open space, either on-site or through financial contributions. However, the viability evidence outlined above confirms that the scheme cannot support such contributions alongside the statutory BNG requirement.
- 12.7 In this context, no open space contribution is secured. This represents a further departure from Policy 23 but is justified by the same independently reviewed viability position.

Education:

- 12.8 The proposed development does not meet the threshold for requiring a financial contribution towards education provision under the Council's Education Contributions Interim Planning Position Paper, and no contribution is sought.

Healthcare:

- 12.9 NHS Oldham has not requested any financial contribution towards healthcare provision. The development is therefore considered acceptable in terms of its impact on education and healthcare infrastructure.

Biodiversity Net Gain:

- 12.10 The proposal is subject to the statutory requirement to deliver a minimum of 10% Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990. The development cannot achieve the required uplift solely on-site and will therefore rely on off-site habitat credits to meet the statutory requirement.
- 12.11 To make up for the BNG requirements, the applicant has confirmed that off-site units will be secured, details of which would be provided prior to commencement of

development. This ensures compliance with the mandatory BNG requirement and is considered acceptable in principle.

13. DESIGN AND CHARACTER

- 13.1 Paragraph 135 of the NPPF states that planning decisions should ensure developments are well-designed, visually attractive, and function well over their lifetime. PfE Policy JP-P1 requires development to create high-quality sustainable places that respond positively to local character, provide active frontages and contribute to a coherent public realm. PfE Policy JP-H3 requires new housing to meet Nationally Described Space Standards (NDSS) and to be designed as accessible and adaptable dwellings. Joint DPD Policy 9 requires development to achieve a high standard of design, whilst Policy JP-P1 of the Places for Everyone Joint Plan sets out detailed design principles for the borough. Further guidance is provided by the Oldham Residential Design Guide SPD (2007).
- 13.2 The application is supported by a Design and Access Statement and Planning Statement, which demonstrate how the scheme responds to its context and delivers a good-quality, sustainable residential neighbourhood.
- 13.3 The design rationale draws from the established terraced urban form and mill-town vernacular that characterises the surrounding area. The scheme reinstates a coherent urban grain through two linear back-to-back terraces fronting Oldham Road and Brookdale Street, reflecting the established pattern of development in the locality. The use of brick as the primary material, with detailing inspired by nearby historic mill buildings such as Marlborough Mill, reinforces this contextual response.
- 13.4 Along Oldham Road, Plots 1–5 are two storeys in height, responding directly to the adjacent terrace (Nos. 212–228), whilst Plots 6–13 transition to three storeys, creating a graduation towards the taller Ivy/Duke House at the junction. This stepped arrangement provides a legible transition in scale. The Brookdale Street frontage (Plots 14–28) comprises a consistent three-storey terrace, reflecting the emerging residential character to the south and east. Articulated brickwork and visual treatment to corner gables, particularly at Plots 13 and 14, address prominent elevations and avoid blank frontages.
- 13.5 The scheme delivers a density of approximately 87.5 dwellings per hectare, which is consistent with its Very High accessibility location and aligns with PfE Policy JP-H4, which supports higher densities in sustainable urban areas. The compact layout makes efficient use of a brownfield site and reflects the prevailing high-density character of surrounding development.
- 13.6 In terms of layout and amenity, the development adopts a back-to-back terrace arrangement with a rear-to-rear separation distance of approximately 17 metres. While this falls below the 21-metre guideline set out in the Oldham Residential Design Guide, both the Design and Access Statement and Planning Statement confirm that this relationship has been carefully considered, with direct overlooking mitigated through the orientation of windows and the use of blank or secondary elevations. In this dense urban context, the reduced separation is considered acceptable and reflective of local character.

- 13.7 The Planning Statement also confirms that all dwellings are designed to meet NDSS and provide private garden space and functional internal layouts. The scheme therefore complies with PfE Policy JP-H3 in respect of internal space standards. All dwellings will be constructed to meet the requirements of Part M4(2) of the Building Regulations (accessible and adaptable dwellings), in accordance with PfE Policy JP-H3. This will be secured by condition.
- 13.8 Provision is made for secure refuse storage, cycle parking and electric vehicle charging points for those with private spaces. Apartments have dedicated cycle storage and all homes benefit from private or shared amenity space. All dwellings will be connected to high-speed broadband infrastructure, supporting digital inclusion and future-proofing the development as required by PfE Policy JP-C2.
- 13.9 The Crime Impact Statement (GMP Design for Security, June 2025) records that the proposed development raises no significant crime prevention concerns. The layout provides good natural surveillance from front-facing doors and windows. Boundary treatments accord with Secured by Design standards. The improvement and lighting of the overgrown east-side passageway is viewed positively by GMP and will enhance both the safety and utility of this pedestrian route for residents. GMP recommended strip planting to the gable ends of Plots 1 and 28, robust self-closing lockable rear garden gates, and the pursuit of Secured by Design accreditation. GMP supports the application as submitted. Defensible front garden spaces, boundary treatments and planting along Oldham Road provide an appropriate transition between public and private space.
- 13.10 Overall, the scheme is considered to respond appropriately to the character and context of the surrounding area, delivering a coherent and legible layout, appropriate density, and a good standard of residential design. The proposal accords with the requirements of PfE Policy JP-P1, JP-H3, and Joint DPD Policy 9.

14. HIGHWAY SAFETY

- 14.1 NPPF paragraph 116 requires that, in considering planning applications, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”* This therefore provides the key test for considering this (and other) proposal in relation to highway safety. Paragraphs 110–117 further emphasise the importance of safe and suitable access for all users, prioritising pedestrian and cycle movements, and facilitating access to public transport.
- 14.2 PfE Policy JP-C8 requires new development to be designed and located in a way that promotes walking, cycling, and public transport use, reducing reliance on private cars and supporting the creation of sustainable, accessible, and attractive communities. Developments must provide safe, direct, and inclusive access for all users, prioritising pedestrians, cyclists, and public transport in line with the user hierarchy. Proposals should also ensure strong connectivity to local facilities and transport links. Adequate and well-integrated parking should be provided, including for disabled users, alongside secure and convenient cycle parking.
- 14.3 Policy 5 of the Local Plan requires that developments do not compromise pedestrian or highway safety and Policy 9 of the Local Plan states that the development will be permitted where it minimises traffic levels and does not harm the safety of road users.

- 14.4 The submitted Transport Note (Doyle Transport Planning, August 2025) confirms that the surrounding highway network is of adequate capacity and that the development would not give rise to significant traffic impacts. The Planning Statement further confirms that there are no identified road capacity or safety issues that would prevent the development coming forward. Trip generation associated with the development is modest for a scheme of this scale and, when considered alongside existing flows on Oldham Road and the surrounding network, would not result in a material impact on highway operation.
- 14.5 The site is located in a highly sustainable location and is identified as having a Very High accessibility rating, with frequent public transport provision and strong connectivity to services and facilities. Bus services operate along Oldham Road in close proximity to the site, and Failsworth Metrolink stop is within walking distance. This level of accessibility supports reduced reliance on private car travel and aligns with PfE Policy JP-C8 and Joint DPD Policy 5.
- 14.6 A Stage 1 Road Safety Audit has been undertaken which identified a number of issues, including:
- Potential displacement parking following the loss of the informal parking use
 - Footway condition along Brookdale Street and Ridgefield Street
 - Potential pedestrian conflict arising from gate arrangements on Oldham Road

The submitted Transport Note confirms that these matters have been addressed through design amendments, including:

- Closure of the informal parking area
- Proposed highway works (including footway improvements) to be secured via Section 278
- Revision of gate arrangements at Plots 1–13 to ensure they open inwards
- Reduction in junction radii at Brookdale Street/Ridgefield Street to improve pedestrian safety

These measures are considered to respond appropriately to the Road Safety Audit findings.

- 14.7 Currently there are bollards at the eastern end of Brookdale Street. The applicant proposes their removal to facilitate improved connectivity. However, the Council's Highway Engineer has recommended that the bollards be retained to ensure no through route to the adjacent dwellings further east. Amended plans have been submitted indicating that the bollards would be retained as recommended by the Highway Engineer.
- 14.8 Objections relating to the loss of the informal car parking area and potential impacts on servicing of the adjacent fabrication business are noted. The site has been used for unsanctioned informal parking, and its loss does not amount to the removal of formal parking provision.
- 14.9 The Transport evidence confirms that the local highway network is capable of accommodating the potential volume of vehicular traffic to be generated by the

development without significant adverse effects. With regard to servicing, the submitted transport information confirms that vehicle manoeuvring and access arrangements remain acceptable, and that the development will not compromise the ability of delivery vehicles to access adjacent premises.

- 14.10 Cycle parking will be provided within private rear gardens and accessed via the central passageway, in accordance with the submitted layout. This approach promotes sustainable transport and is consistent with the accessibility of the site. Refuse collection arrangements have been designed in accordance with tracking and servicing requirements, with communal collection points for Plots 1–13 located within acceptable walking distances and designed to be safely serviced.
- 14.11 Having regard to the submitted Transport Note, Road Safety Audit, and the highly sustainable location of the site, the development is considered acceptable in highway safety and transport terms. Subject to the imposition of appropriate conditions and legal agreements, the proposal complies with PfE Policy JP-C8 and Joint DPD Policies 5 and 9.
- 14.12 Some disturbance is inevitable during the construction phase. A Construction Traffic Management Plan (CTMP) will be secured by condition to mitigate impacts, including routing, delivery times, and contractor parking. This will ensure safety and minimise disruption to the local highway network.
- 14.13 The site is sustainably located, with safe and suitable access for all users. The internal layout, parking provision, and servicing arrangements are acceptable, and the development will not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. The proposal is therefore considered to be acceptable in highway safety terms and accords with PfE Policy JP-C8 and Policy 5 of the Joint DPD.

15. AMENITY

- 15.1 Paragraph 135 of the NPPF requires planning decisions to ensure that developments create places with a high standard of amenity for existing and future users. Policy 9 of the Joint DPD reinforces this by requiring development to safeguard the amenity of neighbouring occupiers and ensure acceptable living conditions for future residents.

Noise:

- 15.2 The northern boundary of the site, adjacent to the A62 Oldham Road, is subject to elevated traffic noise levels, with measured daytime levels of LAeq,16hr 69.2 dB(A) and night-time levels of LAeq,8hr 58.5 dB(A). This places the site within ProPG Category 2 (Medium Risk), where mitigation is required to achieve acceptable internal and external living conditions. Maximum noise events regularly exceed 80 dB(A) and, without mitigation, internal noise levels within north-facing habitable rooms (Plots 1–13) would exceed the guidance in BS8233:2014 standards.
- 15.3 A detailed Noise Impact Assessment has been submitted and reviewed by Environmental Health. The agreed mitigation measures include:

- Enhanced glazing (Pilkington 4/16/6.8 Optiphon) to the northern elevations of Plots 1–13
- Standard double glazing to other elevations
- Acoustic trickle ventilators to all habitable rooms
- A 2.2-metre boundary wall or fence to the western garden boundary

15.4 With these measures in place, predicted internal noise levels are reduced to 33 dB(A) daytime and 43.0 dB(A) LAMax night-time, meeting the relevant standards. External amenity space to the western boundary achieves levels below 47.4 dB(A), within the 50 dB(A) guideline for garden areas. Southern elevations of Plots 1–13, and all elevations of Plots 14–28, benefit from acoustic screening from the built form and require only standard glazing. These mitigation measures can be secured by condition and are considered sufficient to ensure acceptable living conditions.

Impact of Fabrication Business:

15.5 Framos Fabrications, located at 19 Brookdale Street to the south-east of the site, operates a metal fabrication business during daytime hours only (07:30–16:15 Monday to Thursday; 07:30–13:30 Friday). A BS4142:2014 assessment has been undertaken, applying a robust worst-case scenario with a +3 dB impulsivity correction. This identifies a rating level of 59.8 dB(A) compared against a background level of 49.3 dB(A) at the site boundary. However, once site layout and built form are accounted for, the northern terrace provides significant acoustic shielding (in excess of 20 dB) to the rear garden areas of Plots 14–28. This reduces the effective rating level to approximately 39.8 dB(A), around 10 dB below the background level, with internal noise levels reduced to below 29.8 dB(A). Having regard to the Agent of Change principle, the operation of the fabrication business would not give rise to an adverse impact on the amenity of future occupiers.

Overlooking:

15.6 The proposed layout has been carefully designed to minimise impacts on neighbouring properties and ensure good standards of privacy, daylight, and outlook. The scheme incorporates a rear-to-rear separation distance of approximately 17 metres, which falls below the 21-metre guideline referenced in the Oldham Residential Design Guide SPD. This arrangement was considered and accepted in principle at pre-application stage, subject to appropriate design controls.

15.7 The submitted layout drawings demonstrate that windows within this relationship are positioned so as to avoid direct overlooking as much as possible. Significantly, in the context of the site's dense urban setting and prevailing terrace typology, the reduced separation distance is considered acceptable and consistent with the local character.

15.8 All proposed homes meet the Nationally Described Space Standards (NDSS) and are designed to be M4(2) compliant, ensuring accessibility and adaptability for a wide range of users. Private gardens and shared amenity spaces are provided throughout the scheme, and the internal layout supports a safe and comfortable residential environment.

15.9 Taking into account the proposed mitigation measures and the design of the scheme, the development is considered to provide acceptable living conditions for future occupiers and to safeguard the amenity of neighbouring residents. Construction impacts will be managed through a detailed Construction Management Plan reserved

by condition. The proposal is considered acceptable in terms of residential amenity and complies with the requirements of the NPPF and Policy 9 of the Joint DPD.

16. ECOLOGY

Habitats:

- 16.1 The NPPF requires planning decisions to minimise impacts on biodiversity and deliver net gains where possible. The Environment Act 2021 introduced a statutory requirement for Biodiversity Net Gain (BNG), mandating a minimum 10% improvement in biodiversity value. The proposed development is subject to this statutory BNG requirement. PfE Policy JP-G8 and Policies 6 and 21 of the Joint DPD reinforce these requirements locally, promoting habitat enhancement and protection of ecological networks.
- 16.2 A Preliminary Ecological Appraisal (E3P, December 2024) confirms that the site does not support habitats likely to sustain protected species requiring further surveys. Great crested newts, otters and reptiles have been reasonably discounted. The site may, however, support common amphibians, badgers, hedgehogs, bats and breeding birds. Construction-phase risks will be addressed through precautionary mitigation measures, including sensitive hand clearance, a pre-commencement badger walkover survey, pre-clearance checks for hedgehogs, and restrictions on vegetation removal during the bird nesting season (March–September inclusive) unless supervised by a suitably qualified ecologist. Enhancement measures will include the provision of bat and bird boxes within the completed development.
- 16.3 Giant Hogweed, a Schedule 9 invasive species under the Wildlife and Countryside Act 1981 (as amended), has been identified within areas of bramble scrub and will require treatment and eradication by a suitably qualified contractor prior to commencement. These measures, alongside broader ecological safeguards, will be secured by planning condition.
- 16.4 The site lies approximately 130 metres from the Rochdale Canal Special Area of Conservation (SAC), designated for floating water-plantain (*Luronium natans*) and associated canal habitats. A Shadow Habitats Regulations Assessment (HRA) has been submitted to assess potential impact pathways, including dust, noise, vibration, lighting, surface water runoff and recreational disturbance. The HRA concludes that, subject to mitigation, the proposal will not give rise to Likely Significant Effects on the Rochdale Canal SAC, either alone or in combination with other plans or projects. Mitigation measures include the implementation of a Construction Environmental Management Plan (CEMP) incorporating pollution prevention controls to protect the canal during construction. The Greater Manchester Ecology Unit (GMEU) has confirmed agreement with these conclusions, and no requirement for Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017 is identified.

BNG:

- 16.5 The application is subject to the mandatory Biodiversity Net Gain provisions under Schedule 7A of the Town and Country Planning Act 1990. The submitted Statutory Biodiversity Metric (E3P, May 2026) identifies a baseline biodiversity value of 1.27

habitat units. Following development, the scheme would result in a net loss of –0.92 habitat units (–71.85%) and a net gain of +0.06 hedgerow units.

- 16.6 While the landscaping proposals include new tree planting, species-rich grassland and ornamental and native hedgerow planting, these measures are insufficient to achieve the statutory requirement for a minimum 10% biodiversity net gain on-site. The assessment identifies a habitat unit deficit of approximately 1.04 units when the 10% requirement is applied and confirms that the trading rules are not satisfied on-site due to the loss of medium distinctiveness habitats.
- 16.7 In order to meet the statutory requirement, the residual biodiversity unit shortfall will need to be addressed through the provision of biodiversity units in accordance with the statutory framework. This may be achieved through the purchase of off-site biodiversity units or, where necessary, statutory biodiversity credits. The precise mechanism for delivery will be confirmed through the Biodiversity Gain Plan.
- 16.8 A proportionate Habitat Management and Monitoring Plan (HMMP) for the on-site landscaping and habitat features will be secured by condition to ensure their establishment and ongoing management.
- 16.9 Several representations raise concerns regarding the loss of existing habitat and potential impacts on wildlife. These matters have been fully considered through the submitted ecological appraisal, biodiversity metric and Habitats Regulations Assessment. Whilst the proposal would result in a net loss of on-site habitat units, the statutory requirement for biodiversity net gain ensures that the development will deliver an overall improvement in biodiversity value.
- 16.10 Subject to the recommended conditions, including the statutory biodiversity gain condition, the proposal is considered acceptable in ecological terms and compliant with the requirements of the NPPF, the Environment Act 2021, PfE Policy JP-G8 and Policy 21 of the Joint DPD.

17. TREES

- 17.1 The NPPF states that planning decisions should ensure new developments incorporate appropriate landscaping and protect existing trees wherever possible. PfE Policy JP-G7 supports tree planting, woodland management and green infrastructure enhancements to improve biodiversity and urban environments. Policy 21 of the Joint DPD reinforces the protection of existing trees and landscaping, requiring mitigation where tree loss is unavoidable and promoting sustainable landscaping schemes.
- 17.2 The submitted Arboricultural Impact Assessment (E3P, August 2025) identifies a single tree group (G1) within and adjacent to the site. This group comprises predominantly multi-stemmed alder and ash, with associated bramble and buddleia understorey, and reaches an approximate height of 8 metres. The trees are categorised as Category C2 (low-quality landscape trees) under BS5837:2012, indicating limited arboricultural and visual value with a relatively modest contribution to the wider landscape.
- 17.3 No trees of Category A or B value are present on the site. The Assessment further notes that Tree Preservation Order (TPO) status could not be confirmed at the time of

survey. It is considered pertinent to mention that up until 2023, there were some nature trees on the site. The trees were removed in 2023 prompting an investigation by the Forestry Commission. The Forestry Commission in their investigation concluded that about 28 trees would have been removed on site.

- 17.4 The proposed development requires the removal of the entirety of Group G1 to facilitate the approved layout. In accordance with BS5837:2012, the loss of Category C trees may be acceptable where they act as a constraint to development, provided that appropriate mitigation is secured. Whilst the loss of the trees is acknowledged, including in the context of the site's recent history, limited weight is afforded to this loss given the low quality of the existing group. The central consideration is therefore whether the development delivers a suitable and proportionate replacement planting strategy.
- 17.5 Following initial concerns raised by the Tree Officer, the landscaping scheme has been revised (Trevor Bridge Associates, Drawing 7702.01 Rev C, February 2026). The amended scheme provides 26 new trees, comprising 7 heavy standard trees (3.5–4.25m height) and 19 feathered trees (2–2.5m height). A comprehensive planting strategy including: 303 native beech hedging plants, 398 ornamental shrubs across a range of species and areas of species-rich wildflower turf. This represents a substantial enhancement over the originally proposed planting scheme.
- 17.6 Taking these matters into account, the removal of the Category C tree group is considered acceptable, subject to the implementation and long-term management of the proposed landscaping scheme. The revised proposals would deliver a meaningful improvement in green infrastructure, introducing structural planting, biodiversity value and visual enhancement to a long-derelict site.
- 17.7 Notwithstanding the proposed increase in planting, the proposal would not meet the requirements set out within PfE Policy JP-G7 in so far as replacement trees are concerned. Normally, the solution would have been the provision of additional trees off-site. However, the viability assessment indicates that the scheme would not be viable if further financial contributions towards replacement trees off-site were to be made by the applicant. Whilst the Tree Officer objects on the basis of insufficient provision for replacement trees to mitigate the overall loss of trees on site (taking into consideration the number of trees removed prior to the submission of the planning application and those to be removed to facilitate the proposed development), some weight has been given to the viability assessment and on balance, it is considered that other benefits resulting from the proposal (such as affordable housing, biodiversity net gain and potential improvement to the parking situation the area) would outweigh the harm resulting from the loss of the trees.

18. FLOODING AND DRAINAGE

- 18.1 Paragraph 167 of the National Planning Policy Framework (NPPF) confirms that development located within Flood Zone 1 should not be refused on flood risk grounds where it can be demonstrated that site-specific drainage and risk mitigation measures are satisfactory. PfE Policy JP-S4 requires developments to mitigate flood risk through appropriate site layout, drainage design and flood resilience measures.
- 18.2 The submitted Flood Risk Assessment (Townsend Water Engineering, July 2025) confirms that the application site lies wholly within Flood Zone 1, defined as land at low

probability of flooding (less than 0.1% annual probability). The Assessment identifies that the site is at low risk from all sources of flooding, including fluvial, surface water, groundwater, reservoir and sewer flooding.

- 18.3 The proposed residential development is classified as 'More Vulnerable', which is appropriate within Flood Zone 1 and does not require the application of either the Sequential Test or Exception Test under the NPPF
- 18.4 A detailed drainage strategy has been prepared (REFA, Drawing Ref. 24153/100/1 Rev A, August 2025). Given the site's ground conditions, infiltration has been discounted as unfeasible, and surface water will instead be attenuated on site and discharged at a controlled rate.
- 18.5 The revised strategy will ensure that rainwater is intercepted, passed through a filter, stored within an attenuation tank, and then discharged entirely to the public sewer at a controlled rate. This design mitigates flood risk and incorporates water quality measures prior to discharge. The scheme incorporates a cellular attenuation tank designed to accommodate runoff from up to and including the 1 in 100 year rainfall event, with 45% allowance for climate change and 10% for urban creep. Hydraulic modelling confirms a required storage volume of approximately 116.5m³, with no predicted on-site flooding during any design event.
- 18.6 Surface water discharge will be restricted to 5 litres per second via a Hydro-Brake flow control device, with outfall to the existing combined sewer network within Ridgefield Street. Foul water will discharge to the same network. United Utilities has confirmed the proposals are acceptable in principle.
- 18.7 A water main crosses the site and must remain free from built development; this constraint can be appropriately addressed through an informative and detailed design stage coordination. Compliance with the approved Flood Risk Assessment and drainage strategy will be secured by condition, alongside a requirement for a drainage management and maintenance plan to be submitted prior to first occupation.
- 18.8 The site lies in reasonable proximity to the Rochdale Canal; however, the drainage strategy ensures that no surface water discharge will be directed to the canal, thereby avoiding any potential adverse impacts. Instead, all flows will connect to the combined sewer network. The development will be subject to a planning condition preventing occupation until the approved drainage infrastructure, including both surface and foul connections, has been fully implemented and is operational.
- 18.9 The proposed development is considered to appropriately manage flood risk, provide suitable on-site attenuation, and ensure safe disposal of surface and foul water. Accordingly, the proposal is compliant with PfE Policy JP-S4 and the NPPF and is acceptable in flood risk and drainage terms.

19. LAND CONTAMINATION

- 19.1 Policies PfE JP-S1 and Joint DPD Policy 9 require that development is suitable for its intended use and does not give rise to unacceptable risks to human health, property, controlled waters or the wider environment. The proposal must therefore demonstrate that ground conditions have been properly assessed and, where necessary, appropriately mitigated.

- 19.2 The submitted Geo-Environmental Investigation Report (REFA, January 2025) confirms that the site is underlain by made ground to a depth of approximately 2.0 metres below ground level. Chemical testing of the made ground has identified elevated concentrations of lead and a range of polycyclic aromatic hydrocarbons (PAHs), including naphthalene, phenanthrene, benzo(a)anthracene, chrysene, benzo(a)pyrene, dibenz(ah)anthracene and benzo(b)fluoranthene. These contaminants present a potential risk and therefore necessitate remediation.
- 19.3 The report also confirms that further delineation of contamination is required following vegetation clearance. Ground gas risk is assessed as low and, on this basis, a gas monitoring regime is not considered necessary. However, the presence of volatile contaminants means that the potential need for vapour protection measures, such as membranes, will need to be confirmed as part of a detailed remediation strategy.
- 19.4 In geotechnical terms, the presence of made ground overlying cohesive, relatively impermeable strata indicates that traditional shallow foundations are unlikely to be suitable. Accordingly, piled foundations are anticipated to ensure structural stability.
- 19.5 The Council's Environmental Health Consultant has reviewed the submitted information and confirms that a comprehensive, multi-phase contaminated land condition is required. This will include a Phase 2 intrusive site investigation and risk assessment following site clearance; a Phase 3 remediation strategy detailing the measures necessary to render the site suitable for its proposed use; a Phase 4 verification report demonstrating that the approved remediation has been carried out effectively; procedures for the identification and management of any previously unidentified contamination encountered during development (watching brief); and controls relating to the testing and validation of imported soils.
- 19.6 Subject to the imposition of conditions, including Conditions 3 and 20, the proposed development is considered capable of being made safe and suitable for its intended residential use. The identified risks can be appropriately managed through further investigation, remediation and verification. On this basis, the proposal is acceptable in respect of ground conditions and contamination and accords with PfE Policy JP-S1 and Joint DPD Policy 9.

20. AIR QUALITY

- 20.1 The NPPF states that planning decisions should ensure new developments do not contribute to unacceptable levels of air pollution and should mitigate any adverse impacts on air quality. PfE Policy JP-S5 requires developments to contribute to improved air quality by reducing emissions and incorporating mitigation measures. Policy 9 of the Joint DPD reinforces the need for air quality assessments, particularly in Air Quality Management Areas (AQMAS), ensuring that developments do not result in significant harm to human health or the environment.
- 20.2 An Air Quality Assessment has been submitted in support of the application. The site is adjacent to a Greater Manchester Combined Authority Air Quality Management Area, designated for exceedance of the annual mean NO₂ objective. Monitoring at the nearest diffusion tube locations (OL7 and OL8) records NO₂ concentrations of 30.4 and 33.7 µg/m³ respectively, both below the 40 µg/m³ national annual mean objective and trending downward.

- 20.3 The additional traffic generated by the development (approximately 90 additional annual average daily traffic movements) falls below the IAQM screening threshold for a formal air quality concentration assessment. A voluntary emissions damage cost assessment using the DEFRA Emissions Factor Toolkit confirms a net benefit of -£1,195.15 once electric vehicle charging and a sustainable travel pack are included as mitigation. EV charging infrastructure will be secured by condition; the sustainable travel pack will be provided to each household on first occupation.
- 20.4 The submitted Air Quality Assessment demonstrates that the development will not result in significant adverse impacts on air quality during construction or operation. Predicted pollutant levels are below national thresholds, and appropriate mitigation measures have been incorporated into the scheme. The proposal is therefore considered acceptable in terms of air quality and complies with the NPPF, PfE Policy JP-S5 and Policy 9 of the Joint DPD.

21. ENERGY

- 21.1 The NPPF requires new development to contribute to the transition to a low-carbon future, minimising energy use and supporting renewable energy generation. PfE Policy JP-S2 requires new residential development to demonstrate a minimum 30% improvement in carbon performance against a 2013 baseline, incorporate renewable energy and, where feasible, achieve at least 20% of ground floor energy demand from solar photovoltaic panels.
- 21.2 The Energy Statement (Base Energy Services, July 2025) confirms that all dwellings will be served by individual air source heat pumps for heating and hot water, achieving a 60% reduction in CO₂ emissions against the 2013 baseline. This is significantly in excess of the JP-S2 30% minimum.
- 21.3 The energy consultant assessed solar photovoltaic panels as feasible in principle but space-limited given the terrace roof arrangement and dormer configuration of the three-storey units. PV has not been included in the DER calculation; the scheme achieves compliance with the JP-S2 30% threshold through fabric efficiency and ASHP measures alone.
- 21.4 The proposal demonstrates a strong commitment to sustainable construction and low-carbon living. Subject to conditions securing the implementation of the energy strategy, the development is considered acceptable in energy and sustainability terms and complies with the PfE Policy JP-S2.

22. PLANNING BALANCE

- 22.1 In assessing the planning balance, the following key matters have been considered:

Harms:

- 22.2 The proposed development involves departures from Policy 23 (Open Space) of the Joint DPD and Policy JP-G7 of the Places for Everyone Joint Plan. These departures are evidentially justified by a Financial Viability Assessment independently verified on behalf of the Council, demonstrating that the site cannot generate a reasonable return above the Benchmark Land Value whilst bearing open space contributions and replacement trees contributions in addition to the non-negotiable BNG obligation. The

importance of replacement trees and to offset additional use of open space are acknowledged however, substantial weight is given towards independently verified viability evidence which leaves no substantive basis on which to refuse permission on either ground. These departures are given **Limited Weight** against the development.

- 22.3 The rear-to-rear separation of 17 metres is below the 21-metre design guideline, however, this deficiency is not considered to be so significant as to warrant a refusal in this instance as the shortfall is not of a scale that would detract unacceptably from the amenity of the future occupiers. As such this harm carries **Limited Weight** against the development.
- 22.4 Against these harms, the following benefits are given weight in the planning balance:
- 22.5 The development of a long-vacant brownfield site within the settlement boundary, recorded on the Brownfield Land Register as suitable and achievable, on land that has been derelict for over a decade. The regeneration of this site contributes to Oldham's housing delivery trajectory under PfE Policy JP-H1, to the borough's strategic objectives and to the Council's declared response to a housing crisis. NPPF paragraphs 124 and 125(c) require **Significant Weight** to be given to proposals that make efficient use of brownfield land in sustainable locations.
- 22.6 The delivery of 3 affordable housing units and 25 new market homes on a site that has been derelict since 2013. The proposed mix of two and three-bedroom dwellings responds to identified local housing need and supports the borough's stepped housing target. The NPPF requires the **Significant Weight** to be given to the need to support housing supply.
- 22.7 The site's Very High accessibility rating underpins a car-free approach for 14 dwellings. The use of air source heat pumps across all units achieves a 60% reduction in CO₂ emissions. These measures collectively represent a meaningful contribution to the sustainable development objectives of PfE Policies JP-S1, JP-S2 and JP-C8. These measures sustainable living and are afforded **Moderate Weight** in favour.
- 22.8 The scheme will provide a mandatory uplift of 10% biodiversity net gain. Whilst this is a mandatory requirement, the enhancement of biodiversity is a key Council requirement. This is outlined in the Local Nature Recovery Strategy which was adopted as a direct response to Greater Manchester's declaration of a biodiversity emergency. The compliance with policy is afforded **Moderate Weight** in favour of the development.
- 22.9 The improvements to the east-side passageway and the provision of active frontages to both Oldham Road and Brookdale Street, contribute to the pedestrian environment of this part of Failsworth. These improvements to the street scene are afforded **Moderate Weight** in favour.
- 22.10 Other matters - transport, design, flooding, drainage, air quality, and contamination have been addressed. These matters are policy-compliant and are afforded **Neutral Weight** in the planning balance.
- 22.11 The benefits of the development, taken together, substantially outweigh the limited and viability-justified harms identified. The departures from Policy JP-G7 and Policy 23 are not decisive when weighed against the positive contributions to housing delivery, brownfield regeneration and sustainable development that the scheme delivers.
- 22.12 The proposal therefore constitutes sustainable development when assessed against

the development plan and the National Planning Policy Framework. The benefits of the scheme clearly and decisively outweigh the identified harms, and the planning balance is firmly in favour of granting planning permission.

23. RECOMMENDATION

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

- Affordable Housing

23.2 The development is subject to the statutory requirement to deliver a minimum 10% Biodiversity Net Gain under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by the Environment Act 2021). This requirement will be secured through the mandatory biodiversity gain condition, which requires the submission and approval of a Biodiversity Gain Plan prior to the commencement of development. The Biodiversity Gain Plan shall demonstrate how the required net gain will be achieved, whether through on-site provision, off-site biodiversity units, or statutory biodiversity credits, and must be implemented and maintained in accordance with the approved details.

24. RECOMMENDED CONDITIONS

1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.
3. No development (excluding site clearance) shall commence until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
 - a) A site investigation and risk assessment, based on a Phase 2 intrusive investigation, to identify the nature and extent of any contamination present and the risks it poses to human health, controlled waters, property and the wider environment;
 - b) A remediation strategy detailing the measures required to remediate the site to a condition suitable for its intended use, including arrangements for the management and disposal of any contaminated materials;
 - c) A verification plan outlining the measures to be undertaken to demonstrate compliance with the approved remediation strategy.

The approved scheme shall be implemented in full prior to the first occupation of the development.

Following completion of remediation works, a verification report (Phase 4) demonstrating that the site has been remediated in accordance with the approved strategy shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation.

If, during the course of development, any previously unidentified contamination is encountered, development shall cease in the affected area and a revised remediation strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON – To ensure that risks associated with land contamination are properly identified and addressed, in order to protect human health, controlled waters and the wider environment, in accordance with Policy 9 of the Joint DPD.

4. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:
 - a) Parking arrangements for site operatives and visitors;
 - b) Loading and unloading arrangements for plant and materials;
 - c) Storage of plant, materials and equipment;
 - d) Erection and maintenance of security hoarding;
 - e) Wheel washing facilities;
 - f) Measures to control noise, dust, and dirt emissions (in accordance with relevant best practice guidance, including IAQM);
 - g) A scheme for the recycling and disposal of construction waste;
 - h) Hours of construction (08:00–18:00 Monday to Friday, 09:00–13:00 Saturday, and no working on Sundays or Bank Holidays);
 - i) Contact details for the site manager to enable public liaison.

The approved CTMP shall be adhered to throughout the construction period.

REASON – In the interests of highway safety, residential amenity and the efficient operation of the local highway network. Pre-commencement approval is required as the measures are necessary to control construction impacts from the outset of development, in accordance with PpE Policy JP-C8 and Policy 5 of the Joint DPD.

5. No development, other than site investigations and survey work necessary to discharge planning conditions, shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:
 - a) A risk assessment of construction activities with potential impacts on protected species and habitats;
 - b) Details of measures to protect adjacent habitats and designated sites, including protective fencing, exclusion zones and ecological buffers;
 - c) Ecological supervision, monitoring and reporting arrangements;

- d) Timing of works to avoid harm to nesting birds and other protected species;
- e) Specific mitigation and enhancement measures as set out within the approved ecological reports;
- f) Measures to prevent surface water pollution, including silt control and spill response procedures;
- g) Construction waste management, including recycling and disposal arrangements;
- h) Sensitive lighting to avoid impacting protected species;
- i) Specific measures to safeguard the Rochdale Canal SAC/SSSI/SBI, including buffering, pollution control, materials storage and site management protocols.

The approved CEMP shall be implemented in full for the duration of the construction period.

REASON – To ensure that construction activities do not adversely affect biodiversity, protected species, or the adjacent designated canal corridor. Pre-commencement approval is required as these measures are necessary to safeguard ecological interests from the outset of development, in accordance with PfE Policies JP-G3, JP-G8 and JP-S4 and Policy 21 of the Joint DPD.

6. No development shall commence until full details of a sustainable surface water drainage scheme and a foul water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage schemes shall include:

- a) An assessment of the drainage hierarchy in accordance with national planning guidance, including evidence of ground investigations and the feasibility of infiltration (in accordance with BRE365);
- b) Details of the proposed means of surface water disposal, including a restricted discharge rate, to be agreed with the Local Planning Authority;
- c) Finished floor levels and site levels (in metres Above Ordnance Datum), and levels of the proposed drainage infrastructure;
- d) Measures to manage and mitigate the risk of sewer surcharge and exceedance flows;
- e) Confirmation that foul and surface water drainage will be provided on separate systems.

The scheme shall be designed in accordance with the National Standards for Sustainable Drainage Systems (or any subsequent replacement standards).

The approved drainage schemes shall be implemented in full prior to the first occupation of the development and thereafter retained and maintained in accordance with the approved details.

REASON – To ensure that the development is provided with a satisfactory means of drainage and does not increase flood risk on or off site. Pre-commencement approval is required as the drainage design is integral to the layout and

construction of the development, in accordance with PfE Policy JP-S4 and the National Planning Policy Framework.

7. No development shall commence until a methodology for the control and eradication of Giant Hogweed (*Heracleum mantegazzianum*) on the site has been submitted to and approved in writing by the Local Planning Authority.

The approved methodology shall be implemented in full prior to the commencement of any vegetation clearance or groundworks and thereafter adhered to.

REASON – To prevent the spread of invasive non-native species and to safeguard biodiversity and the local environment, in accordance with Policy 21 of the Joint DPD and the Wildlife and Countryside Act 1981 (as amended). Pre-commencement approval is required as early site works could otherwise result in the uncontrolled spread of this species.

8. The landscaping scheme shall be carried out in full accordance with the approved details shown on Drawing 7702.01 Rev C (Landscape Proposals), unless otherwise agreed in writing by the Local Planning Authority.

All planting, seeding and turfing comprised in the approved scheme shall be carried out in the first planting season following the first occupation of the development or completion of the final dwelling, whichever is sooner.

Any trees or plants which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

The landscaping shall thereafter be retained and maintained in accordance with the approved details.

REASON – To ensure the provision, establishment and long-term maintenance of a high-quality landscaping scheme, in the interests of visual amenity, biodiversity enhancement and green infrastructure, in accordance with PfE Policy JP-G7 and Policy 21 of the Joint DPD.

9. Prior to the first occupation of the development, details of ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority.

The measures shall be based on the recommendations of the approved ecological reports and shall include, where appropriate:

- a) Provision of bird and bat boxes integrated within the built fabric of the development;
- b) Measures to support hedgehog movement through the site;
- c) Biodiversity enhancements within the landscaping scheme;
- d) An implementation timetable.

The approved measures shall be implemented in accordance with the agreed details and retained thereafter.

REASON – To secure appropriate ecological enhancements as part of the development, in accordance with PfE Policy JP-G8 and Policy 21 of the Joint DPD.

10. Prior to the first occupation of the development, a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a) Arrangements for the adoption of the drainage system by an appropriate public body or statutory undertaker, or alternatively details of management and maintenance by a residents' management company; and

- b) Details of the inspection, maintenance and operational requirements for all elements of the sustainable drainage system to ensure its effective operation for the lifetime of the development.

The drainage system shall thereafter be managed and maintained in accordance with the approved plan.

REASON – To ensure that appropriate arrangements are in place for the long-term management and maintenance of the sustainable drainage system, in order to prevent increased flood risk and pollution over the lifetime of the development, in accordance with PfE Policy JP-S4 and the National Planning Policy Framework.

11. No development above ground level shall take place until details and samples of the materials to be used in the external elevations of the buildings have been submitted to and approved in writing by the Local Planning Authority.

The details shall include the type, colour, texture and finish of all external materials.

The development shall be carried out in accordance with the approved details.

REASON – To ensure a high-quality appearance and that the development responds appropriately to the character of the surrounding area, in accordance with PfE Policy JP-P1 and Policy 9 of the Joint DPD.

12. All dwellings hereby approved shall be constructed to meet the requirements of Part M4(2) (accessible and adaptable dwellings) of the Building Regulations, unless otherwise agreed in writing by the Local Planning Authority.

Prior to the first occupation of the 26th dwelling, evidence of compliance with Part M4(2) shall be submitted to and approved in writing by the Local Planning Authority.

REASON – To ensure that the development provides inclusive and adaptable homes to meet the needs of a diverse range of occupants, in accordance with PfE Policy JP-H3.

13. Prior to the first occupation of any dwelling, the noise mitigation measures set out in Section 4.2 of the approved Noise Impact Assessment (Martin Environmental

Solutions Ltd, Report No. 3010-1, July 2025) shall be fully implemented. The measures shall include:

- a) Installation of Pilkington 4/16/6.8 Optiphon (or equivalent) enhanced acoustic glazing to all windows on the northern elevations of Plots 1 to 13;
- b) Installation of standard double glazing (6/12/6 or equivalent) to all other elevations;
- c) Provision of acoustic trickle ventilators to all habitable rooms, designed to achieve the noise attenuation levels specified in the approved report;
- d) Installation of a 2.2 metre high imperforate boundary treatment (wall or fence) with a minimum surface density of 12 kg/m² along the western boundary of all rear garden areas.

The approved mitigation measures shall be retained and maintained in an effective condition for the lifetime of the development.

REASON – To ensure that future occupiers are provided with acceptable internal and external living conditions, having regard to noise from the adjacent highway, in accordance with PfE Policy JP-S5 and Policy 9 of the Joint DPD.

14. No soil or soil-forming materials shall be imported to the site until details of their source and a scheme for testing their suitability for use have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of testing schedules, sampling frequencies, and acceptable contaminant concentrations, based on an appropriate risk assessment.

The approved testing shall be carried out on all imported materials, and verification evidence demonstrating their suitability for use shall be submitted to and approved in writing by the Local Planning Authority prior to their use on site.

REASON – To ensure that any imported materials are suitable for use and do not pose a risk to human health or the environment, in accordance with Policy 9 of the Joint DPD and the National Planning Policy Framework.

15. No dwelling shall be occupied until details of refuse storage facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority.

The details shall include the location, design and capacity of the refuse storage facilities.

The approved facilities shall be provided in full prior to the first occupation of the relevant dwelling and shall thereafter be retained and made available for use at all times.

REASON – To ensure adequate provision for the storage and collection of waste in the interests of residential amenity and the proper management of the development, in accordance with Policy 9 of the Joint DPD.

16. No dwelling shall be occupied until details of secure cycle parking facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority.

The details shall include the location, design and capacity of the cycle parking provision.

The approved facilities shall be provided in full prior to the first occupation of the relevant dwelling and shall thereafter be retained and made available for the parking of cycles at all times.

REASON – To ensure adequate and secure provision for cycle parking in order to promote sustainable transport, in accordance with Policies JP-C8 of the Places for Everyone Joint Development Plan and Policy 9 of the Joint DPD.

17. The development shall be carried out in full accordance with the approved Flood Risk Assessment (Townsend Water Engineering, Contract Ref: FD201, Rev. 3, July 2025), including the implementation of the approved finished floor levels and all overland flow routes as shown on the approved plans.

No alterations to the approved finished floor levels or drainage design shall be made without the prior written approval of the Local Planning Authority.

REASON – To ensure that the development is adequately protected from flood risk and does not increase flood risk elsewhere, in accordance with PfE Policy JP-S4 and the National Planning Policy Framework.

18. Prior to the first occupation of any dwelling, the development shall be carried out in accordance with the measures set out in the approved Energy Statement (Base Energy Services, Job No. 11141, July 2025), unless otherwise agreed in writing by the Local Planning Authority.

This shall include the installation and commissioning of air source heat pumps to each dwelling for space heating and hot water.

REASON – To ensure that the development achieves a low-carbon form of construction and contributes to the reduction of greenhouse gas emissions, in accordance with PfE Policy JP-S2 and Policy 1 of the Joint DPD.

19. No development above ground level shall take place until a Simple Habitat Management Plan (SHMP) for the management of on-site habitat features has been submitted to and approved in writing by the Local Planning Authority.

The SHMP shall be based on the approved Biodiversity Net Gain Assessment (E3P, Report R2-2, May 2026) and shall include details of:

- a) The habitats to be created and/or enhanced on site;
- b) Management objectives and prescriptions for each habitat type;
- c) Monitoring and maintenance requirements;
- d) Timescales for implementation and ongoing management.

The approved SHMP shall be implemented in full and the on-site habitats shall

thereafter be managed and maintained in accordance with the approved details for a minimum period of 30 years.

REASON – To secure the delivery, management and monitoring of on-site biodiversity enhancements as part of the statutory biodiversity net gain requirement, in accordance with Schedule 7A of the Town and Country Planning Act 1990 and PfE Policy JP-G8.

20. Prior to the first occupation of any dwelling, a Sustainable Travel Pack shall be provided to that dwelling. The Travel Pack shall include:

A personalised travel information summary for the local area;
Details of local bus and Metrolink services, including timetables and route maps;
Information on local walking and cycling routes;
Details of any car sharing or car club schemes available in the locality.

The Travel Pack shall be made available to the first occupier of each dwelling upon occupation.

REASON – To promote sustainable travel behaviour and reduce reliance on the private car, thereby mitigating the transport and air quality impacts of the development, in accordance with PfE Policies JP-C6, JP-C8 and JP-S5.

21. No dwelling shall be occupied until the access to the site and car parking space for that dwelling has been provided in accordance with the approved plans and with the details of construction, levels and drainage, which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the construction of the access and parking spaces. Thereafter the parking spaces and turning area shall not be used for any purpose other than the parking and manoeuvring of vehicles. Reason - To ensure adequate off-street parking facilities are provided and remain available for the development so that parking does not take place on the highway to the detriment of highway safety having regard to Policies 5 and 9 of the Oldham Local Plan.

SITE LOCATION PLAN (NOT TO SCALE)



PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

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

THE BACKGROUND PAPERS

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

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

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

www.oldham.gov.uk

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

0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

1. The adopted Local Plan (the Joint Core Strategy and Development Management Policies Development Plan Document (Core Strategy))
2. 'Saved' policies from the Unitary Development Plan
3. The National Planning Policy Framework (NPPF)
4. Minutes of the meetings of Saddleworth Parish Council Planning Committee
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APPLICATION REPORT – FUL/355970/26 Planning Committee 19th August 2026

Registration Date: 23rd April 2026
Ward: Coldhurst

Application Reference: FUL/355970/26
Type of Application: Full Application

Proposal: Erection of a new household and business storage facility (Use Class B8) and associated access, parking, and landscaping

Location: Land north of Ellen Street, Oldham

Case Officer: Abiola Labisi
Applicant: Shurgard UK Ltd
Agent: Kathryn McCain (Rapleys LLP)

1. INTRODUCTION

- 1.1 The application has been referred to Planning Committee for determination in accordance with the Council's Constitution and Scheme of Delegation because the application relates to a Major proposal.

2. RECOMMENDATION

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

3. SITE DESCRIPTION

- 3.1 The land to which the application relates is rectangular in shape and located on the north side of Ellen Street, Chadderton. It is approximately 0.28 hectares in size and forms part of land allocated for Business and Employment Use within the Oldham Local Plan.
- 3.2 Whilst the site which forms part of the larger retail outlet site had permission for bulky good non-food retail units, it has however only ever been used as part of the parking area serving the adjacent commercial units within the overall holding. This section of the parking area has been fenced off for some time as it was considered surplus to parking requirements.
- 3.3 The immediate area is characterised by commercial buildings of various designs, reflecting the business allocation within the Local Plan. To the east of the site is an existing Aldi Supermarket while to the west is B&M Home Store and Garden Centre. Access to the application site is provided off Ellen Street.

4. THE PROPOSAL

- 4.1 The application seeks planning permission for the erection of a new household and business storage facility (Use Class B8) and associated access, parking, and landscaping.
- 4.2 The proposed storage building would have five floors and cover an area of approximately 65m x 25m and would be approx. 19m in overall height. The total floor area to be created would be 8,078m². The proposals include the installation of solar photovoltaic panels on the building's flat roof.
- 4.3 The external finish materials to be used in the construction of the building would be predominantly white, red, grey and dark grey cladding panels.

5. PLANNING HISTORY

- 5.1 PA/058740/10 - Planning permission granted for proposed retail units and associated car parking/service yards, including demolition of existing Wickes building on 08 December 2011.

6. RELEVANT PLANNING POLICIES

- 6.1 The adopted Development Plan is the Joint Development Plan Document (Local Plan) which forms part of the Local Development Framework for Oldham. In addition, the Places for Everyone (PfE) Joint Plan which was adopted in March 2024 forms a material consideration in the assessment of planning proposals. The application site is allocated for business and employment use within the Local Plan and therefore the following policies are considered relevant to the determination of this application:

Joint Development Plan Document (Local Plan):

Policy 5 - Promoting Accessibility and Sustainable Transport;
Policy 9 - Local Environment;
Policy 13 - Employment Areas; and,
Policy 14 Supporting Oldham's Economy.

Places for Everyone:

Policy JP-S1 - Sustainable Development;
Policy JP-S2 - Carbon and Energy;
Policy JP-S4 - Flood Risk and the Water Environment;
Policy JP-J1 - Supporting Long-Term Economic Growth;
Policy JP-J2 - Employment Sites and Premises;
Policy JP-J4 - Industry and Warehousing Development;
Policy JP-C1 – An Integrated Network;
Policy JP-C8 - Transport Requirements of New Development; and,
Policy JP-P1 – Sustainable Places.

7. CONSULTATIONS

CONSULTEE	FORMAL RESPONSE
Environmental Health	Formal response received raising no objection to the proposal, subject to conditions relating to plant noise output and land contamination remediation strategy.
Highways	Formal comments received raising no objection to the proposal.
Tree Officer	Formal response received raising no objection subject to proposal being implemented in accordance with the landscaping plan.
Coal Remediation Authority	Formal comments received, raising no objection subject to condition requiring submission of details of mitigation measures undertaken on site and signed statement confirming site has been made safe.
Greater Manchester Ecology Unit	Formal comments received. No objection raised subject to condition requiring details of off-site biodiversity provision prior to commencement of development.
Street Lighting	Formal response received. No objection raised subject to condition requiring submission of details of a lighting strategy prior to commencement of development.
Greater Manchester Police Crime Prevention Team	Formal response received. No objection subject to proposal being implemented in accordance with crime prevention measures set out within the Crime Impact Statement.
Royal Society for the Protection of Birds	Comments received. Raised no objection subject to integration of nests sites for swifts within the building.
United Utilities	Formal comments received. Raised no objection subject to the submission of surface water drainage proposal for written approval prior to commencement of development.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

- 8.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, and the Council's adopted Statement of Community Involvement, the application has been advertised by neighbour notification letters and display of a site notice, and publication of a press notice as a Major development.
- 8.2 No objections have been received in relation to the application.

ASSESSMENT OF THE PROPOSAL

9. PRINCIPLE OF DEVELOPMENT

- 9.1 The application site forms part of land specifically allocated for business and employment uses within the Oldham Local Plan. As set out within Policy 14 (Supporting Oldham's Economy) of the Oldham Local Plan, one of the uses that are acceptable in principle in such locations is storage or distribution uses falling within Use Class B8). The proposed storage building would therefore comply with the aims and objectives of this policy as an acceptable use of the land.
- 9.2 With regard to the building of a strong and competitive economy, paragraph 85 of the NPPF provides that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 9.3 The proposal would result in an effective use of a redundant vehicle parking area, providing an opportunity for a local business to invest and expand and thereby creating employment opportunities in the area. It is considered that the proposal would help boost the local economy and be in accordance with Government's objective of building a strong and competitive economy.
- 9.4 Similarly, Section 6.1 of the Places for Everyone Joint Plan provides that economic growth is central to the overall strategy for Greater Manchester as it would be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. The proposal would support businesses and create employment opportunities thus contributing to local economic growth which is central to the overall strategy for Greater Manchester. As such, the proposal would contribute towards the achievement of the overall strategy for Greater Manchester as set out within the Places for Everyone Joint Plan.
- 9.5 Having regard to the foregoing, it is considered that the proposal is acceptable in principle.

10. IMPACT ON RESIDENTIAL AMENITY

- 10.1 Having regard to the requirements of Policy 9 of the Oldham Local Plan the impact of the development on surrounding residents needs to be considered. In this regard, it is noted that the proposed storage building would be well separated from neighbouring residential properties. The nearest residential properties are on Busk Road and are located approximately 100m from the site. It is considered that this separation distance, coupled with the scale and nature of the proposed use, would minimise any potential impact on the amenity of the occupiers of neighbouring properties.
- 10.2 It is also noted that no objections have been received to the proposed development. Irrespective of this, the Environmental Health Officer has recommended a condition restricting any noise output from plants on site to specified levels and this is included in the recommendation below.
- 10.3 Having regard to the foregoing therefore, it is considered that the proposal would not result in any unacceptable amenity issues subject to the imposition of the condition referenced above.

11. DESIGN AND INTEGRATION WITH LOCAL CHARACTER

- 11.1 The application site forms part of a wider site allocated for business and employment uses and is located in an area where there are buildings similar in scale and design to the one proposed.
- 11.2 Whilst the scale of the proposed building would create a prominent feature within the street scene, it is however considered that this would not be significantly harmful to the area's amenity having regard to the generally commercial/industrial character of the wider area. Furthermore, the design and appearance as originally proposed was considered unacceptable due to the proposed use of bright coloured panels on most of the elevations which would have made the building stick out prominently within the landscape. A combination of softer and less obtrusive colours was suggested by the Local Planning Authority in order to soften the visual impact. Accordingly, the applicant submitted amended plans which address the concerns raised by the Planning Authority. In addition, the proposed use is similar in character to neighbouring uses and as such, the use would not be out of keeping with the character of the area.
- 11.3 It is therefore considered that the proposal would be in accordance with relevant provisions of Policy JP-P1 (Sustainable Places) of the Places for Everyone Joint Plan which require that development integrates well with and respect local character.

12. HIGHWAY ISSUES

- 12.1 Paragraph 115 of the National Planning Policy Framework (NPPF) requires planning decisions to ensure that safe and suitable access to a site can be achieved for all users. Paragraph 116 states that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe.
- 12.2 PfE Policy JP-C8 requires new development to be designed and located in a way that promotes walking, cycling, and public transport use, reducing reliance on private cars and supporting the creation of sustainable, accessible, and attractive communities. Developments must provide safe, direct, and inclusive access for all users, prioritising pedestrians, cyclists, and public transport in line with the user hierarchy. Proposals should also ensure strong connectivity to local facilities and transport links. Adequate and well-integrated parking should be provided, including for disabled users, alongside secure and convenient cycle parking.
- 12.3 Policy 5 of the Local Plan requires that developments do not compromise pedestrian or highway safety and Policy 9 of the Local Plan states that the development will be permitted where it minimises traffic levels and does not harm the safety of road users.
- 12.4 The application site is located within an area served by a well-established road network and will be accessed from Ellen Street along the south-eastern boundary of the site. The existing access point, which previously served the developed site, is proposed to be relocated further east to facilitate a more efficient site layout and to accommodate the proposed storage facility, car parking area and servicing arrangements.
- 12.5 The repositioned access will be widened to allow safe and efficient two-way vehicle movements, including access by larger delivery and servicing vehicles. The layout has been designed to ensure vehicles can enter and leave the site in a forward gear, thereby promoting safe operation of the development and minimising disruption to the surrounding highway network. Visibility at the site access is considered to be adequate.

- 12.6 A Transport Assessment prepared by RGP Consulting Engineers was submitted in support of the application. The assessment indicates that the development would generate approximately 21 two-way vehicle movements during the weekday peak periods (08:00-09:00 and 17:00-18:00). Having regard to the scale and nature of the proposed development, this level of traffic generation is not considered significant and would not result in a severe impact on the capacity or operation of the local highway network.
- 12.7 The Transport Assessment also concludes that the proposal would not have an unacceptable impact on highway safety and would not prejudice the safe operation of the surrounding road network. Officers are satisfied that the anticipated traffic movements associated with the development can be accommodated without detriment to highway capacity or road user safety.
- 12.8 The proposed development includes the provision of 12 car parking spaces. Given the nature of the proposed use and the relatively low level of vehicle movements anticipated, the parking provision is considered sufficient to meet the operational needs of the development. As such, it is unlikely that the proposal would give rise to overspill parking on the surrounding highway network or create conditions that would compromise highway safety.
- 12.9 The Council's Highway Engineer has reviewed the submitted plans and supporting Transport Assessment and raises no objection to the proposal. In light of the submitted evidence and consultation response, it is considered that the development accords with the requirements of paragraphs 115 and 116 of the NPPF and would not give rise to any unacceptable highway safety or network capacity impacts having regard to the local plan policies referenced above.

13. BIODIVERSITY NET GAIN

- 13.1 Whilst the site comprises mainly of hardstanding, there is a narrow strip of grassland within the northern and eastern sections of the site. Accordingly, the applicant has submitted a biodiversity assessment. The assessment concludes that the site is of low ecological value (0.29 habitat value) and given the limited scope for on-site provision of biodiversity enhancement, off-site provision would be considered.
- 13.2 The proposal has been reviewed by Greater Manchester Ecology Unit and they have advised that they are satisfied with the biodiversity assessment and do not have any concerns relating to the off-site provision of biodiversity enhancement.
- 13.3 Subject to the provision of the relevant off-site biodiversity enhancement, it is considered that the proposal would be in accordance with relevant biodiversity net gain requirements.
- 13.4 In the same vein, para 193 of the NPPF requires that planning decisions should ensure that opportunities to improve biodiversity in and around developments should be integrated as part of their design. This can be addressed by way of relevant planning conditions.

14. DRAINAGE

- 14.1 In relation to drainage and flood risks, paragraph 181 of the NPPF provides that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Accordingly, paragraph 182 provides that 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.
- 14.2 The site is located within Flood Risk Zone 1 (Low Risk) and comprises a hardstanding area. The applicant has submitted a Flood Risk Assessment (FRA) which concludes that the proposed drainage design would deliver a substantial betterment compared to the existing car park by reducing peak uncontrolled discharge from 41L/s to a controlled 10L/s and also providing on-site attenuation and incorporating SuDS features for treatment and storage.
- 14.3 The drainage details provided by the applicant have been reviewed by United Utilities and they have advised that the proposal does not include sufficient details for it to be acceptable. As a result, they have recommended a condition requiring submission of full details of a sustainable surface and foul water drainage proposal prior to the commencement of the development.
- 14.4 It is considered that subject to the drainage proposal meeting the requirements of United Utilities, the scheme would not lead to unacceptable flood risks and would as such be in accordance with relevant provisions of Section 14 of the NPPF.

15. ENERGY EFFICIENCY

- 15.1 Policy JP-S2 (Carbon and Energy) of the Places for Everyone Joint Plan highlights the Plan's aim of delivering a carbon neutral Greater Manchester by 2038. This, the Plan aims to achieve through a dramatic reduction in greenhouse gas emissions.
- 15.2 A number of measures are identified within Policy JP-S2 of the Joint Plan to achieve a carbon neutral Greater Manchester by 2018 and these include an expectation that new development will, unless it can be demonstrated that it is not practicable or financial viable, be net zero carbon. The policy also provides that from 2025, development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions. Development proposals are also required to set out how this has been achieved in an energy statement.
- 15.3 The applicant has submitted an energy statement prepared by Build Energy Limited. The energy statement highlights how carbon emissions would be minimised and the measures to adopt include improvement to U-values of the fabrics, improvement of air tightness and the integration of renewable sources of generation.
- 15.4 The energy statement includes details of regulated carbon emission as well as unregulated carbon emission relating to the proposal and demonstrates that it is possible to reduce regulated on-site carbon dioxide emissions of the proposed development by 100.00% beyond the requirements of Part L of the Building Regulations, where the building and services specification described in the statement is implemented.

16. CONCLUSION

- 16.1 The site is located within an area with established non-domestic uses, and the proposed development would be in accordance with the list of acceptable uses in a business employment area. The development would not lead to any significant adverse impact on the amenity of occupiers of neighbouring properties neither would it detract from the character of the area to an unacceptable degree.
- 16.2 Furthermore, the proposal would amount to an effective and more efficient use of the redundant car park, leading to a boost in the local economy. The proposal would therefore be in accordance with the aims and objectives of the relevant provisions of Policies 9, 13 and 14 of the Oldham Local Plan and Policy JP-P1 of the Places for Everyone Joint Plan.

17. RECOMMENDATION

- 17.1 The application is therefore recommended for approval subject to the following conditions:
1. The development must be begun not later than the expiry of THREE years beginning with the date of this permission. REASON - To comply with the provisions of Section 51 of the Planning and Compulsory Purchase Act 2004.
 2. The development hereby approved shall be fully implemented in accordance with the Approved Details Schedule list on this decision notice. REASON - For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and specifications.
 3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be consistent in terms of colour, size and texture with those stated on the plans and application form. REASON - To ensure that the appearance of the development is acceptable having regard to Policy JP-P1 (Sustainable Places) of the Places for Everyone Plan (2024).
 4. No external lighting shall be installed until a lighting strategy and design has been submitted to and approved in writing by the Local Planning Authority. Such details shall include the location, height, type and direction of any light sources and the intensity and timing of their illumination. Any lighting, which is so installed, shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance that does not change its details. REASON - To ensure acceptable levels of amenity for surrounding residents, and the nighttime sky, in accordance with Policy 9 of the Oldham Local Plan.
 5. No development shall commence until any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The remedial works shall be carried out in accordance with authoritative UK guidance. REASON – In the interest of the safety of the users of the site, in accordance with relevant provisions of Policy 9 of the Oldham Local Plan and para 196 of the NPPF.
 6. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved

development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity. REASON - In the interest of the safety of the users of the site, in accordance with relevant provisions of Policy 9 of the Oldham Local Plan and para 196 of the NPPF.

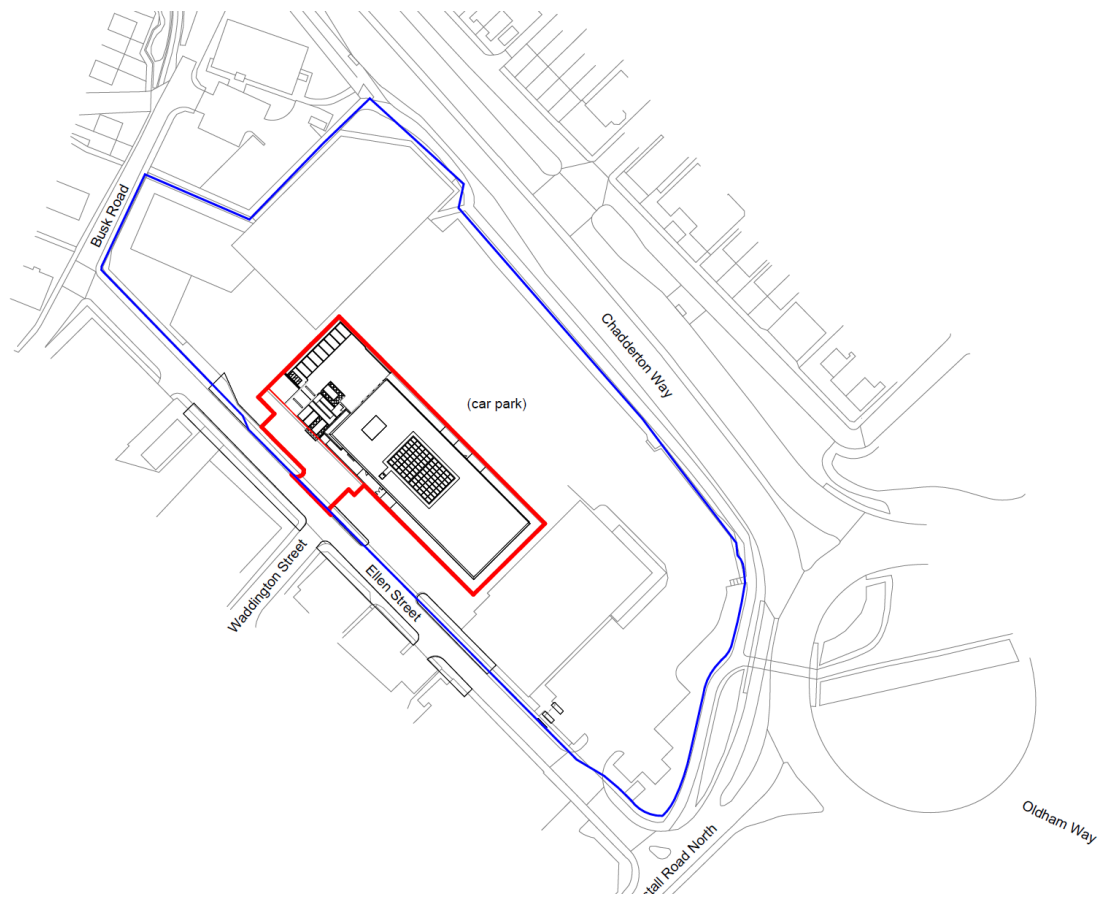
7. Notwithstanding any details that may have been submitted, no development shall take place except works that may be required by this permission and necessary to facilitate the commencement of the development until full details of both hard and soft landscape works with an associated implementation plan, have been submitted to and approved in writing by the Local Planning Authority. The hard landscape details shall include proposed finished levels or contours; means of enclosure; hard surfacing materials and street furniture, where relevant. The soft landscaping works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants and trees, noting species, plant/tree sizes and proposed numbers/densities and the implementation programme. All planting shall be implemented in accordance with the approved details in the first available planting season following the completion of the development, or such longer period which has previously been approved in writing by the Local Planning Authority, and shall be maintained for a period of 5 years from the agreed date of planting. Any trees or plants which die, become diseased, or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size. REASON - Prior approval of such details is necessary as the site may contain features which require incorporation into the approved development, and to ensure that the development site is landscaped to an acceptable standard having regard to Policies 9 and 21 of the Oldham Local Plan, and Policy JP-G7 of the Places for Everyone Joint Plan.
8. Prior to the commencement of any development hereby approved, a scheme in the form of a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details relating to construction vehicle movements, details for the methods to be employed to control and monitor noise, dust and vibration impacts. The approved scheme shall be implemented to the full written satisfaction of the Local Planning Authority before the construction works are commenced, which shall be maintained for the duration of the construction works. REASON - Prior approval of such details is necessary since they are fundamental to the initial site preparation works and to safeguard the amenities of the adjoining premises and the area having regard to Policy 9 of the Oldham Local Plan.
9. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;

- (v) Details of points of discharge for foul and surface water; and
- (vi) Foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development. REASON - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

10. The development hereby approved shall be implemented in accordance with the carbon reduction measures detailed within the Energy Statement prepared by Build Energy Ltd., on behalf of Optimus Project and Cost Management Ltd (Ref. BE 19441) and submitted with the planning application. The development shall be retained as such thereafter. REASON – In order to minimise carbon emission, in accordance with Policy JP-S2 of the Places for Everyone Joint Plan.
11. Prior to the commencement of the development hereby approved, details of the calibration certificate(s) for the gas monitoring equipment for the monitoring period of 11th July to 29th August, 2025 as well as remediation strategy including foundation design and confirmation of the gas protection measures shall be submitted to the Local Planning Authority for written approval and the development shall be implemented in accordance with the approved details. REASON - In order to protect public safety and the environment and given the location of the site within 250m of a former landfill site, in accordance with Policy 9 of the Oldham Local Plan.
12. The development shall be implemented in accordance with the crime prevention measures contained within the Crime Impact Statement Ref. 2025/0361/CIS/01, Version A of 17th October, 2025, submitted with the application and retained as such thereafter. REASON – In order to reduce incidence of crime, in the interest of safety and in accordance with relevant provisions of Section 8 of the NPPF.

SITE LOCATION PLAN (NOT TO SCALE):



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PLANNING COMMITTEE – BACKGROUND PAPERS

REPORT OF THE HEAD OF PLANNING

PLANNING APPLICATIONS AND LISTED BUILDING CONSENT APPLICATIONS

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

THE BACKGROUND PAPERS

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

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

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

www.oldham.gov.uk

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

0161 770 4105 / Planning@oldham.gov.uk

ADDITIONAL BACKGROUND PAPERS

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

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Planning Appeals Update

Planning Committee

Report of Assistant Director Planning, Transportation & Housing Delivery

DATE OF COMMITTEE

19th August 2026

An update on Planning Appeals was last provided to the Planning Committee at the meeting on 8th July 2026. The table below provides a comprehensive list of appeals submitted and decisions taken on appeals until Friday 7th August 2026 which is to be noted by the Committee.

Application No.	Site Address	Appeal Decision	Appeal Lodged Date	Description	Decision Level
ADV/355069/25	576 Middleton Road, Chadderton	Dismissed, 08/06/2026	27/01/2026	Installation of 1 no. digital advertisement display	Delegated
VAR/355200/25	Bottom Field Farm, Medlock Road, Failsworth	Dismissed, 06/08/2026	29/04/2026	Variation of condition 2 (Approved Plans) associated with application FUL/347760/21 for the installation of new vehicular and pedestrian access gates and boundary wall along with formation of vehicle turning area.	Delegated
VAR/354748/25	The Vestacare Stadium, Whitebank Road, Oldham	Ongoing	11/05/2026	Variation of condition 2 (Approved Plans) associated with application FUL/347760/21 for the installation of	Committee

				new vehicular and pedestrian access gates and boundary wall along with formation of vehicle turning area.	
HOU/355496/25	The Stables 67 Thornham Road, Shaw	Dismissed, 10/08/2026	15/05/2026	Erection of a single storey rear extension.	Delegated
HOU/355019/25	3 Springfield Farm, Friezland Lane, Greenfield	NEW	15/07/2026	Single storey garden building for home office and gym use	Delegated
HOU/356068/26	Gazeys Farm, Mossgate Road, Shaw	NEW	17/07/2026	Erection of domestic double garage	Non-Det
HOU/356035/26	49 Chamber Road, Shaw	NEW	27/07/2026	Single storey extensions and alterations.	Delegated

RECOMMENDATION - That the report be noted.

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

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