

# Broadbent Moss and Beal Valley Masterplan.

## Background

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

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

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

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

## Revisions

### Vehicular entrance from Green Park View

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

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

### Distance between developable area and properties on Green Park View

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

## **Improved illustration of walking times to Metrolink stop**

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

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

## **Clarity over development in Shaw**

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

## **General feedback**

### **Planning designation of the land within the consortium**

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

### **Impact on public services including health and education**

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

### **Flooding**

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

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

### **Timing of delivery**

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