

**APPLICATION REPORT – FUL/355091/25**  
**Planning Committee 19<sup>th</sup> August 2026**

Registration Date: 7<sup>th</sup> August 2025  
Ward: Failsworth West

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

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

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

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

## **1. INTRODUCTION**

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

## **2. RECOMMENDATION**

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

## **3. SITE DESCRIPTION**

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

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

#### **4. THE PROPOSAL**

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

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

#### Environmental Impact Assessment

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

## **5. PLANNING HISTORY**

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

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

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

## **6. RELEVANT PLANNING POLICIES**

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

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

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

### Places for Everyone

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

## Core Strategy

Policy 1: Climate Change and Sustainable Development

Policy 2: Sustainable Communities

Policy 5a: Accessibility

Policy 9: Local Environment

Policy 10: Affordable Housing

Policy 11: Housing

Policy 21: Natural Environmental Assets

Policy 23: Open Spaces and Sports

## National Planning Policy Framework (NPPF, 2024)

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

## Other Guidance and Supplementary Planning Documents (SPDs)

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

## Interim Planning Position Papers

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

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

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

## 7. CONSULTATIONS

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

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

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

## 8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

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

### Parking and Congestion

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

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

### 8.3 Impact on Framos Fabrications

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

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

#### 8.4 Trees

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

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

### **ASSESSMENT OF THE PROPOSAL**

#### **9. MAIN CONSIDERATIONS**

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

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

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

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

## **10. PRINCIPLE OF DEVELOPMENT**

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

## **11. WIDER SUSTAINABILITY CONSIDERATIONS**

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

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

## **12. INFRASTRUCTURE**

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

### *Affordable Housing:*

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

housing across Greater Manchester.

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

*Public Open Space:*

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

*Education:*

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

*Healthcare:*

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

*Biodiversity Net Gain:*

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

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

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

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

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

## **14. HIGHWAY SAFETY**

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

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

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

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

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

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

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

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

## **15. AMENITY**

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

### *Noise:*

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

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

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

*Impact of Fabrication Business:*

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

*Overlooking:*

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

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

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

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

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

## **16. ECOLOGY**

### *Habitats:*

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

### *BNG:*

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

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

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

## **17. TREES**

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

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

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

## **18. FLOODING AND DRAINAGE**

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

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

- 18.3 The proposed residential development is classified as 'More Vulnerable', which is appropriate within Flood Zone 1 and does not require the application of either the Sequential Test or Exception Test under the NPPF
- 18.4 A detailed drainage strategy has been prepared (REFA, Drawing Ref. 24153/100/1 Rev A, August 2025). Given the site's ground conditions, infiltration has been discounted as unfeasible, and surface water will instead be attenuated on site and discharged at a controlled rate.
- 18.5 The revised strategy will ensure that rainwater is intercepted, passed through a filter, stored within an attenuation tank, and then discharged entirely to the public sewer at a controlled rate. This design mitigates flood risk and incorporates water quality measures prior to discharge. The scheme incorporates a cellular attenuation tank designed to accommodate runoff from up to and including the 1 in 100 year rainfall event, with 45% allowance for climate change and 10% for urban creep. Hydraulic modelling confirms a required storage volume of approximately 116.5m<sup>3</sup>, with no predicted on-site flooding during any design event.
- 18.6 Surface water discharge will be restricted to 5 litres per second via a Hydro-Brake flow control device, with outfall to the existing combined sewer network within Ridgefield Street. Foul water will discharge to the same network. United Utilities has confirmed the proposals are acceptable in principle.
- 18.7 A water main crosses the site and must remain free from built development; this constraint can be appropriately addressed through an informative and detailed design stage coordination. Compliance with the approved Flood Risk Assessment and drainage strategy will be secured by condition, alongside a requirement for a drainage management and maintenance plan to be submitted prior to first occupation.
- 18.8 The site lies in reasonable proximity to the Rochdale Canal; however, the drainage strategy ensures that no surface water discharge will be directed to the canal, thereby avoiding any potential adverse impacts. Instead, all flows will connect to the combined sewer network. The development will be subject to a planning condition preventing occupation until the approved drainage infrastructure, including both surface and foul connections, has been fully implemented and is operational.
- 18.9 The proposed development is considered to appropriately manage flood risk, provide suitable on-site attenuation, and ensure safe disposal of surface and foul water. Accordingly, the proposal is compliant with PfE Policy JP-S4 and the NPPF and is acceptable in flood risk and drainage terms.

## **19. LAND CONTAMINATION**

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

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

## **20. AIR QUALITY**

- 20.1 The NPPF states that planning decisions should ensure new developments do not contribute to unacceptable levels of air pollution and should mitigate any adverse impacts on air quality. PfE Policy JP-S5 requires developments to contribute to improved air quality by reducing emissions and incorporating mitigation measures. Policy 9 of the Joint DPD reinforces the need for air quality assessments, particularly in Air Quality Management Areas (AQMAs), ensuring that developments do not result in significant harm to human health or the environment.
- 20.2 An Air Quality Assessment has been submitted in support of the application. The site is adjacent to a Greater Manchester Combined Authority Air Quality Management Area, designated for exceedance of the annual mean NO<sub>2</sub> objective. Monitoring at the nearest diffusion tube locations (OL7 and OL8) records NO<sub>2</sub> concentrations of 30.4 and 33.7 µg/m<sup>3</sup> respectively, both below the 40 µg/m<sup>3</sup> national annual mean objective and trending downward.

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

## **21. ENERGY**

- 21.1 The NPPF requires new development to contribute to the transition to a low-carbon future, minimising energy use and supporting renewable energy generation. PfE Policy JP-S2 requires new residential development to demonstrate a minimum 30% improvement in carbon performance against a 2013 baseline, incorporate renewable energy and, where feasible, achieve at least 20% of ground floor energy demand from solar photovoltaic panels.
- 21.2 The Energy Statement (Base Energy Services, July 2025) confirms that all dwellings will be served by individual air source heat pumps for heating and hot water, achieving a 60% reduction in CO<sub>2</sub> emissions against the 2013 baseline. This is significantly in excess of the JP-S2 30% minimum.
- 21.3 The energy consultant assessed solar photovoltaic panels as feasible in principle but space-limited given the terrace roof arrangement and dormer configuration of the three-storey units. PV has not been included in the DER calculation; the scheme achieves compliance with the JP-S2 30% threshold through fabric efficiency and ASHP measures alone.
- 21.4 The proposal demonstrates a strong commitment to sustainable construction and low-carbon living. Subject to conditions securing the implementation of the energy strategy, the development is considered acceptable in energy and sustainability terms and complies with the PfE Policy JP-S2.

## **22. PLANNING BALANCE**

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

### *Harms:*

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

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

- 22.3 The rear-to-rear separation of 17 metres is below the 21-metre design guideline, however, this deficiency is not considered to be so significant as to warrant a refusal in this instance as the shortfall is not of a scale that would detract unacceptably from the amenity of the future occupiers. As such this harm carries **Limited Weight** against the development.
- 22.4 Against these harms, the following benefits are given weight in the planning balance:
- 22.5 The development of a long-vacant brownfield site within the settlement boundary, recorded on the Brownfield Land Register as suitable and achievable, on land that has been derelict for over a decade. The regeneration of this site contributes to Oldham's housing delivery trajectory under PfE Policy JP-H1, to the borough's strategic objectives and to the Council's declared response to a housing crisis. NPPF paragraphs 124 and 125(c) require **Significant Weight** to be given to proposals that make efficient use of brownfield land in sustainable locations.
- 22.6 The delivery of 3 affordable housing units and 25 new market homes on a site that has been derelict since 2013. The proposed mix of two and three-bedroom dwellings responds to identified local housing need and supports the borough's stepped housing target. The NPPF requires the **Significant Weight** to be given to the need to support housing supply.
- 22.7 The site's Very High accessibility rating underpins a car-free approach for 14 dwellings. The use of air source heat pumps across all units achieves a 60% reduction in CO<sub>2</sub> emissions. These measures collectively represent a meaningful contribution to the sustainable development objectives of PfE Policies JP-S1, JP-S2 and JP-C8. These measures sustainable living and are afforded **Moderate Weight** in favour.
- 22.8 The scheme will provide a mandatory uplift of 10% biodiversity net gain. Whilst this is a mandatory requirement, the enhancement of biodiversity is a key Council requirement. This is outlined in the Local Nature Recovery Strategy which was adopted as a direct response to Greater Manchester's declaration of a biodiversity emergency. The compliance with policy is afforded **Moderate Weight** in favour of the development.
- 22.9 The improvements to the east-side passageway and the provision of active frontages to both Oldham Road and Brookdale Street, contribute to the pedestrian environment of this part of Failsworth. These improvements to the street scene are afforded **Moderate Weight** in favour.
- 22.10 Other matters - transport, design, flooding, drainage, air quality, and contamination have been addressed. These matters are policy-compliant and are afforded **Neutral Weight** in the planning balance.
- 22.11 The benefits of the development, taken together, substantially outweigh the limited and viability-justified harms identified. The departures from Policy JP-G7 and Policy 23 are not decisive when weighed against the positive contributions to housing delivery, brownfield regeneration and sustainable development that the scheme delivers.
- 22.12 The proposal therefore constitutes sustainable development when assessed against

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

## **23. RECOMMENDATION**

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

- Affordable Housing

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

## **24. RECOMMENDED CONDITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- a) Installation of Pilkington 4/16/6.8 Optiphon (or equivalent) enhanced acoustic glazing to all windows on the northern elevations of Plots 1 to 13;
- b) Installation of standard double glazing (6/12/6 or equivalent) to all other elevations;
- c) Provision of acoustic trickle ventilators to all habitable rooms, designed to achieve the noise attenuation levels specified in the approved report;
- d) Installation of a 2.2 metre high imperforate boundary treatment (wall or fence) with a minimum surface density of 12 kg/m<sup>2</sup> along the western boundary of all rear garden areas.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## SITE LOCATION PLAN (NOT TO SCALE)

