

**APPLICATION REPORT – FUL/354904/25**  
**Planning Committee 11<sup>th</sup> February 2026**

Registration Date: 7<sup>th</sup> August 2025  
Ward: Chadderton South

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

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

Location: Land At Butterworth Lane, Chadderton, Oldham

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

## **1. INTRODUCTION**

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

## **2. RECOMMENDATION**

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

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

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

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

### **3. SITE DESCRIPTION**

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

### **4. THE PROPOSAL**

- 4.1 The proposed development comprises the erection of 149 residential dwellings on the application site. The scheme includes a 40% provision of affordable housing, equating to 60 units, significantly greater than the Council's adopted policy on affordable housing delivery.
- 4.2 The proposed mix of dwellings includes a range of 2, 3 and 4-bedroom properties, delivered in a variety of built forms including an apartment block, mews/terraced, semi-detached and detached houses. Properties will be 2, 2.5 and 3 storeys. A detailed schedule of accommodation is provided in Table 5.1 of the Planning Statement, summarised as follows:
- Open Market Housing: 89 units, comprising a mix of apartments and houses (House types: Rennes, Ordsall, Mapleton, Ashgate II, Oakwell, Townley, Buck, Heskin, Bonington, and Ascot).
  - Affordable Housing: 60 units, consisting of 2 and 3 bed semi-detached properties / mews (House types: Lowry, Gladstone, Oakwell and Blackwell).
- 4.3 As landowner, the Council has confirmed its intention to exceed Local Plan policy requirements by delivering 40% affordable housing, in line with Annex 2 of the NPPF. The affordable housing offer has been informed by the Local Housing Needs Assessment (LHNA) and comprises the following mix:
- 21 three-bedroom semis/mews – to be delivered as Social Rent or Affordable Rent;  
18 two-bedroom semis/mews – to be delivered as Social Rent or Affordable Rent;  
21 three-bedroom semis – to be delivered as Shared Ownership.
- 4.4 This tenure profile aligns with the LHNA-recommended split of 65% social/affordable rented and 35% affordable home ownership.
- 4.5 The scheme utilises materials predominantly consisting of red multi brickwork with buff-coloured art stone detailing to heads and cills, complemented by natural mortar. The architectural detailing, including projected stretcher courses and brick-on-edge coping, contribute to a quality finish and continuity throughout the site. Windows will consist of

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

- 4.6 The site layout around the main access point from Butterworth Lane has been improved to create a better sense of arrival. An impressive Oak tree near the site entrance has been retained and made a feature. A connected internal street network provides efficient vehicular circulation while also integrating pedestrian and cycle movement throughout the site and pedestrian connections on Hollinwood Avenue, Semple Way and beyond.
- 4.7 The detailed landscaping proposals include the planting of 92 new trees across the site. The landscaping scheme also incorporates areas of private and communal amenity space and low-level planting to soften the built form. Off-site biodiversity will offset the development of the site and would be delivered by a third-party provider.
- 4.8 The public open space to the rear (north) of the site has been enhanced following negotiations to improve usability and create informal opportunities for play and recreation. The revised design introduces trim-trail style equipment and natural features such as timber boulders, encouraging imaginative play and active movement along the green corridor. Additional benches and litter bins have been incorporated to provide resting points. These enhancements represent a positive step towards delivering a more inclusive and functional open space that complements the landscaped setting.
- 4.9 The site's spinal roads will be offered for adoption under a Section 38 agreement. Foul and surface water drainage systems will be adopted by a water authority or a New Appointments and Variations (NAV), with public open space areas managed by a private maintenance company funded by future residents, to be secured by condition.
- 4.10 During the course of the application, the scheme has been amended several times to address consultee feedback, including:
  - Reconfiguration of the site layout to provide design and highway compliance
  - Enhancement of public open space with informal play features and seating
  - Retention and protection of the mature Oak tree at the site entrance
  - Improved connectivity to surrounding pedestrian and cycle routes.
- 4.11 The proposal complies with Local Plan policy requirements on Affordable Housing, Public Open Space, Education contribution and Biodiversity Net Gain. All homes will meet Nationally Described Space Standards and include dwellings built to M4(2) accessible and adaptable standards.

#### Environmental Impact Assessment

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

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

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

## **5. PLANNING HISTORY**

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

## **6. RELEVANT PLANNING POLICIES**

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

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

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

### Places for Everyone

Policy JP-S1: Sustainable Development  
Policy JP-S2: Carbon and Energy  
Policy JP-S4: Flood Risk and the Water Environment  
Policy JP-S5: Clean Air  
Policy JP-S6: Resource Efficiency

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development  
Policy JP-H2 - Affordability of New Housing  
Policy JP-H3 - Type, Size and Design of New Housing  
Policy JP-H4 - Density of New Housing

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

Policy JP-P1 Sustainable Places

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

### Core Strategy

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

### National Planning Policy Framework (NPPF, 2024)

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

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

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

### Other Guidance and Supplementary Planning Documents (SPDs)

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

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

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

#### Interim Planning Position Papers

6.6 These papers provide additional guidance and are material considerations, though they carry less weight than SPDs:

- Affordable Housing – Clarifies implementation of the Council’s affordable housing position under policy 10, including thresholds, tenure mix, and delivery mechanisms.
- Other Protected Open Land (OPOL) – Guidance on assessing proposals affecting OPOL.
- Education Contributions – Sets out methodology for calculating developer contributions for school places.
- Open Space – Provides guidance on assessing open space contributions, including usability standards and maintenance costs, supplementing Policy 23.
- Supporting Oldham’s Economy – Clarifies measures to mitigate the loss of employment sites under Policy 14.

6.7 The site is currently unallocated within the Development Plan but lies within the built-up area of Chadderton. In terms of other designations, to the site’s eastern boundary is Rochdale Canal which is designated as a Site of Specific Scientific Interest (“SSSI”) and a Site of Biological Importance (“SBI”). A recreational route runs alongside the canal and crosses it to the northeast of the Site. All of the above designations in proximity to the site fall into the Wrigley Head, Failsworth Green Corridor and Link which is covered by Policies 6 and 21 of the Joint DPD.

6.8 The site is allocated in the Greater Manchester Identified Housing Land Supply (ref. SHA0976) as potentially being able to accommodate 180 dwellings towards housing supply. This is replicated in the Council’s Strategic Housing Land Availability Assessment with capacity set of 180 dwellings.

## **7. CONSULTATIONS**

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

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



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

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

## 8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

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

### Highways

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

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

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

### 8.3 Amenity

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

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

### Infrastructure

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

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

### Character and design

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

- Absence of dedicated play areas or green infrastructure within the proposed layout.
  - Concern that the proposal does not align with local planning policies or community expectations.
- 8.5 Officer Note: Concerns regarding scale, density and visual impact are addressed in paragraphs 13.1–13.13, which confirm that the site is previously developed land within an established residential area and identified in the SHLAA as suitable for housing. The layout, building heights and architectural detailing have been designed to reflect the surrounding residential grain, with amendments made to improve separation distances, frontage relationships and integration with neighbouring properties (paragraphs 13.4–13.6). Matters relating to play space and green infrastructure are addressed in paragraphs 13.11 and 12.24–12.31, confirming provision of a landscaped green corridor, new tree planting and on-site amenity space, supported by a substantial off-site open space contribution.

### Environmental

- Potential harm to local wildlife habitats, including species associated with the nearby canal and green corridors.
  - Fears of worsening air pollution due to increased traffic volumes and loss of green space.
  - Concerns about increased surface water runoff and potential flooding, particularly affecting lower-lying properties.
- 8.6 Officer Note: Concerns about harm to wildlife, canal habitats and ecological corridors are addressed in paragraphs 16.1–16.13, supported by a Habitats Regulations Assessment which confirms that risks to the Rochdale Canal SAC/SSSI can be effectively mitigated through a Construction Environmental Management Plan,. Biodiversity Net Gain will be achieved through on-site planting and secured off-site habitat units. Air quality concerns are covered at paragraphs 19.1–19.4, where the submitted assessment confirms pollutant levels will remain below national thresholds during construction and operation. Issues regarding surface water runoff and flood risk are considered at paragraphs 20.1–20.6, which confirm that all surface water will discharge to the public sewer at a controlled rate, supported by on-site attenuation, avoiding impacts on the canal and ensuring no increased flood risk to surrounding properties.
- 8.7 Upon receipt of amended plans, a further round of notification was undertaken with neighbouring properties adjacent to the site. Four responses were received. One resident acknowledged improvements to spacing and landscaping but noted that properties directly overlook houses on Thorley Close; this is addressed under the Amenity section. Three further objections reiterated concerns expressed with the submitted proposals. These matters are summarised above and within the individual assessment sections below.

## **ASSESSMENT OF THE PROPOSAL**

### **9. MAIN CONSIDERATIONS**

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

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

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

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

### **10. PRINCIPLE OF DEVELOPMENT**

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

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

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

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

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

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

## **11. WIDER SUSTAINABILITY CONSIDERATIONS**

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

## **12. INFRASTRUCTURE**

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

### *Education*

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

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

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

#### *Healthcare*

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



### *Affordable Housing*

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

### *Transportation*

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

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

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

## *Public Open Space*

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

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

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

### **13. DESIGN AND CHARACTER**

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

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

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

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

## **14. HIGHWAY SAFETY**

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

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

## **15. AMENITY**

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

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

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

## **16. ECOLOGY**

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



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

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

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

## **17. TREES**

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

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

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

## **18. NOISE**

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

## Construction Environmental Management Plan.

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

## **19. AIR QUALITY**

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

## **20. FLOODING AND DRAINAGE**

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

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

## **21. LAND CONTAMINATION**

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

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

## 22. ENERGY

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

## 23. PLANNING BALANCE

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

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

## 24. RECOMMENDATION

- 24.1 Resolve to grant planning permission subject to the completion of an agreement under Section 106 of the Town and Country Planning Act 1990 in relation to the following matters:
- Public Open Space: Financial contribution of £586,262.90 to mitigate the shortfall in on-site open space and address identified deficiencies towards amenity greenspace, parks and gardens, provision for children and young people and outdoor sports facilities. This is to be apportioned to spaces within the Chadderton Ward.
  - Education: Financial contribution of £1,407,737.10 to support the provision of 69 primary school places within the local pupil planning area.
  - Transportation: Financial contribution of £6,000 towards the installation of a TfGM-monitored CCTV camera at the Broadway/Hollinwood Avenue junction.
- 24.2 Separately, the Biodiversity Net Gain Condition will provide off-site compensation for the shortfall of 11.56 area habitat units and 0.03 watercourse units, secured via a Biodiversity Gain Plan and registration of units. A 30-year Habitat Management and Monitoring Plan (HMMP) to be secured via legal agreement.

## 25. RECOMMENDED CONDITIONS

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

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

3. The development shall be carried out strictly in accordance with the recommendations set out in Phase 1 Geo-Environmental Investigation and Coal Mining Risk Assessment (IGE Consulting, August 2023); and Phase 2 Geo-Environmental Investigation (IGE Consulting, August 2023). In particular, the following measures shall be implemented:

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

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

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

- Parking arrangements for site operatives and visitors;



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

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

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

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

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

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

6. Prior to the commencement of the construction of any dwellings, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
  - i. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

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

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

7. No development above ground level shall take place until a detailed hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
  - Planting plans showing species, sizes, and locations for all new trees and shrubs, including a minimum of \* replacement trees to meet the Council's aspiration for one tree per dwelling;
  - Use of native and pollinator-friendly species to enhance biodiversity;
  - Street tree planting and specifications for tree pits (including crate systems where trees are located within adoptable highways);
  - Details of protective fencing and 'no-dig' construction within Root Protection Areas in accordance with BS5837:2012 and the approved Arboricultural Method Statement;
  - Boundary treatments and hard surfacing materials;
  - A timetable for implementation and a maintenance schedule for a minimum of five years, including replacement of any failed planting within that period.

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

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

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

9. No development above ground level shall commence until details of the means of vehicular access to the site to be adopted have been submitted to and approved in writing by the Local Planning Authority. The approved access works shall be implemented in full prior to first occupation of the development and retained thereafter. All works to the public highway shall be carried out under a Section 278 agreement with the Highway Authority. REASON - To ensure safe and satisfactory access in accordance with Places for Everyone Policy JP-C8.

10. No development above ground level shall take place until an Ecological Enhancement Plan (EEP) has been submitted to and approved in writing by the Local Planning Authority. The EEP shall include, but not be limited to:

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

Measures must be drawn from the submitted ecological reports.

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

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

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

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

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

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

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

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

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

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

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

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

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

i. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and

ii. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

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

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

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

18. No dwelling shall be occupied until either:

(a) any proposed discharge to the Rochdale Canal is authorised and implemented with agreed multi stage treatment and monitoring safeguards; or,

(b) an approved alternative discharge solution is implemented and operational.

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

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

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

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

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

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

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

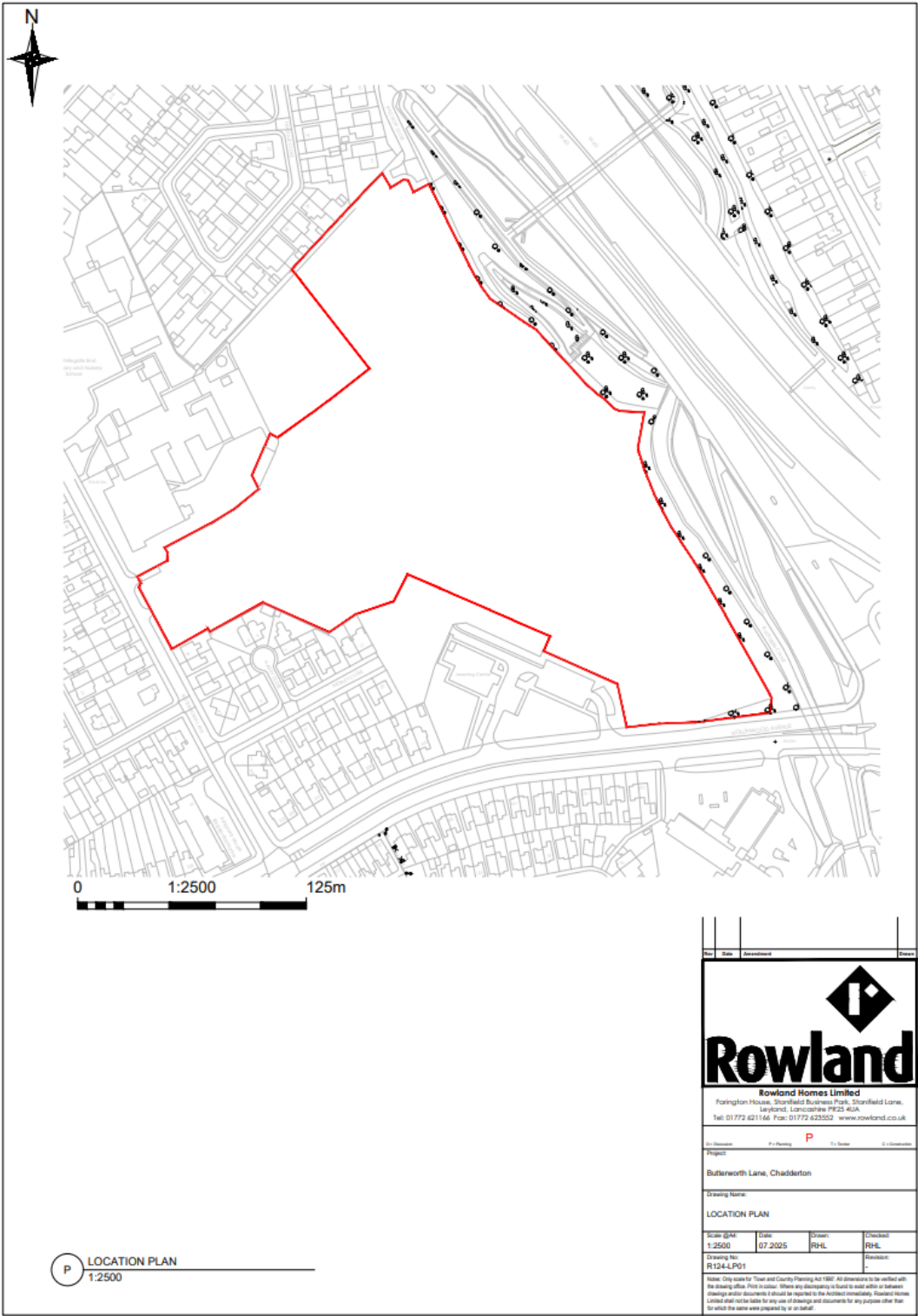
density of 12 kg/m<sup>2</sup> and constructed to provide a continuous acoustic screen with no gaps at any point, including beneath the fence panels.

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

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

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

SITE LOCATION PLAN (NOT TO SCALE)



| No. | Date | Amendment | By |
|-----|------|-----------|----|
|     |      |           |    |

  
**Rowland**

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| Client | Project | Project | Project |
|        |         |         |         |

Butterworth Lane, Chadderton

Drawing Name

LOCATION PLAN

|            |         |       |         |
|------------|---------|-------|---------|
| Scale (A4) | Date    | Drawn | Checked |
| 1:2500     | 07/2025 | RHL   | RHL     |

Drawing No: R124-LP01

Note: Only suitable for Town and Country Planning Act 1987. All dimensions to be verified with the drawing office. Print in colour. Where any discrepancy is found to exist within or between drawings and/or documents it should be reported to the Architect immediately. Rowland Homes Limited shall not be liable for any use of drawings and documents for any purpose other than for which the same were prepared by or on behalf of.