

APPLICATION REPORT – FUL/355201/25
Planning Committee 23rd September 2026

Registration Date: 10th October 2025
Ward: St Mary's

Application Reference: FUL/355201/25
Type of Application: Full

Proposal: Full planning application for the erection of residential development units with associated access, parking, amenity spaces and landscaping.

Location: Land At Southlink, Oldham

Case Officer: Dave Richards
Applicant: Vistry Group (Manchester & Cheshire East)
Agent: Richard Barton, C/O AshtonHale Ltd

1. INTRODUCTION

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

2. RECOMMENDATION

- 2.1. It is recommended that the application is delegated to the Assistant Director of Planning & Development to grant planning permission, subject to the conditions set out in this report and to the completion of a Section 111 agreement, which will secure the following obligations and bind the parties to enter into a Section 106 agreement following completion of the land transfer. The Section 106 will secure:
- The full delivery of the agreed affordable housing scheme;
 - Limited financial contributions towards education provision, public open space enhancement and off-site tree planting totalling £743,607 in accordance with the conclusions of the independently reviewed viability assessment, and
 - The full delivery and long-term management of biodiversity mitigation and enhancement measures, including a 30-year Habitat Management and Monitoring Plan and payment of the GMEU Biodiversity Net Gain Auditing Fee of £7,174 (or such other sum as may be agreed in writing by the Local Planning Authority and GMEU) prior to commencement of development.
- 2.2. As the site is held in joint ownership by Oldham Council and Transport for Greater Manchester, a Section 111 agreement is necessary in the first instance because the Council cannot enter into a Section 106 agreement with itself. The Section 111 agreement will therefore bind the relevant parties to enter into a Section 106 agreement in materially identical terms once the land transfer to the applicant is completed. These obligations represent the required mitigation for the purposes of granting planning

permission and are expected to be secured through the associated land disposal arrangements.

3. SITE DESCRIPTION

- 3.1. The site covers approximately 3.92 hectares of previously developed land at Oldham Mumps. It consists of a vacant office building, areas of hardstanding used for surface car parking, and extensive brownfield ground. A disused railway cutting runs east–west through the centre of the land. Vegetation has naturally re-established across large parts of the site, including areas of young and semi-mature broadleaved trees, scrub, tall grasses and unmanaged groundcover. Several informal footpaths cross the land, and a raised public right of way runs along the western edge.
- 3.2. The site levels vary across the site, reflecting historic ground disturbance and the presence of the former railway cutting. Existing ground levels range broadly between approximately 179.7m AOD and 186.8m AOD across the developable area, with the lowest levels found at the base of the disused cutting and the highest along the northern and eastern edges. The railway cutting forms a pronounced feature running east–west through the centre of the site, with embankments rising on both sides and sloping ground falling towards the cutting floor.
- 3.3. The land is bordered by Oldham Way (A62) to the north, the Royal Mail Delivery Office to the east, Southlink Business Park to the south, and the town centre to the north-west. The Metrolink stop at Mumps lies a short distance to the north, on the opposite side of Oldham Way, and existing pedestrian and cycle routes run through and alongside the site.
- 3.4. The site lies within the defined Oldham Town Centre boundary, as set out in the Oldham Local Plan and occupies a prominent position adjacent to the A62 Oldham Way, a key arterial double carriageway taking traffic around Oldham. The site benefits from excellent accessibility to Oldham Mumps Metrolink Interchange. The site is also within walking distance of a wide range of amenities including supermarkets, schools, Alexandra Park and the town centre’s retail core.

4. THE PROPOSAL

- 4.1. The proposal is for the construction of 147 residential dwellings, all of which would be delivered as 100% affordable housing. The affordable housing will be provided in partnership with First Choice Homes Oldham and will comprise a mix of Social Rent, Rent to Buy and Shared Ownership tenures in accordance with the submitted Affordable Housing Statement. The scheme includes a mix of 1, 2, 3 and 4 bedroom homes in a range of house types, including apartments, mews/terraced, semi-detached and detached properties. The overall mix comprises 97 apartments and 50 family houses.
- 4.2. Smaller homes (1- and 2-bed units) make up 66% of the total provision, supporting affordability and access to the housing market. Larger 3- and 4-bed houses provide family-sized accommodation, ensuring the development meets a broad range of local needs.
- 4.3. The submitted Affordable Housing Statement confirms that 125 dwellings would be provided as Social Rent, 11 as Rent to Buy and 11 as Shared Ownership. The tenure

mix has been agreed with First Choice Homes Oldham and the Council's Housing Team has confirmed its support for the proposed tenure distribution.

- 4.4. Three apartment blocks of three to four storeys will front Oldham Way, creating a defined urban edge. During the application process, materials were amended to introduce a red multi-brick palette with grey interlocking roof tiles, reflecting the character of Oldham and the nearby Princes Gate development.
- 4.5. Vehicular access will be provided from Oldham Way via the existing signal-controlled junction at Prince Street. This junction includes signalised toucan crossings on three arms, enabling safe pedestrian and cycle access to and from the town centre.
- 4.6. Within the site, the internal road layout has been designed to prevent through traffic into the Southlink Business Park and prioritise walking and cycling. Shared footway/cycleways extend through the site. These routes link Glodwick with Oldham Mumps Metrolink stop, Southlink Business Park and the town centre.
- 4.7. Public open space has been refined to support informal recreation, integrating natural play features such as timber boulders and balance elements. Seating and litter bins have been added to provide resting points and enhance social interaction. Detailed design will be secured by condition.
- 4.8. The site entrance will be constructed to an adoptable standard, enabling its future incorporation into the public highway network. Beyond this, the majority of the internal road layout will remain privately managed, with long-term maintenance secured through a private management company funded by residents of the development. Foul and surface water drainage systems will be adopted by either the statutory undertaker or a New Appointments and Variations (NAV) provider. Public open space and the public footpath that crosses the site will also be maintained by the private management company.
- 4.9. The landscape strategy combines retained self-set trees with new planting. Approximately 152 new trees will be provided, including native species such as small-leaved lime, hornbeam, field maple, wild cherry and silver birch, alongside ornamental species including Himalayan birch, callery pear, sweet gum, crab apple and flowering cherry. An avenue of Lime Trees (*Tilia cordata* 'Greenspire') will be planted along Oldham Way to provide immediate visual impact and long-term structural landscaping.
- 4.10. Native hedgerows and mixed scrub planting will be arranged in double-staggered rows, with species-rich grassland and wildflower meadows incorporated across the open spaces. Natural play elements such as stepping logs and boulders will be included. The existing public right of way will be set within a newly planted green corridor. Off-site habitat units will be secured where necessary to achieve the minimum 10% statutory Biodiversity Net Gain.
- 4.11. The proposal complies with Local Plan policy requirements on Affordable Housing and Biodiversity Net Gain. The application has been subject to a viability review in accordance with Policy JP-D2. All dwellings will continue to meet the Nationally Described Space Standards and will be constructed to M4(2) accessible and adaptable standards.

Environmental Impact Assessment

- 4.12. The development would comprise an Urban Development Project within Class 10(b) of schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 4.13. It would not however exceed the applicable threshold of more than 150 dwellings or five hectares. The site is not within or adjoining a Sensitive location as defined in the regulations. There are no other material environmental factors which would be subject to significant impact from the development. It is not therefore considered that the proposal would require submission of an Environmental Statement.

5. PLANNING HISTORY

- 5.1. Most of the application site comprises the location of the former Oldham Mumps Railway Station, which was decommissioned in 2009 and subsequently cleared. More recent planning activity reflects the site's transitional nature. This includes the construction of a new fourth highway arm at the Oldham Way/Prince Street junction (FUL/346374/21), prior approval for the demolition of Office Block 1 on Hamilton Street (DEM/354651/25), and a pending application for a 25m telecommunications monopole (TEL/352937/24). Earlier permissions also include the temporary Metrolink stop granted in 2010 (PA/058450/10). As the Council owns the relevant land, none of these permissions are considered to materially constrain the current proposal.
- 5.2. Pre-application advice has been given to the applicant in advance of submitting the planning application.

6. RELEVANT PLANNING POLICIES

- 6.1. The statutory development plan for Oldham currently comprises:
 - The Places for Everyone Joint Development Plan Document (PfE) (2024);
 - The Joint Core Strategy and Development Management Policies Development Plan Document (referred to as the Local Plan) (2011);
 - The Joint Waste Development Plan Document (Waste DPD) (2012); and,
 - The Proposals Map (2011), including designations from the former Unitary Development Plan where policies are saved.
- 6.2. The site lies within the adopted Oldham Town Centre boundary and is identified for business and office use under saved UDP Policies B1.2.1 – Southlink Business Park and B1.2.4 – Oldham Way / Mumps, Oldham.
- 6.3. The site is identified in the Greater Manchester Identified Housing Land Supply (ref. SHA2016) as potentially being able to accommodate 150 dwellings towards housing supply. Whilst this is not planning policy, it is part of the evidence behind Oldham's housing land supply and clearly indicates the suitability, in principle, for this site for residential development.

- 6.4. 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-S3: Heat and Energy Networks
Policy JP-S4: Flood Risk and the Water Environment
Policy JP-S5: Clean Air
Policy JP-S6: Resource Efficiency
Policy JP-H1: Scale, Distribution and Phasing of New Housing Development
Policy JP-H2: Affordability of New Housing
Policy JP-H3: Type, Size and Design of New Housing
Policy JP-H4: Density of New Housing
Policy JP-G1: Landscape Character
Policy JP-G2: Green Infrastructure Network
Policy JP-G7: Trees and Woodland
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
Policy JP-P1: Sustainable Places
Policy JP-P5: Education, Skills & Knowledge
Policy JP-C5: Streets for All
Policy JP-C6: Walking and Cycling
Policy JP-C8: Transport Requirements of New Development
Policy JP-D2: Developer Contributions

Joint Core Strategy and Development Management Policies (the Local Plan)

Policy 1: Climate Change and Sustainable Development
Policy 3: An Address of Choice
Policy 9: Local Environment
Policy 19: Water and Flooding
Policy 21: Protecting Natural Environmental Assets
Policy 23: Open Spaces and Sports.

National Planning Policy Framework (August 2026) and National Planning Practice Guidance (NPPG)

- 6.5. The National Planning Policy Framework (NPPF) was revised in August 2026, replacing the version published in December 2024. It sets out the Government's planning policies for England and is a material consideration of significant weight in the determination of planning applications. The revised Framework is structured around nationally numbered decision-making policies rather than paragraph references. Relevant national policies are identified and assessed, where applicable, within the relevant sections of this report.
- 6.6. Annex A of the Framework provides that development plan policies which are materially inconsistent with the national decision-making policies should be given very limited weight, except where those policies have been examined and adopted, or made, against the revised Framework. Annex A also makes clear that development plan policies should not be afforded reduced weight solely because they were adopted before publication of the revised Framework. Where a policy relevant to this application is affected by Annex A, the weight attributed to that policy, and the reasons for that conclusion, are set out within the assessment.
- 6.7. The National Planning Practice Guidance (NPPG) is updated periodically and is a

material consideration where relevant. Other guidance includes Planning Practice Guidance, National Design Guide and National standards for sustainable drainage systems (SuDS).

Other Guidance and Supplementary Planning Documents (SPDs)

- 6.8. Several SPDs provide guidance on the interpretation and implementation of Local Plan policies. While some are dated, they remain material considerations:
- Residential Design Guide SPD (2007) – Sets out principles for high-quality residential design, including layout, scale and amenity standards.
 - Public Realm Design Guide SPD (2007) – Provides guidance on the design and construction of streets and public spaces, forming part of the Urban Design Guide SPD.
 - South Pennine Moors SAC/SPA SPD – Supplements PfE Policy JP-G5, ensuring development does not adversely affect protected habitats within 400m of SAC/SPA boundaries or functionally linked habitats within 2.5km.
 - Holcroft Moss Planning Obligations SPD – Supplements PfE Policy JP-C8, requiring assessment of air quality impacts on Holcroft Moss SAC for developments requiring a Transport Assessment.
 - Greater Manchester Local Nature Recovery Strategy (LNRS) - Adopted in September 2025 under the Environment Act, the LNRS sets priorities for nature recovery and informs biodiversity enhancement measures.

Interim Planning Position Papers

- 6.9. 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 an alternate 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.

Other Emerging Policy

- 6.10. The Council's Housing Delivery Action Plan (Part 2, June 2025) identifies this site as a "viable" housing opportunity to help address delivery shortfalls. The site is both available and deliverable now, meaning it can make an early and positive contribution to the Borough's housing supply.
- 6.11. The Oldham Local Plan: Publication Plan has been published and consulted on. This stage represents the final draft of the Local Plan prior to submission for independent examination, prepared under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Publication Plan sets out the Council's updated vision, objectives and non-strategic planning policies on matters including housing, design, climate change, transport, open land, and community facilities. It will gain weight as it progresses towards submission and adoption.

7. CONSULTATIONS

Highways Officer (Development Management)	No objection, subject to conditions. The Highway Officer confirms that revisions to the parking layout, internal road geometry, extent of adoptable highway and measures to prevent vehicular through-movements between the development and Southlink Business Park have satisfactorily addressed earlier concerns. The Officer is satisfied that the volume of traffic generated by the development will not have an adverse impact on the local or strategic highway network and advises that the signalised junction will operate safely and efficiently. Conditions are recommended requiring the provision of secure cycle parking, a Residential Travel Plan and a Construction Traffic Management Plan. The Highway Officer also advises that works to any adoptable highway will be subject to the appropriate highway agreements and technical approvals under separate legislation.
Highways (adoptions)	Following discussions with the Highways Adoptions Team, amendments have been made to the scheme in response to matters raised during the consultation process. Having reviewed the revised proposals, the Highways Adoptions Team raises no objection. The team has confirmed that Hamilton Street / Southlink could either remain privately maintained through a management company or be upgraded to adoptable standards and brought forward for adoption under a future agreement. Both options are considered feasible, with the detailed arrangements to be secured through planning conditions and, where necessary, separate highway agreements.
Environmental Health Officer	No objections subject to conditions. The Environmental Health Officer advises that mitigation is required to address both noise and air quality impacts. This includes a whole-dwelling mechanical ventilation scheme, enhanced glazing to specified plots and acoustic barriers. Recent Clean Air Plan monitoring data indicates elevated nitrogen dioxide levels at a location immediately adjacent to the site, raising potential concerns regarding exposure at properties closest to Oldham Way. However, it is acknowledged that air quality is improving over time and that impacts can be adequately mitigated through design measures. Subject to a condition requiring a ventilation strategy that also minimises exposure to road traffic emissions (including appropriate siting of air intakes), together with construction phase dust controls and electric vehicle charging provision, suitable internal noise and air quality environments can be achieved for future occupants.
Education	No objections subject to mitigation. The development is expected to generate 55 primary school pupils, adding pressure in an area where primary capacity is already acutely constrained. Schools within the Glodwick and Clarksfield pupil planning areas

	currently operate at or near capacity, with recent birth-rate data indicating continued pressure on Reception and Year 1 places. In accordance with Department for Education (DfE) cost guidance, the required contribution for primary provision is £1,124,300.10. Officer Note: Further discussions with Education Services have confirmed that no secondary education contribution is secured, as there is no evidenced secondary-level impact directly attributable to the development. The scheme is expected to deliver the full primary education contribution, which will be secured through the Section 106 agreement.
Land Contamination	No objections subject to conditions. Site investigations confirm extensive made ground with elevated metals, PAHs, hydrocarbons and asbestos associated with historic railway and industrial uses, along with localised groundwater contaminants. Gas monitoring is ongoing but indicates a CS1–CS2 classification. No shallow mine workings were found, though the site lies within a Coal Authority High Risk Area. Completion of gas monitoring, a detailed remediation strategy and verification reporting will be required to make the site suitable for residential use.
Trees	No objections are raised. The Tree Officer noted concerns regarding potential under-estimation of tree loss but accepts that the AIA provides a proportionate and transparent baseline given site constraints. While the true stem count is likely higher, the combined mitigation, approximately 152 onsite trees plus a £392,000 off-site contribution offers a reasonable and policy-aligned response. Subject to conditions securing the AMS and landscaping scheme, the overall package is considered acceptable.
LLFA	No objections subject to conditions. The applicant has provided additional infiltration testing and drainage information, which addresses earlier concerns. The amended strategy now applies SuDS principles, provides on-site attenuation, and resolves the previous objection regarding flood-exceedance routing. Detailed design matters, including maintenance, infiltration performance, discharge rates, and foul/surface water separation, will be secured by condition.
Planning Policy (POS)	No objections subject to justification and mitigation. Although the site is allocated for business and office use under saved UDP policies, its predominantly vacant brownfield nature and SHLAA identification support residential redevelopment, provided Policy 14 justification is supplied. The scheme's 100% affordable housing is welcomed. The green corridor must be fully integrated, and BNG must reflect the site's Nature Recovery Opportunity Area. Having regard to the extent and nature of on-site provision, a public open space off-site contribution is appropriate. This should be directed towards addressing identified deficiencies in Parks and Gardens and Outdoor Sports

	provision within the ward. A scheme for the long-term management and maintenance of all on-site public open space will be required to ensure that these areas remain safe, accessible and functional for a minimum period of 30 years.
United Utilities	United Utilities raise an objection to the drainage proposals on the basis that the submitted strategy proposes to discharge surface water to the combined sewer network, which is not acceptable to UU. They require full investigation and evidencing of the drainage hierarchy before any combined sewer connection will be accepted. UU have stated that they do not recommend granting planning permission in advance of the drainage hierarchy being resolved. They also raised a concern regarding incomplete mapping of public sewers crossing the site, including a large sewer along the western boundary, and requested that all assets be accurately located and overlaid on drainage plans, with easement stand-off distances confirmed. <i>Officer Note:</i> The sewer mapping concern has been resolved. Updated drainage plans have been submitted which accurately identify all UU apparatus within the site boundary. The layout has been amended during the application to reposition development away from identified easements, and UU's asset protection condition is included in the schedule to address construction-phase risks. In respect of the drainage hierarchy, infiltration testing confirms that BRE-compliant infiltration is feasible only within a defined area in the southeastern part of the site. No viable watercourse is available. The proposed strategy, which splits drainage between a northeast surface water sewer catchment and a southwest combined sewer catchment, reflects the constraints of the site. The outstanding matters can be adequately controlled by pre-commencement condition, in accordance with UU's own fallback condition wording. The LLFA raises no objection and confirms a compliant solution is achievable at detailed design stage. The drainage hierarchy question does not go to the principle of development and is appropriately dealt with by condition.
TfGM (Transport for Greater Manchester)	No objections. Revised information included an updated Transport Assessment, Technical Note and updated junction modelling. Earlier comments sought clarification on collision data, PM peak modelling assumptions, junction survey information and signal modelling. TfGM also recommended measures to support active travel, including footway resurfacing, tactile paving, dropped kerbs, secure cycle parking and implementation of a Residential Travel Plan. Following review of the additional information, TfGM confirms that the submitted transport evidence, including the updated modelling and collision analysis, is satisfactory. TfGM raises no objection to the proposals and recommends conditions requiring the submission of a Construction Traffic Management Plan and the implementation and monitoring of a Residential Travel Plan.

GMEU (Greater Manchester Ecology Unit)	No objections are raised, subject to conditions. The updated BNG assessment is accepted, with approximately six habitat units deliverable on site; a 30-year Habitat Management and Monitoring Plan (HMMP) will be required and should be secured via Section 106. Off-site units will also be needed to achieve the statutory 10% net gain, with availability to be confirmed through the Biodiversity Gain Plan at discharge stage. Protected species monitoring, licensing (where required), and an updated pre-commencement survey are necessary, alongside a finalised mitigation strategy. Overall, sufficient information has been provided to determine the application.
Greater Manchester Archaeology Advisory Service (GMAAS)	No objections. The site contains no designated heritage assets and lies outside a conservation area, though historic mapping indicates potential remains of a 19th-century hat works and mine shaft in the south-west corner. These areas are proposed as landscaped open space, meaning significant earthworks are unlikely. GMAAS concludes that no further archaeological investigation is required.
GM Police	No comments received. <i>Officer note:</i> A Crime Impact Statement has been submitted, confirming that the layout incorporates Secured by Design principles, including natural surveillance, defensible space, and secure boundary treatments. Conditions are expected to secure compliance with CIS recommendations to ensure the development promotes safety and reduces opportunities for crime.
NHS Oldham	No comments received.
Parks and Open Spaces	No comments.
Coal Authority	No objections. The site lies within a Development High Risk Area with recorded mine entries and potential shallow coal workings. The Coal Mining Risk Assessment, supported by extensive intrusive investigations, confirms no evidence of historic workings, though a watching brief is required during excavations, with any unexpected features reported immediately. Mine gas risks and the interaction of SuDS with ground stability must be considered at detailed design. An informative is recommended advising the developer to report any coal mining hazards encountered.
Environment Agency	No objections subject to conditions. The site lies on a Secondary A aquifer, and historic uses mean contamination could pose a risk to controlled waters. A condition is required to secure a detailed remediation strategy for any unsuspected contamination encountered during construction. Flood Risk Standing Advice applies, as parts of the site fall within Flood Zone 2. Informative advice will also be provided regarding waste

	classification, landfill gas precautions and the developer's responsibility for ensuring a safe, compliant scheme.
Metrolink	No objections subject to a condition. The proposals include land currently owned by TfGM that provides essential access to Metrolink tunnel infrastructure for inspection and maintenance. While agreement on future access lies outside the planning system, it is necessary to secure these arrangements prior to commencement. A condition has been requested requiring the developer to agree access routes and maintenance responsibilities with Metrolink before any works begin.

8. PUBLICITY AND THIRD-PARTY REPRESENTATIONS

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

8.2. In response, four representations have been received raising the following concerns and comments:

8.3. Design and Layout

- The scheme adopts a low-density, car-dominated layout inappropriate for a highly accessible, town-centre-edge site.
- Concerns include poor integration with the Oldham Town Centre Regeneration Framework, lack of active frontages, inadequate surveillance of public open space, and insufficient child-friendly design.
- Recommendations include higher density, dual-aspect apartments, improved materials strategy and incorporation of play features within the green corridor.

Officer note: Concerns regarding design and layout are addressed under Design and Character at 13.1–13.16 of this report. The density of the site, taking into account the available build area, equates to 87.5 dph. Whilst this falls below the 120 dph expectation for town centre locations under PfE Policy JP-H4, it exceeds the 70 dph minimum applicable to sites within 800 metres of the centre. The shortfall is attributable to site-specific physical constraints and to the pre-application direction prioritising family housing, which is central to the registered provider's requirements. The weight attached to this departure is addressed in the planning balance.

The apartment blocks partially frame the Oldham Way frontage, providing a built edge and improved passive surveillance of the corridor. Reinforced tree planting along the A62 corridor will further soften the built edge. Materials to the apartment blocks have been amended to better reflect local character, with red brick as the primary facing material. Car parking is accommodated through a mix of frontage, side and courtyard arrangements that avoids visual dominance of the street scene.

The public open space running through the centre of the site includes active features designed to encourage use by residents of all ages. The detailed POS layout, including any play provision, will be secured by condition.

8.4. Biodiversity and Ecology

- Two representations request conditions requiring installation of integral swift nest bricks in accordance with BS 42021:2022, at a ratio of at least one per dwelling, plus additional provision for apartments.
- Comments highlight to enhance biodiversity and support priority species such as swifts, house sparrows and starlings.
- Support for biodiversity enhancements and wildlife-friendly design features, including hedgehog highways and integrated nest boxes.

Officer note: Requests for biodiversity enhancements are addressed under Ecology at 15.1–15.9 of this report. The site supports suitable habitat for a range of protected and notable species. An Ecological Enhancement Plan will be secured by condition requiring integral swift bricks, bat boxes and native species-rich planting. Vegetation clearance will be restricted to outside the nesting season or preceded by pre-clearance checks, and a nesting bird protection condition is recommended. Hedgehog presence will be addressed through precautionary working methods during construction.

On BNG, the mandatory 10% net gain for area habitats cannot be achieved on-site; 6.44 Section 111 agreement securing obligations additional habitat units will be secured off-site via s.106 obligation prior to commencement, with availability confirmed through an approved habitat bank. A 30-year Habitat Management and Monitoring Plan will be secured by condition covering on-site habitat creation and retained trees.

8.5. Highways

- A representation from the Ramblers Association notes that Public Footpath 152, which crosses the site, will likely need to be closed during construction. However, it should be reinstated or diverted upon completion of the development to maintain connectivity for walkers.

Officer note: The footpath and active travel route running east–west through the site will be managed and maintained by the Council following completion of the development, ensuring the route remains safe, legible and well-overlooked. The management of any temporary closure during construction will be addressed through the Construction Method Statement, which is to be secured by pre-commencement condition. Where a diversion of the route is required, this will be agreed with the Council's Rights of Way Officer prior to any works affecting the footpath.

ASSESSMENT OF THE PROPOSAL

9. MAIN CONSIDERATIONS

- 9.1. 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.
- 9.2. The main determining issues for consideration in respect of this application are as follows:
 - Principle of development
 - Sustainability
 - Infrastructure

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

10. PRINCIPLE OF DEVELOPMENT

10.1 The application site comprises approximately 3.92 hectares of previously developed land formerly occupied by Oldham Mumps Railway Station, which closed in 2009 and was subsequently cleared. The site now contains a vacant office building, surface car parking, areas of brownfield land, pockets of greenspace, and a raised public right of way. It lies within the defined Oldham Town Centre boundary and benefits from excellent accessibility, being located less than 200 metres from the Oldham Mumps Metrolink stop and key bus services.

10.2 NDMP Policy S3 of the NPPF establishes a presumption in favour of sustainable development. As the site lies within the defined settlement boundary, Policy S4 applies. Policy S4 provides that development proposals within settlements should be approved unless the benefits would be substantially outweighed by adverse effects when assessed against the national decision-making policies of the Framework. The site's location within the defined settlement and town centre boundary carries significant weight in favour of the principle of development.

UDP Employment allocation:

10.3 Under saved UDP Policies B1.2.1 and B1.2.4, the site is allocated for business and office use. These allocations date from an earlier development plan period and have not come forward despite the site remaining largely vacant for over a decade. The applicant has submitted robust evidence demonstrating that continued employment use is neither viable nor realistic, owing to market conditions, fragmented land configuration, historic railway gradients and the constraints posed by multiple easements and level changes. In accordance with Local Plan Policy 14, alternative uses may be supported where employment reuse is not feasible and where wider regeneration benefits are delivered. On the basis of the evidence provided, these policy tests are satisfied.

Housing supply:

10.4 Policy HO7 of the NPPF requires substantial weight to be given to the benefits of providing homes which contribute towards meeting evidenced housing needs. The site is identified in the Council's Strategic Housing Land Availability Assessment (SHLAA, 2024) (ref. SHA2016) as suitable, available and achievable for residential development, with an indicative capacity of 150 dwellings. The Council's Housing

Delivery Action Plan (2025) identifies the site as a key housing opportunity capable of making an early and positive contribution to housing delivery.

- 10.5 PfE Policy JP-H1 identifies a stepped housing requirement for Oldham, rising to 680 homes per year between 2025 and 2030. The Council's Housing Delivery Action Plan (2025) responds to the borough's declared housing crisis and includes a commitment to deliver 500 new social homes by 2029.
- 10.6 The proposal would deliver 147 dwellings, all of which would be affordable homes. Policy HO8 of the NPPF expects development to meet identified affordable housing needs and supports the delivery of affordable housing in accordance with development plan requirements. In this case, the provision of 100% affordable housing substantially exceeds policy requirements and represents a significant response to identified local housing needs.
- 10.7 The proposed development makes efficient use of brownfield land in a highly accessible location and would make a meaningful contribution to meeting identified housing needs, including affordable homes, in line with PfE Policy JP-H1 and the Housing Delivery Action Plan.

Density:

- 10.8 PfE Policy JP-H4 requires housing development to be delivered at an appropriate density having regard to accessibility, sustainable transport opportunities and the efficient use of land. For sites within 400 metres of Oldham Town Centre, the policy identifies a benchmark density of 120 dwellings per hectare. NPPF Policies L2 and L3 similarly support the effective and efficient use of previously developed land.
- 10.9 The development would deliver 147 dwellings on a net developable area of approximately 1.68 hectares, equating to a density of approximately 87.5 dwellings per hectare. Whilst this falls below the 120 dph benchmark associated with town centre locations, it exceeds the 70 dph threshold applicable to highly accessible locations outside the immediate town centre core.
- 10.10 The lower density reflects a number of site-specific constraints, including the former railway cutting, drainage easements, level changes across the site, the retained public footpath and the need to provide meaningful on-site public open space. These factors materially reduce the developable area and limit the scope for a more intensive form of development without compromising design quality, residential amenity or functionality.
- 10.11 Whilst the proposal does not fully achieve the density aspirations of Policy JP-H4, the shortfall is justified by the site's constraints and attracts only limited weight against the development. On balance, the scheme is considered to make efficient use of the developable area available and is acceptable in density terms.

11. SUSTAINABILITY

- 11.1 NDMP Policies TR3, TR4 and CC2 seek development in sustainable locations that reduce reliance on the private car and provide genuine travel choice. PfE Policies JP-C1, JP-C6 and JP-C8, together with Local Plan Policy 1, promote accessible development supported by sustainable transport infrastructure.

- 11.2 The site occupies an exceptionally sustainable location within Oldham's urban area. It is situated approximately 300 metres from the Oldham Mumps Metrolink stop, equivalent to around a four to five-minute walk via established pedestrian routes. Oldham Mumps forms part of the Greater Manchester Metrolink network and benefits from a frequent all-day service significantly exceeding the minimum service thresholds contained within the NPPF definition of a well-connected station. The stop is located within the Manchester Travel to Work Area, which is one of the top 80 Travel to Work Areas identified by the Framework. The site therefore lies within reasonable walking distance of a well-connected tram stop for the purposes of national policy.
- 11.3 Oldham Mumps Metrolink stop and interchange provides regular services to Manchester and Rochdale. Six bus stops at the interchange offer high-frequency services, with buses running approximately every 10 minutes to destinations including Ashton-under-Lyne, Huddersfield and Manchester City Centre. Oldham Bus Station lies approximately 1 kilometre from the site and is accessible on foot within around 15 minutes, providing further connections across the borough and wider city region.
- 11.4 The development also integrates well with existing pedestrian and cycle routes. Shared footway and cycleway connections link the site to Oldham Way and Prince Street, supported by toucan crossings at the signalised junction. A traffic-free route runs east-west through the site, linking Alexandra Retail Park and Southlink Business Park, and will be maintained as part of the proposals. National Cycle Network Route 626 is accessible via Alexandra Park, providing onward connections towards Ashton-under-Lyne and beyond.
- 11.5 A wide range of day-to-day services and facilities, including supermarkets, schools, healthcare facilities, employment opportunities, recreation facilities and public open space, are located within comfortable walking and cycling distance of the site. This enables many regular journeys to be undertaken without reliance on the private car.
- 11.6 A Framework Travel Plan has been submitted, which sets out measures to promote sustainable travel behaviour among future residents. This includes the appointment of a Travel Plan Coordinator, provision of electric vehicle charging for all dwellings and high-quality cycle parking. Residents will receive a Travel Information Welcome Pack and will be encouraged to join car-sharing and bicycle user groups. All homes will be equipped with high-speed broadband to support home working and reduce the need to travel.
- 11.7 Given the site's highly accessible location adjoining Oldham Mumps Interchange and close proximity to a wide range of services and facilities, the proposal represents a sustainable form of development. It accords with NDMP Policies TR3, TR4 and CC2, PfE Policies JP-C1, JP-C6 and JP-C8, and Local Plan Policy 1.

12. INFRASTRUCTURE

Education:

- 12.1 NDMP Policies HC3 and HC4 recognise the important role that education and other community infrastructure play in supporting sustainable and healthy communities. Development proposals should be accompanied by an understanding of the infrastructure required to serve future occupiers and should provide, or contribute towards, any improvements that are necessary to make the development acceptable in planning terms. In accordance with Policies 1 and 2 of the Local Plan and PfE Policy

JP-P5, major residential developments are expected to mitigate their impact on local school capacity.

- 12.2 The proposed development is forecast to generate 55 primary pupils and 34 secondary pupils. Education Services confirm that acute pressure exists at primary level, particularly within the Clarksfield and Glodwick pupil planning areas, where schools are already operating at or near capacity, with limited surplus provision in early year groups.
- 12.3 The required mitigation for the additional 55 primary pupils is calculated at £1,124,300.10 in accordance with the Council's approved education contributions methodology. The submitted viability assessment has been independently reviewed on behalf of the Council. That review concludes that, having regard to abnormal development costs and the delivery of the proposed 100% affordable housing scheme, the development cannot viably support the full policy-compliant education contribution whilst remaining deliverable.
- 12.4 Although the standard formula identifies a potential secondary contribution, insufficient evidence on the basis of this application alone exists to demonstrate a direct impact on secondary capacity. As such, a secondary contribution would not meet the statutory tests for planning obligations and is not sought.
- 12.5 In light of the agreed viability position, a reduced education contribution will be secured as part of the overall package of planning obligations supported by the independently reviewed viability assessment. Whilst this will not fully mitigate the development's impact on primary school capacity, it represents the maximum reasonable contribution capable of being secured whilst maintaining the deliverability of the scheme.
- 12.6 The proposal will therefore result in some residual pressure on primary education provision. However, that harm must be weighed against the substantial benefits arising from the delivery of 147 affordable homes on a sustainable brownfield site. On balance, the residual education impact attracts moderate weight against the proposal.

Healthcare:

- 12.7 NDMP Policies HC3 and HC4 recognise the importance of planning positively for health, wellbeing and community infrastructure, including healthcare provision, and require infrastructure considerations to be integrated into decision-making where relevant. PfE Policy JP-P6 requires, where appropriate, the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate.
- 12.8 Local medical services are provided via St Mary's Medical Centre (650m), Greenbank and Glodwick Medical Practice (800m) which are currently accepting new patients. A number of dental services are also available in the town centre, around 480m from the site. Pharmacies are also located within a 1-mile radius, ensuring adequate access to primary healthcare services for future residents.
- 12.9 No objections have been received from NHS Oldham. It is recognised that healthcare infrastructure is generally primarily funded through central government allocations and national taxation, rather than through individual planning applications. The strategic

approach to healthcare planning taken at the plan-making stage ensures that capacity is monitored and addressed at the regional level. This is coordinated through the Greater Manchester Integrated Care System, which oversees long-term planning and investment in health services across the borough.

- 12.10 The proposed development is considered acceptable in terms of healthcare provision and compliant with PfE Policy JP-P6.

Affordable Housing:

- 12.11 NPPF Policies HO7 and HO8 require significant weight to be given to the delivery of housing, particularly affordable housing which meets identified needs. This approach is reinforced by PfE Policies JP-H1 and JP-H2 and the Council's Housing Delivery Interim Planning Position Paper.
- 12.12 The proposed development comprises 147 dwellings, all of which will be delivered as affordable housing. This significantly exceeds both the minimum policy requirement of 20% and the Council's strategic aspiration of 40%. The tenure mix has been informed by the Local Housing Needs Assessment and discussions with First Choice Homes Oldham as the proposed Registered Provider.
- 12.13 Affordable homes are distributed throughout the development across a range of house types. The tenure mix prioritises Social Rent whilst retaining opportunities for Shared Ownership and Rent to Buy products. This reflects identified local need, First Choice Homes Oldham's waiting-list profile and the site's accessible location.
- 12.14 All affordable homes will be delivered in partnership with First Choice Homes Oldham. The Council's Housing Team supports the proposed tenure mix and delivery arrangements, which provide confidence that the housing will be delivered, managed and retained as affordable accommodation in the long term, subject to standard statutory exceptions.
- 12.15 The proposal would deliver 147 affordable homes in a sustainable and accessible location, making a substantial contribution towards meeting identified housing needs. It therefore complies with NPPF Policies HO7 and HO8, PfE Policies JP-H1 and JP-H2, and supports the Council's wider housing objectives.

Transportation:

- 12.16 Policies TR3, TR4 and TR6 of the NPPF require development to be located in accessible locations, support sustainable patterns of movement, prioritise walking, wheeling, cycling and public transport, and ensure that transport impacts are appropriately assessed and mitigated. PfE Policy JP-C8 and Local Plan Policy 9 similarly seek development that reduces reliance on the private car, promotes active travel and safeguards the efficient operation of the transport network.
- 12.17 The application is supported by a Transport Assessment (TA), Framework Travel Plan (FTP) and subsequent Technical Note prepared by i-Transport LLP. These documents have been reviewed by the Local Highway Authority and Transport for Greater Manchester (TfGM).

- 12.18 Following discussions with the Local Highway Authority during the course of the application, amendments were made to the internal street layout. In particular, Apartment Block 3 and Plots 98-125 are now proposed to be accessed from Hamilton Street/Southlink rather than directly from the Oldham Way signal-controlled junction. This change was introduced in response to concerns regarding the proximity of the original access arrangement to the A62 Oldham Way junction. Pedestrian and cycle access from Oldham Way is retained.
- 12.19 Following scoping with the Council and TfGM, the TA assesses three signalised junctions where traffic could be significant:
- A62 Oldham Way / Prince Street (site access);
 - A62 Oldham Way / A669 Lees Road / Bottom O' Th' Moor Road / Oldham Mumps Interchange;
 - Mumps / Prince Street / Union Street / Yorkshire Street / Beaver Street.
- 12.20 Additional locations raised at scoping (A62/King St/A627; A62 Huddersfield Rd/Shaw Rd; Lees Rd/Glodwick Rd/Cross St) were screened out as the scheme would not generate a material number of trips at those points.
- 12.21 The internal layout has been designed to prevent vehicular through-traffic between Oldham Way and Southlink Business Park. A landscaped barrier restricts movement to pedestrians, cyclists and emergency vehicles only, preventing rat-running and helping to maintain a low-speed residential environment whilst retaining permeability for sustainable modes of travel
- 12.22 The Highway Officer has highlighted that any future redevelopment of the wider Southlink area may require a connection between Oldham Way and Southlink Business Park. No such proposals are currently before the Council and the application must therefore be determined on its own merits. Nevertheless, the scheme has been designed such that the internal street layout could be adapted in future, subject to any necessary approvals and without prejudicing the safe operation of the approved development.
- 12.23 Trip generation has been derived using TRICS multi-modal person trip rates (excluding pandemic-era surveys and using appropriate edge-of-centre comparators), with local TEMPro mode splits applied. The development is forecast to generate 58 two-way vehicle trips in the AM peak and 54 in the PM peak (Scenario 1), incorporating growth to 2030 and committed developments. This equates to approximately one additional vehicle per minute at peak times across the network.
- 12.24 The revised access strategy results in approximately 60% of dwellings continuing to access the site from Oldham Way, with approximately 40% accessing via Hamilton Street/Southlink. An updated assessment has been undertaken to reassess the operation of the Oldham Way/Prince Street junction and the Oldham Way/Lees Road junction under the revised arrangement. The submitted Technical Note concludes that the revised access configuration results in only negligible changes to queue lengths, degree of saturation and overall junction performance when compared to the previously assessed scheme. No material adverse impacts were identified.
- 12.25 The updated modelling demonstrates that all assessed junctions continue to operate

within acceptable capacity in the 2030 future-year scenario, both with and without the development. TfGM has confirmed that the modelling is acceptable and no additional off-site highway mitigation is required because of the revised access arrangements.

- 12.26 The submitted Technical Note also includes updated swept-path analysis which demonstrates that refuse vehicles can safely manoeuvre within the revised layout and service all relevant dwellings. Refuse collection distances have been reviewed and found to be within acceptable limits.
- 12.27 A Framework Travel Plan accompanies the application and sets out measures to promote sustainable travel behaviour among future residents. These include the appointment of a Travel Plan Co-ordinator, provision of Travel Information Packs, monitoring through resident travel surveys and measures to encourage walking, cycling, public transport use and car sharing. A full Residential Travel Plan will be secured by condition.
- 12.28 The site occupies a highly accessible urban location within easy reach of Oldham Mumps Metrolink stop, the associated bus interchange, Oldham Town Centre and a broad range of employment, retail and community facilities. The submitted evidence demonstrates that the development can be accommodated on the local highway network without giving rise to unacceptable highway safety impacts or severe cumulative impacts on network operation. Having regard to the views of TfGM and the Local Highway Authority, the proposal is considered to accord with Policies TR3, TR4 and TR6 of the NPPF, together with PfE Policy JP-C8 and Local Plan Policy 9.

Public Open Space:

- 12.29 Policies HC1 and HC6 recognise the contribution that such spaces make to health, wellbeing, social interaction and quality of life, and support the delivery and enhancement of open space where required to serve existing and future communities. Local Plan Policy 23 expects major residential schemes to contribute to new or enhanced open space unless it is demonstrated that this would be impracticable, undesirable or not financially viable. In determining the appropriate approach, regard is given to the Open Space Study (2022) and the Open Space Interim Planning Position Paper (2025), both of which identify deficiencies in several open-space typologies within St Mary's Ward.

On site provision:

- 12.30 The proposals incorporate a landscaped linear green corridor running east-west through the site, forming part of a wider pedestrian and cycle network. The corridor includes informal amenity space, natural play elements, seating, and tree planting. It also upgrades the existing active-travel route, providing a safer, overlooked connection between Alexandra Retail Park, Southlink Business Park and the town centre.
- 12.31 A Public Open Space Plan has been submitted setting out the extent, layout and design of on-site provision. The proposed spaces are capable of functioning as usable and publicly accessible areas. In this transitional urban context, between the town centre, active travel spine and wider green space network, the on-site provision will primarily function as an accessible amenity resource and green corridor, making a proportionate contribution to recreation, visual amenity, biodiversity and wayfinding.

- 12.32 Concerns have been raised regarding the usability, surveillance and child-friendly value of the on-site provision. During the application process, the scheme has been amended to enhance functionality, including the incorporation of additional natural play features and improved passive surveillance. The absence of a formal equipped play area reflects the site's constraints, layout and role as a movement corridor; however, Policy 23 allows a flexible approach where site-specific circumstances limit the scope for more formal provision. On this basis, the principle of the on-site provision is considered acceptable, subject to detailed design being secured by condition.
- 12.33 All on-site public open space will be managed and maintained by a private management company on behalf of First Choice Homes Oldham. A detailed management and maintenance regime will be secured to ensure that all spaces, including landscaping and play features, remain safe, accessible and functional for a minimum period of 30 years. The Council will continue to manage the footpath running through the site which links with the wider public rights-of-way network beyond the site boundary.

Off site provision:

- 12.34 St Mary's Ward is identified as being deficient in several open-space typologies, including Parks and Gardens and Outdoor Sports provision. In such circumstances, Local Plan Policy 23 seeks mitigation through a combination of on-site provision and off-site enhancement where appropriate. Having regard to the nature, function and extent of the on-site provision, an off-site contribution of £190,102.35 would ordinarily be justified to address the residual demands generated by the development.
- 12.35 Notwithstanding this position, the application has been subject to an independently reviewed viability assessment. The viability evidence demonstrates that the scheme cannot reasonably support the full package of planning obligations previously identified whilst maintaining the delivery of 147 affordable homes. In these circumstances, priority has been given to securing the development itself, together with those obligations necessary to address the most direct impacts of the proposal. As a result, the development is unlikely to fully mitigate its impacts in relation to public open space provision through a financial contribution.
- 12.36 This residual shortfall must however be considered in context. The scheme incorporates an area of accessible on-site green infrastructure, including amenity space, natural play features and a publicly accessible green corridor. In addition, Alexandra Park is located approximately 800 metres from the site to the south, representing a reasonable walking distance and providing access to a large, well-established public park capable of meeting a broad range of recreational and leisure needs. Future residents would therefore have access to both on-site open space and existing strategic public open space within reasonable walking distance.
- 12.37 Whilst the absence of an off-site public open space contribution attracts some limited weight against the proposal, the overall package of on-site provision, access to existing green infrastructure and the significant public benefits arising from the delivery of 100% affordable housing mean that the impact is not considered sufficient to justify withholding planning permission. Subject to conditions securing the detailed design and long-term management of the on-site public open space, the development is

considered acceptable overall.

13. DESIGN AND CHARACTER

- 13.1 NPPF Policies DP3 and L3 require development to respond positively to its surroundings and deliver attractive, healthy and well-designed places. PfE Policy JP-P1 and Local Plan Policies 1 and 9 similarly require high-quality design that contributes positively to local character, public realm and placemaking.
- 13.2 The site comprises previously developed land within a transitional location between Oldham Town Centre, Oldham Way and Southlink Business Park. Redevelopment will introduce built form onto a vacant brownfield site identified within the SHLAA as suitable for residential development. The submitted Design and Access Statement demonstrates how the layout, scale and appearance of the development respond to this context.
- 13.3 The site contains significant level changes and the proposed layout responds through a series of retaining structures and changes in finished floor levels. These are typical features of brownfield development on sloping sites and are not considered harmful to the overall character or appearance of the scheme.
- 13.4 The submitted materials layout and the apartment block drawings set out the palette of external materials across the scheme. The houses are finished in a combination of brick and render, with variations in tone and texture to articulate the different house types and break up the streetscape. The apartment blocks use a similar material palette but with a more formal and consistent expression appropriate to their scale, with brick as the primary facing material and contrasting panel elements providing visual interest to the upper storeys.
- 13.5 The positions of apartment blocks 1 and 2 have been revised at Rev P of the site plan to reflect the updated drainage easement, and their elevational treatment remains consistent with the original design intent. They partially frame the Oldham Way frontage, providing a built edge and improved passive surveillance of the corridor. Officers explored options for increasing the massing and built edge where the family housing is located, but First Choice Homes Oldham (as future owner/manager) advised that alternatives would compromise the current NDSS compliance, the agreed internal layouts and would require non-standard house types. Additional landscaping, including reinforced tree planting along the A62 corridor, will further soften the built edge.
- 13.6 The layout provides appropriate separation distances, privacy and outlook for future residents and neighbouring occupiers. All dwellings meet the Nationally Described Space Standards and M4(2) accessibility standards. Future Homes Standard measures, including low-carbon heating, photovoltaic panels and EV charging infrastructure, are also proposed.
- 13.7 Secured by Design principles have informed the layout, including active frontages, natural surveillance, defensible space, secure cycle storage and appropriate boundary treatments. Parking is distributed throughout the development in a manner that avoids undue visual dominance and supports a coherent streetscape.

- 13.8 A substantial area of public open space is retained through the site, incorporating landscaping, active travel links, seating and informal play opportunities. This space provides an attractive green corridor and contributes positively to the character and functionality of the development.
- 13.9 The proposal does not fully achieve the continuous built frontage or density that might otherwise be expected in such an accessible location. However, this reflects site-specific constraints, environmental mitigation requirements, the need to provide meaningful public open space and the objective of delivering a significant proportion of family housing. Whilst these matters give rise to a limited conflict with aspects of Policy JP-H4 and the design aspirations for the site, the overall design response is considered appropriate.
- 13.10 It is acknowledged that, in an unconstrained scenario, an alternative layout might be possible. However, decisions must be based on the site's real-world constraints, viability and the need to deliver family homes, rather than hypothetical alternatives. Any perceived gaps in the frontage must be weighed alongside the significant benefits of delivering 100% affordable housing and meeting pressing local housing needs.
- 13.11 Taking all matters into account, the scheme represents a well-considered response to a challenging brownfield site. It would create an attractive and accessible residential environment and is considered to comply overall with NPPF Policies DP3 and L3, PfE Policy JP-P1, and Local Plan Policies 1 and 9.

14. HIGHWAY SAFETY

NPPF Policy TR6 requires development proposals to be supported by proportionate transport evidence and to provide safe and suitable access for all users. PfE Policy JP-C8 similarly requires appropriate access, parking and mitigation measures where necessary.

- 14.1 The application is supported by a Transport Assessment, Framework Travel Plan and updated Technical Note. Vehicular access will be taken from the existing signal-controlled junction at Oldham Way/Prince Street. Following concerns raised by the Highway Officer, the layout was amended so that Block 3 and Plots 98-125 are accessed via Hamilton Street/Southlink. This removes a significant proportion of traffic from the northern access and addresses the Highway Officer's principal concern.
- 14.2 Updated junction modelling demonstrates that the revised access arrangements would have no material effect on the operation of the surrounding highway network. The Highway Authority and TfGM have reviewed the submitted evidence, including collision data and junction modelling, and raise no objection subject to conditions.
- 14.3 The internal layout incorporates low-speed design principles, traffic-calming features, pedestrian priority measures, secure cycle parking and a vehicle restriction preventing through-traffic to Southlink Business Park. Parking provision is intentionally low-car to reflect the site's high accessibility. Forty-seven spaces are provided for the apartments (just under 50% parking provision), and each family house is provided with at least one off-street parking space. A total of 120 secure cycle spaces are provided for the apartments, with additional provision for houses. The Highway Officer expressed

concern that the cycle stores may be under-utilised; however, the applicant has provided robust, secure, enclosed and well-located cycle storage facilities that are clearly signed, overlooked by active frontages and segregated from vehicle movements. While the planning system cannot compel residents to use cycle storage, the facilities meet good-practice design principles and will be maintained by First Choice Homes Oldham, remaining available should demand increase.

- 14.4 Hamilton Street will be subject to arrangements securing its construction standard and long-term maintenance, whilst the east-west public footpath and active travel route will remain available and continue to provide connectivity through the site. Refuse collection has been assessed and can be accommodated safely within the proposed layout.
- 14.5 Subject to the recommended conditions, including a Construction Traffic Management Plan and Residential Travel Plan, the proposal would provide safe and suitable access for all users and would not result in severe residual cumulative impacts on the transport network. The development therefore complies with NPPF Policy TR6 and PfE Policy JP-C8.

15. ECOLOGY

On site:

- 15.1 The NPPF requires decision-makers to minimise impacts on biodiversity and deliver measurable net gains. The statutory 10% Biodiversity Net Gain (BNG) duty introduced by the Environment Act 2021 applies to this scheme. At the local level, PfE Policy JP-G8 and Local Plan Policy 21 seek the protection, enhancement and connectivity of habitats and ecological networks. The application is supported by an updated Preliminary Ecological Appraisal (PEA) (Nov 2025, amended Feb 2026), a Badger Method Statement (Feb 2026), Night-time Bat Survey (Rev. 3), and a BNG Assessment using the Statutory Metric (Feb 2026).
- 15.2 The PEA identifies a mosaic of young to semi-mature broadleaved woodland blocks, mixed scrub, modified grassland, tall forbs and hardstanding typical of a brownfield site. Baseline mapping has been updated to align with arboricultural information, better distinguish scrub from derelict land, and present an accurate UKHab tree baseline. Japanese knotweed is present and will be removed under a method statement secured by condition.
- 15.3 The site lies within the Impact Risk Zone of Lowside Brickworks SSSI and Rochdale Canal SAC/SSSI. No direct effects are anticipated. To address potential indirect recreational pressure on Glodwick Lows LNR, homeowner information packs will encourage responsible access and awareness of sensitive habitats, secured by condition.
- 15.4 The site supports suitable habitat for a range of protected and notable species. The site offers moderate potential for bat commuting and foraging, though roosting potential is negligible in buildings and limited to three trees with low-value features. Woodland and scrub support nesting passerines. Vegetation clearance will take place outside the nesting season or be preceded by checks. Hedgehog presence will be addressed

through precautionary working methods. Great crested newt is reasonably discounted due to the absence of ponds within 250 m. An Ecological Enhancement Plan will secure nest boxes (including swift bricks), bat boxes and native, species-rich planting.

- 15.5 A Badger Method Statement has been submitted. Night-time bat walkover surveys have been carried out. No bat roosts or badger setts of significance have been identified on the site in a position that would prevent development, subject to appropriate working method precautions. A nesting bird protection condition is recommended.

BNG:

- 15.6 The updated statutory biodiversity metric demonstrates an on-site net loss of 26.88%, equivalent to 4.69 area habitat units, against a baseline of 17.47 units. The biodiversity trading rules are not satisfied on-site due to the loss of medium and low distinctiveness habitats. The scheme will deliver 2.64 hedgerow units where no baseline hedgerow units currently exist, representing a positive biodiversity outcome in respect of linear habitats. To achieve the mandatory 10% biodiversity net gain requirement for area habitats, a total of 6.44 additional habitat units will be required from off-site provision. Discussions with private habitat bank providers are ongoing.
- 15.7 The inability to achieve the 10% BNG target on-site reflects the nature of the site, which carries an existing biodiversity value from the mix of scrub, grassland, and tree cover that has established on the brownfield land over time. The proposed development necessarily removes much of this existing cover to enable residential development, and the planting strategy partially offsets this loss. GMEU are happy with the approach taken with regard to the site intersecting with the Greater Manchester Local Nature Recovery Strategy,
- 15.8 The remaining biodiversity net gain deficit of 6.44 habitat units will be secured through a Section 106 obligation. The agreement will require evidence of the allocation or purchase of the necessary off-site units from an approved habitat bank, or an equivalent delivery mechanism, prior to the commencement of development. A 30-year Habitat Management and Monitoring Plan will be required by condition to secure the management and monitoring of retained trees and newly created habitats across the site for the full statutory period. GMEU notes that the proposal results in a significant loss of woodland habitat units. As off-site biodiversity units may not comprise woodland habitats and may be delivered outside the borough, this loss should be taken into account within the overall planning balance.
- 15.9 Subject to the recommended conditions and planning obligations, the proposal is considered acceptable in ecological terms. The statutory biodiversity net gain requirement can be satisfied through a combination of on-site habitat creation and secured off-site provision. The development therefore accords with PfE Policy JP-G8 and Local Plan Policy 21.

16. TREES

On site:

- 16.1 Policy N2 of the NPPF requires development proposals to conserve and enhance existing natural features of visual and biodiversity value, including established trees

and woodland, wherever possible. Policy N3 further recognises the important contribution that trees make to biodiversity, climate resilience, placemaking and environmental quality, and requires development to incorporate new tree planting in appropriate locations together with arrangements for their long-term management and maintenance. At the local level, PfE Policy JP-G7 seeks to increase tree cover, protect and enhance woodland, diversify broadleaved species and, where development results in tree loss, secure replacement planting on the basis of two new trees for every tree lost or alternative measures that deliver a net enhancement in the character, quality and biodiversity value of the local treescape, with a preference for on-site provision. Local Plan Policy 21 similarly seeks to safeguard existing trees and secure appropriate mitigation where their removal is necessary.

- 16.2 An Arboricultural Impact Assessment (AIA) has been prepared by Urban Green in accordance with BS 5837:2012. The assessment identifies a number of tree groups on and adjacent to the site. The majority are classified as Category B trees of moderate quality, with a smaller number classified as Category C trees of lower quality. No Category A trees are present on the site.
- 16.3 The proposed development requires the removal of three tree groups (G2, G8 and G9), sections of six further tree groups (G1, G3, G4, G5, G6 and G7) and three trees from each of groups G13 and G14. These trees are predominantly classified as Category B. Three lower-quality tree groups (G11, G12 and G17) would also be removed. Tree T10 is proposed for removal irrespective of the development due to its poor condition and lack of long-term viability. The AIA concludes that the overall impact would be moderate, localised and long term. This is considered to be a realistic assessment as the proposal would result in a genuine loss of existing tree cover and visual amenity that cannot be immediately replaced through new planting.
- 16.4 The Tree Officer raises no objection in principle but considers that the AIA may understate stem numbers within some of the denser areas of self-seeded woodland. However, the site contains extensive colonising woodland on steep embankments, with areas of limited accessibility. In these circumstances, a precise stem-by-stem survey was not realistically achievable and the assessment has instead relied on a combination of field survey data and a quadrat-based methodology.
- 16.5 The methodology adopted by the AIA is considered proportionate and sufficiently robust for planning purposes. Based on that assessment, approximately 545 stems are estimated to be removed. Applying the replacement ratio within Policy JP-G7 generates a theoretical replacement requirement of 1,090 trees. The proposed landscape strategy can accommodate approximately 152 new trees on site, alongside native hedgerow planting and species-rich grassland. Whilst this does not achieve a direct numerical replacement on the application site, Policy JP-G7 expressly allows alternative measures that deliver a net enhancement in the character and quality of the treescape and biodiversity value of the local area. Much of the vegetation to be removed comprises closely spaced self-seeded trees of relatively modest arboricultural value, whereas the proposed planting strategy focuses on longer-lived species with greater potential to mature and contribute positively to the landscape structure of the site over time.
- 16.6 The remaining tree groups (G1, G3, G4, G5, G6, G7, G13, G14, G15 and G16) are to be retained and can be adequately protected throughout the development process. The Arboricultural Method Statement sets out a range of measures including BS 5837-

compliant protective fencing, temporary ground protection within root protection areas, hand removal of existing surfacing in sensitive locations and the use of no-dig cellular confinement systems where new hard surfaces are required within root protection areas. A programme of arboricultural supervision and monitoring is also proposed and can be secured by condition.

- 16.7 The loss of areas of young woodland also contributes to a reduction in woodland habitat units within the statutory Biodiversity Net Gain assessment. This impact will be addressed through a combination of on-site habitat creation and off-site biodiversity enhancements, as discussed elsewhere in this report.
- 16.8 Consideration has also been given to the scope for securing an off-site tree planting contribution. However, the trees affected are principally areas of naturally colonised woodland and moderate-quality tree groups. Furthermore, the proposal incorporates substantial on-site replacement planting and wider biodiversity enhancements. Having regard to the viability evidence submitted and the competing demands for infrastructure contributions arising from the development, it is not considered necessary or reasonable to prioritise an off-site tree contribution amounting to £375,200 in this instance.
- 16.9 Whilst the proposal would result in the loss of a substantial number of trees, the harm is moderated by the absence of any Category A trees, the predominantly self-seeded nature of the vegetation affected, the retention and protection of significant areas of existing tree cover, and the provision of extensive replacement planting and habitat enhancement across the site. On balance, the mitigation package is considered proportionate to the level of harm identified. The proposal is therefore considered to accord with NPPF Policies N2 and N3, PfE Policy JP-G7 and Local Plan Policy 21.

17. NOISE

- 17.1 NPPF Policies P3 and P4 require development to provide healthy living conditions and appropriately mitigate noise impacts on future occupiers. PfE Policy JP-C5 and Local Plan Policy 9 similarly require noise-sensitive development to be supported by suitable assessment and mitigation where necessary.
- 17.2 The application is supported by an updated Noise Impact Assessment (NIA) prepared by E3P (ref. 51-805-R1 Rev 05, dated 6 August 2026). The assessment is informed by two full 24-hour road traffic noise surveys undertaken on Oldham Road and Lees Road together with attended measurements of potential commercial noise sources to the east and south of the site. The survey data were incorporated within a calibrated 3D CadnaA noise model to assess daytime and night-time noise levels across the development. The assessment found that surrounding commercial activities contribute little to the site's acoustic environment beyond vehicle movements and associated traffic noise.
- 17.3 The assessment identifies road traffic as the dominant source of environmental noise affecting the site. Predicted façade noise levels exceed BS 8233:2014+A1:2019 guideline values at a number of dwellings closest to Oldham Road and Lees Road. Enhanced glazing is therefore recommended for the most exposed façades, with higher specification glazing required at certain locations to address both average and maximum night-time noise levels. Noise levels within some rear gardens are predicted to exceed the upper BS 8233 guideline value of 55dB LAeq and acoustic barriers ranging from 2.1 metres to 2.6 metres in height are required to achieve acceptable external amenity conditions.

- 17.4 The assessment also considers the requirements of Approved Document O in relation to overheating. Parts of the development exceed relevant night-time noise thresholds and therefore cannot rely on open bedroom windows as the primary overheating mitigation measure. In these locations bedrooms will need to be assessed and designed on the basis of closed-window operation, supported by appropriate mechanical ventilation in accordance with Approved Document F.
- 17.5 The Environmental Health Officer raises no objection to the development subject to conditions. The Officer supports the recommendations contained within the NIA and requires details of the glazing specification, acoustic barriers and a whole-dwelling mechanical ventilation strategy capable of providing background and purge ventilation without reliance on opening windows.
- 17.6 The Environmental Health Officer raises no objection subject to conditions. Subject to the implementation of the recommended glazing, acoustic barriers and mechanical ventilation measures, future occupiers would benefit from acceptable living conditions. The proposal therefore complies with NPPF Policies P3 and P4, PfE Policy JP-C5 and Local Plan Policy 9.

18. AIR QUALITY

- 18.1 Policy P3 of the NPPF requires development proposals to be appropriate for their location having regard to the likely effects of pollution on health, living conditions and the environment. Development should not give rise to unacceptable levels of pollution, should contribute to compliance with relevant air quality objectives and targets, and should take opportunities, where possible, to reduce wider pollution impacts and secure improvements in environmental conditions. At the local level, Policy JP-S5 of the PfE plan seeks to secure improvements in air quality through reducing emissions and incorporating appropriate mitigation measures. Local Plan Policy 9 similarly requires development to be supported by proportionate environmental assessment and to avoid unacceptable effects on human health and the environment. An update Air Quality Assessment prepared by Redmore Environmental Ltd has been submitted in support of the application.
- 18.2 The site is adjacent to, and partly within, the Greater Manchester AQMA. The AQA therefore considers: (i) construction-phase dust emissions; (ii) operational road-traffic emissions; and (iii) the suitability of the site for residential use in the context of existing pollutant concentrations.
- 18.3 During construction, dust emissions could arise from earthworks, construction activities and vehicle movements. The assessment identifies a medium risk of dust soiling and a low risk of human health impacts, consistent with IAQM methodology. A suite of good-practice measures is recommended, including effective site management, dust suppression, control of vehicle movements, and increased monitoring during dry or windy conditions. With these controls in place, construction-phase effects are predicted to be not significant.
- 18.4 Recent air quality monitoring within the Greater Manchester AQMA identifies a number of locations where annual mean NO₂ concentrations have exceeded the objective in previous years, including a monitoring location adjacent to Oldham Way. The submitted assessment has therefore considered both the effect of development-generated traffic and the suitability of the site for residential occupation. The dispersion model has been

verified against local monitoring data in accordance with DEFRA guidance and is demonstrated to perform within accepted tolerances. The assessment adopts conservative assumptions, including the use of 2024 emission factors and background concentrations when modelling future-year conditions. This approach is likely to overestimate future pollutant concentrations and therefore provides a precautionary assessment of likely effects.

- 18.5 The submitted Air Quality Assessment concludes that annual mean NO₂, PM₁₀ and PM_{2.5} concentrations at all assessed off-site receptors would remain below the relevant air quality objectives and targets. Impacts arising from development traffic are predicted to be negligible and not significant. The assessment further concludes that pollutant concentrations across the development site would remain below the relevant standards and that future residents would not be exposed to unacceptable levels of air pollution. Whilst the Environmental Health Officer notes that a nearby monitoring location has recorded annual mean nitrogen dioxide concentrations above the national objective in several recent years and maintains a precautionary concern in this regard, it is accepted that the assessment has been undertaken using recognised methodology and demonstrates that the site is suitable for residential use. A condition requiring a ventilation strategy to minimise occupants' exposure to traffic-related air pollution is recommended in the interests of public health.
- 18.6 The scheme incorporates measures that support improved air quality and sustainable travel, including electric vehicle charging infrastructure, cycle storage and pedestrian connectivity. Construction phase dust mitigation will be secured through the Construction Management Plan and associated good-practice measures identified in the assessment.
- 18.7 The site lies within an area where air quality requires careful consideration. However, the submitted assessment demonstrates that pollutant concentrations at existing and proposed receptors would remain below the relevant objectives and targets and that traffic associated with the development would have a negligible effect on local air quality. Subject to the recommended mitigation measures, including the approved ventilation strategy and construction-phase dust controls, the proposal is acceptable in air quality terms and complies with the NPPF, PfE Policy JP-S5 and Local Plan Policy 9.

19. FLOODING AND DRAINAGE

- 19.1 The NPPF requires development to be directed to areas of lowest flood risk and to incorporate sustainable drainage systems. PfE Policy JP-S4 and Local Plan Policy 19 similarly require development to manage flood risk appropriately, protect the water environment and ensure surface water is dealt with sustainably.
- 19.2 A Flood Risk Assessment and Drainage Strategy (Shape Engineering, Rev C, February 2026), Drainage Operation, Management and Maintenance Manual (Rev C, February 2026), and updated Drainage Strategy drawings (Refs. 2746-SCE-00-00-DR-C-0002 and 0003, Rev P06, August 2026) have been submitted and amended during the course of the application. The site lies within Flood Zone 1, indicating a low probability of fluvial flooding. The FRA identifies groundwater emergence as a medium-likelihood source of risk, with all other sources of flooding assessed as low risk or not applicable.
- 19.3 Whilst United Utilities' concerns regarding the location of sewer infrastructure and easements have been resolved through amended plans, United Utilities maintain an

objection to the proposed drainage strategy on the basis that the drainage hierarchy has not yet been fully demonstrated. Officers consider that matter can appropriately be resolved through the recommended drainage condition, having regard to the submitted infiltration testing and the absence of objection from the LLFA.

- 19.4 Surface water discharge is limited to 20 l/s overall, with 13 l/s directed to the north-east network and 7 l/s to the south-west. Flows are controlled via Hydro Brake restrictors. The design incorporates a +45% climate change allowance and 10% urban creep. Attenuation is provided through an offline cellular tank to the north, oversized pipes to the south, and a small infiltration tank serving the south-eastern plots. Finished floor levels are set a minimum of 150 mm above adjacent ground levels.
- 19.5 The submitted drainage strategy demonstrates that infiltration opportunities are limited across much of the site, with BRE-compliant infiltration achievable only within the southeastern area. The strategy therefore combines infiltration, attenuation and restricted discharge measures. Surface water is controlled through Hydro Brake flow controls, attenuation storage and an infiltration tank serving the southeastern plots, with discharge rates restricted to greenfield runoff rates and allowances included for climate change and urban creep.
- 19.6 All dwellings lie within Flood Zone 1 and can be drained appropriately through the proposed SuDS strategy. Subject to detailed drainage conditions, the Lead Local Flood Authority raises no objection and the development is considered acceptable in flood risk and drainage terms, complying with the NPPF, PfE Policy JP-S4 and Local Plan Policy 19.

20. LAND CONTAMINATION

- 20.1 NPPF Policy P2 requires development to ensure land is suitable for its proposed use, taking account of contamination, land stability and ground conditions. PfE Policy JP-S1 and Local Plan Policy 9 similarly require contamination risks to be properly assessed and, where necessary, remediated
- 20.2 A Geo-environmental Appraisal and Coal Mining Risk Assessment (Groundtech, ref. GRO 24307 5812, June 2025), together with earlier investigations, has been reviewed alongside Environmental Health Officer comments. The reports record a long industrial history (former Oldham Mumps Station, goods shed, sidings, mills, gas works and historic landfills) and confirm extensive Made Ground, locally up to 8.9 m bgl, with areas of colliery spoil present.
- 20.3 Rotary boreholes to 50 m bgl encountered intact coal seams with no evidence of shallow workings. A recorded mine entry (ref. 393404 035) could not be located during trial trenching and lies approximately 56 m from development within public open space; a watching brief is therefore recommended during enabling works. An east-site geological fault requires foundation reinforcement within 25 m. These issues influence engineering design but do not alter the overall contamination risk profile.
- 20.4 The GM Land Contamination Officer accepts the Phase II evidence and recommends the full contaminated land condition, including land-contamination and ground-gas requirements. Gas monitoring is ongoing and a detailed Remediation Strategy will be required. Based on the dataset, officers consider a clean-cover system appropriate for soft-landscaped areas, supported by a materials-management approach during earthworks and targeted ground-gas protection to be finalised once monitoring is

complete. Officers consider this a proportionate and technically robust approach to ensuring the site is suitable for use.

- 20.5 The GM Land Contamination Officer raises no objection subject to conditions. The submitted investigations demonstrate that contamination risks can be appropriately managed through further investigation, remediation and verification measures. Subject to those controls, the proposal complies with NPPF Policy P2, PfE Policy JP-S1 and Local Plan Policy 9.

21. ENERGY

- 21.1 NPPF Policy CC2 and PfE Policy JP-S2 require development to reduce energy demand, minimise carbon emissions and support the transition to net zero through energy-efficient design, low-carbon technologies and renewable energy generation. The submitted Energy Statement has been assessed against these policy requirements.
- 21.2 The development adopts this fabric-first approach by designing the homes to retain heat effectively through well-insulated walls, roofs and floors, energy-efficient windows, and good overall airtightness. These measures significantly reduce the amount of energy needed to heat the homes and anticipate the standards required by the forthcoming Future Homes Standard.
- 21.3 All houses will be heated using air-source heat pumps, which provide low-carbon heating. Apartments will use efficient electric heating systems supported by mechanical ventilation. Across the scheme, energy-efficient measures such as low-energy lighting, water-saving fittings and high-quality ventilation systems are included. Solar panels (photovoltaics) will be installed on all houses, with the potential for additional panels on apartments if required. Every home will also have an EV charging point.
- 21.4 Modelling of example house and apartment types shows that the energy performance of the new homes will be significantly better than current building-regulation requirements. This results in reduced energy use and substantially lower carbon emissions. The Energy Statement confirms that all dwellings will achieve an EPC rating of B or better, with performance verified through post-construction testing.
- 21.5 The development incorporates a fabric-first approach, low-carbon heating technology, renewable energy generation and energy-efficient design measures. Subject to implementation of the approved Energy Statement, the proposal will reduce operational energy demand and carbon emissions and therefore complies with NPPF Policy CC2 and PfE Policy JP-S2.

22. OBLIGATIONS and VIABILITY

- 22.1 NPPF Policies DM5 and DM6 require planning obligations to be necessary, directly related to the development and fairly and reasonably related in scale and kind. PfE Policy JP-D2 similarly requires development to mitigate its impacts through appropriate infrastructure provision and contributions, taking account of viability where justified.
- 22.2 The proposed development generates requirements for mitigation in respect of education provision, public open space and off-site tree planting. The Council is satisfied that these matters would ordinarily justify planning obligations and that, in

policy terms, the full mitigation package generated by the development is as follows:

Education: £1,124,300.10

Public Open Space: £190,102.35

Off-site Tree Planting: £375,200

- 22.3 Together, these obligations would amount to £1,689,602.45 and represent the full policy-compliant mitigation package that would ordinarily be sought from the development.
- 22.4 During the course of the application, a viability assessment was submitted by the applicant and independently reviewed on behalf of the Council. Following further review and updated appraisal work, it has been agreed that the development cannot viably support the full policy-compliant package of planning obligations whilst maintaining delivery of the proposed 100% affordable housing scheme.
- 22.5 The independently reviewed viability evidence demonstrates that the scheme can support planning obligations with a total value of £743,607. The final apportionment of that sum between education provision, public open space enhancement and off-site tree planting will be agreed by officers prior to completion of the legal agreement, having regard to the evidence of need, policy priorities and the statutory tests for planning obligations. Any update will be reported to the Planning Committee via the Late List.
- 22.6 The reduced package of obligations represents the maximum reasonable level of mitigation that can be secured whilst maintaining the deliverability of the development. Whilst the agreed obligations will not fully mitigate all impacts arising from the scheme, they will provide a proportionate contribution towards addressing those impacts and securing materially greater mitigation than would otherwise be achieved.
- 22.7 The obligations to be secured satisfy the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended). They are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind.
- 22.8 Subject to completion of the Section 111 Agreement and subsequent Section 106 Agreement securing the agreed mitigation package, affordable housing delivery arrangements and biodiversity obligations, the proposal is considered acceptable in planning obligation and viability terms. The development therefore complies overall with NPPF Policies DM5 and DM6 and PfE Policy JP-D2.

23. PLANNING BALANCE

- 23.1 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

23.2 The following key matters have been considered:

Harms:

- 23.3 The net density achieved is lower than would ordinarily be expected for a highly accessible brownfield site in this location. Whilst the position is justified by the site's physical constraints, the operational requirements of the Registered Provider and the objective of delivering a meaningful proportion of family housing, the scheme nevertheless results in a limited conflict with the efficient use of land objectives of PfE Policy JP-H4. This attracts **Limited Weight** against the proposal.
- 23.4 A section of the Oldham Way frontage does not achieve the continuous built form that might otherwise be expected in a prominent town centre edge location. Whilst this approach is justified by the site's constraints, landscape strategy and the delivery of family housing, it results in a limited conflict with the design aspirations of PfE Policy JP-P1 for this part of the Oldham Way corridor. This attracts **Limited Weight** against the proposal.
- 23.5 The development necessitates the removal of a significant number of existing trees and woodland vegetation. Whilst replacement planting is proposed and off-site mitigation will be secured through legal agreement, the contribution made by established trees to local character, visual amenity and environmental quality cannot be replicated immediately. This residual harm attracts **Limited Weight** against the proposal.
- 23.6 The development will generate demand for school places. Whilst planning obligations will secure a proportionate contribution towards mitigating these impacts, the independently reviewed viability evidence demonstrates that the scheme cannot support the full policy-compliant package of contributions whilst maintaining delivery of the proposed 100% affordable housing development. As a consequence, the majority of the impact on local infrastructure will be mitigated. This residual harm attracts **Moderate Weight** against the proposal.

Benefits:

- 23.7 The proposal would redevelop a long-vacant and underutilised brownfield site in a highly sustainable location. The development would remove a prominent area of previously developed land from vacancy and bring it back into productive use. This represents a significant public benefit and is afforded **Substantial Weight** in favour of the proposal.
- 23.8 The development would deliver 147 new homes in a sustainable urban location, making a meaningful contribution towards identified housing needs within the borough. National policy requires substantial weight to be given to the benefits of delivering homes which contribute towards meeting housing need. This benefit attracts **Substantial Weight** in favour of the proposal.
- 23.9 The proposal would deliver 147 affordable homes, representing 100% affordable housing across the entire development. This significantly exceeds policy requirements and would make a substantial contribution towards addressing identified affordable housing needs within the borough. Delivery through First Choice Homes Oldham and the agreed funding arrangements provide a high degree of certainty that the affordable housing benefits will be realised. This benefit is afforded **Substantial Weight** in favour

of the proposal.

- 23.10 The Energy Statement demonstrates a fabric-first and all-electric approach which will reduce operational energy demand and carbon emissions when compared with traditional forms of development. This supports local and strategic climate change objectives and is afforded **Moderate Weight** in favour of the proposal.
- 23.11 The site's location provides excellent access to employment opportunities, services, facilities and public transport. The proposal will also improve active travel connections between Alexandra Retail Park, Southlink Business Park and Oldham Town Centre through the delivery of a safer and better overlooked pedestrian and cycle route. This attracts **Moderate Weight** in favour of the proposal.
- 23.12 The scheme will achieve the statutory requirement for 10% Biodiversity Net Gain. Whilst this is a policy requirement, it contributes positively to local environmental objectives and is afforded **Limited Weight**.
- 23.13 Other technical considerations, including the historic employment UDP allocation, amenity, highway safety, drainage, land contamination and air quality, have been found acceptable and are afforded **Neutral Weight**.

24. OVERALL CONCLUSION

- 24.1 Having regard to the development plan as a whole, the National Planning Policy Framework and all other material considerations, the identified adverse effects are **not considered to substantially outweigh** the benefits of the proposal. The proposal therefore benefits from the support afforded by NPPF Policy S4 and planning permission should be granted, subject to the recommended planning conditions and completion of the Section 106 Agreement.

25. RECOMMENDATION

- 25.1 It is recommended that the application is delegated to the Assistant Director of Planning & Development to grant planning permission, subject to the conditions set out in this report and to the completion of a Section 111 agreement, which will secure obligations and bind the parties to enter into a Section 106 agreement following completion of the land transfer.
- 25.2 The conditions and Legal Agreements shall secure:
- The full delivery of the approved affordable housing scheme;
 - Financial contributions towards education provision, public open space enhancement and off-site tree planting totalling £743,607, with the final apportionment of those contributions to be agreed prior to completion of the legal agreement in accordance with the conclusions of the independently reviewed viability assessment;
 - The delivery and long-term management of biodiversity mitigation and enhancement measures, including a 30-year Habitat Management and Monitoring Plan (HMMP); and

- Payment of the Greater Manchester Ecology Unit Biodiversity Net Gain Auditing Fee of £7,174 (or such other sum as may be agreed in writing by the Local Planning Authority and Greater Manchester Ecology Unit) prior to commencement of development.

25.3 The financial contributions secured through the legal agreement shall be applied towards:

- Education provision within the relevant pupil planning area;
- Enhancement of off-site public open space within St Mary's Ward; and
- Off-site tree planting to address the shortfall in replacement tree planting arising from the development.

25.4 The final contribution package shall represent the maximum reasonable level of mitigation that can be secured whilst maintaining the deliverability of the approved affordable housing development, having regard to the conclusions of the independently reviewed viability assessment.

25.2 Separately, the statutory Biodiversity Gain Condition will secure the off-site habitat units required to achieve the mandatory biodiversity net gain objective. The required habitat units will be secured through an approved Biodiversity Gain Plan and registration of the associated off-site units in accordance with the statutory biodiversity net gain regime.

26. 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 listed 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 demolition and enabling works) shall commence until the outstanding elements of the site investigation recommended in the Geo-Environmental Appraisal and Coal Mining Risk Assessment (Groundtech Consulting, June 2025) have been completed, and a Final Site Investigation Addendum Report has been submitted to and approved in writing by the Local Planning Authority. The Addendum Report shall include the following where relevant:
 - (i) completion of the ground gas monitoring programme and an updated Gas Risk Assessment;
 - (ii) any targeted supplementary investigation in areas previously inaccessible or identified for further work in the submitted Appraisal; and
 - (iii) confirmation of any refinements to the preliminary remediation measures recommended in the submitted Appraisal.

All enabling and excavation works in the relevant areas shall be carried out under a watching brief by a suitably qualified engineer or geotechnical specialist, in accordance with the recommendations of the Geo-Environmental Appraisal.

Any voids or unexpected features encountered shall be recorded and stabilisation measures agreed with the Local Planning Authority before works continue. No development shall proceed beyond ground works until the Local Planning Authority has approved the required next steps, including any remedial or protection measures identified through the investigation.

All approved measures shall then be implemented in full.

REASON - To ensure the site is suitable for its intended use, safeguard human health and the environment, and appropriately address contamination and ground condition risks in accordance with NPPF Policy P2, PfE Policy JP-S1 and Policy 9 of the Joint DPD. This is a pre-commencement condition as the investigation must be completed before any construction works take place.

4. No development above ground level shall take place until a Detailed Remediation Strategy for the site (including measures to address identified contamination, ground gas protection, clean-cover system design and a verification methodology) has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be prepared in accordance with the recommendations of the approved Site Investigation Addendum Report.

All remediation measures shall be implemented in full in accordance with the approved strategy. Upon completion of the remediation, a Verification Report shall be submitted to and approved in writing by the Local Planning Authority before any dwelling is occupied.

REASON - To ensure safe development having regard to contamination risks in accordance with NPPF Policy P2, PfE Policy JP-S1 and Policy 9 of the Joint DPD.

5. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for: parking arrangements for site operatives and visitors; loading and unloading of plant and materials; storage of plant and materials; erection and maintenance of security hoarding; wheel washing facilities; measures to control noise, dust and dirt emissions in accordance with IAQM guidance; a scheme for recycling and disposal of waste; hours of construction (08:00–18:00 Monday to Friday, 09:00–13:00 Saturday, with no work on Sundays or Bank Holidays); and contact details of the site manager for public queries.

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

REASON - To manage construction traffic and protect highway safety and residential amenity during construction, in accordance with NPPF Policies TR4 and TR6, PfE Policy JP-C8 and Policy 5 of the Joint DPD. This is a pre-commencement condition required to control construction impacts from the outset.

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

CEMP shall include: a risk assessment of potentially damaging construction activities in relation to wildlife and habitats; measures to protect adjacent habitats and designated sites; details of protective fencing, exclusion barriers and wildlife safety measures; ecological supervision and monitoring arrangements; confirmation of a licence issued by Natural England satisfying details relating to badgers and permitting the development to proceed, or written confirmation from Natural England that no licence is required; timing of works to avoid harm to nesting birds and other protected species; specific mitigation measures drawn from the submitted and approved ecological reports; and waste and recycling arrangements.

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

REASON - To safeguard ecological assets on the site in accordance with NPPF Policy N2, PfE Policy JP-G8 and Policy 21 of the Joint DPD. Pre-commencement is necessary to ensure controls are in place before any on-site activity begins.

7. Prior to the commencement of the construction of any dwellings, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) an investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof), including evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) a restricted rate of discharge of surface water agreed with the Local Planning Authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) confirmation that foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (July 2025) or any subsequent replacement national standards.

REASON - To promote sustainable development, secure proper drainage and manage the risk of flooding and pollution in accordance with NPPF Policy F8 and PfE Policy JP-S4. Pre-commencement is necessary to ensure detailed drainage design is in place before any agreed development is installed.

8. Prior to any earthworks, machinery operation or vegetation clearance, an updated badger sett survey shall be undertaken and submitted to the Local Planning Authority for written approval, together with a final Badger Mitigation Strategy. The Strategy shall include: 21-day sett monitoring; closure methodology; Ecological Clerk of Works (ECoW) supervision; risk assessment method statements for construction; and operational phase measures addressing lighting, traffic, foraging and other impacts.

The approved Strategy shall be implemented in full.

REASON - To ensure up-to-date information on a mobile species and safeguard

badgers in accordance with PfE Policy JP-G8.

9. No development above ground level shall take place until a detailed hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: planting plans showing species, sizes and locations for all new trees and shrubs, including a minimum of 152 replacement trees; use of native and pollinator-friendly species to enhance biodiversity; street tree planting and specifications for tree pits (including crate systems where trees are located within adoptable highways); details of protective fencing and no-dig construction within Root Protection Areas in accordance with BS 5837:2012 and the approved Arboricultural Method Statement; boundary treatments and hard surfacing materials; and a timetable for implementation and a maintenance schedule for a minimum of five years, including replacement of any failed planting within that period.

The approved scheme shall be implemented within the first planting season following the final dwelling being substantially complete and thereafter maintained in accordance with the approved details.

Any trees or plants which die, become diseased or are removed during the maintenance period shall be replaced with specimens of an equivalent species and size.

REASON - To ensure that the development site is landscaped to an acceptable standard in accordance with NPPF Policies N2 and N3, PfE Policy JP-G7 and Policy 21 of the Joint DPD.

10. No development above ground level shall take place until an Ecological Enhancement Plan (EEP) has been submitted to and approved in writing by the Local Planning Authority. The EEP shall include: integration of bat boxes (Ibstock Enclosed type or similar) into the fabric of at least 50% of dwellings, as directed by a suitably qualified ecologist; integration of swift boxes (Ibstock Eco type or similar) into the fabric of at least 50% of dwellings, as directed by a suitably qualified ecologist; creation of hedgehog access points (minimum 13 cm x 13 cm) in boundary fences and barriers at strategic locations to ensure site-wide connectivity; native planting and habitat features to support biodiversity; a lighting strategy to ensure no unreasonable light spill outside the application site; and an implementation timetable linked to plot occupation. All measures shall be drawn from the submitted ecological reports.

The approved measures shall be implemented prior to the occupation of each dwelling where the relevant features are to be installed and retained thereafter.

REASON - To ensure ecological enhancement to an acceptable standard in accordance with NPPF Policy N2, PfE Policy JP-G8 and Policy 21 of the Joint DPD.

11. No development above slab level shall commence until a detailed Public Open Space (POS) scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: hard and soft landscape details for the linear corridor, public footpaths and ancillary spaces, including planting schedules, tree pits and soil volumes; inclusive seating, wayfinding features and natural play elements; a lighting strategy designed to provide safe movement and enhanced natural surveillance, consistent with BCT/ILP GN08/23; long-term

management and maintenance arrangements to be secured through an estate or management company; public access arrangements and frontage treatments to ensure well-overlooked and safe public areas; and a delivery and phasing plan for all POS works.

The approved POS scheme shall be implemented in accordance with the approved details and maintained in perpetuity.

REASON - To ensure the development delivers high-quality, accessible and well-overlooked public open space and the upgraded active travel corridor, in accordance with NPPF Policies HC3 and DP3, Policy 23 of the Joint DPD and PfE Policy JP-G2.

12. No development shall take place until the developer has provided written evidence to the Local Planning Authority confirming that access routes to the Metrolink tunnel infrastructure and maintenance responsibilities for that access have been agreed with Transport for Greater Manchester (TfGM).

REASON - To ensure that access for the inspection and maintenance of the Metrolink tunnel infrastructure is maintained, in accordance with PfE Policy JP-C8.

13. Within 6 months of the first occupation of any part of the development, a full Residential Travel Plan (RTP) shall be submitted to and approved in writing by the Local Planning Authority. The RTP shall accord with the submitted Framework Travel Plan (iTransport, Ref: PW/IT210336 003AR, 02/02/2026) and shall include: finalised mode share targets; details of the appointed Travel Plan Co-ordinator; a programme of measures for walking, cycling, public transport and car sharing (including Travel Packs and any car club arrangements); provision for electric vehicle charging and cycle parking; a monitoring and review strategy including baseline surveys within 6 months of first occupation and bi-annual surveys for 5 years; and funding and governance arrangements.

The approved RTP shall be implemented and thereafter maintained, with monitoring reports submitted to the Local Planning Authority within three months of each survey and any necessary remedial measures implemented in accordance with an updated action plan agreed in writing by the Local Planning Authority.

REASON - To promote sustainable travel choices, reduce reliance on private vehicles and mitigate the impact of the development on the local road network, in accordance with PfE Policy JP-C8 and NPPF Policy TR6.

14. Each respective dwelling as shown on the approved plans shall not be occupied until the vehicle parking and turning areas to serve that dwelling have been fully constructed, surfaced, drained and marked out in accordance with the approved details. These areas shall be retained and kept available for the parking and manoeuvring of vehicles at all times thereafter. Any retaining structures required to facilitate the approved parking and turning areas shall be constructed in accordance with NHBC Technical Standards, or an equivalent nationally recognised standard.

REASON - To ensure adequate parking and manoeuvring space is provided and

retained, in accordance with NPPF Policy TR4, PfE Policy JP-C8 and Policy 9 of the Joint DPD.

15. No more than 90% of the dwellings shall be occupied until the visitor vehicle parking and turning areas have been fully constructed, surfaced, drained and marked out in accordance with the approved details. These areas shall be retained and kept available for the parking and manoeuvring of vehicles at all times thereafter.

REASON - To ensure adequate parking and manoeuvring space is provided and retained, in accordance with NPPF Policy TR4, PfE Policy JP-C8 and Policy 9 of the Joint DPD.

16. Prior to the commencement of any works relating to the installation of any sub-station or pumping station, full details of its design, external appearance, boundary treatments, noise attenuation measures and maintenance access arrangements shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details and the installation shall be operational prior to the first occupation of any dwelling served by it.

REASON - To ensure the installation is appropriately designed and sited in the interests of protecting amenity, in accordance with NPPF Policies DP3 and P3 and Policy 9 of the Joint DPD.

17. Prior to occupation of any part 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: arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a residents' management company; and arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

REASON - To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development, in accordance with NPPF Policy F8 and PfE Policy JP-S4.

18. No development above ground level shall take place until full details and specifications of the external materials to be used in the construction of the buildings, together with details of any photovoltaic solar panels, solar roof tiles or other roof-mounted renewable energy equipment, have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include the siting, dimensions, colour, finish, method of installation and relationship with the roofscape of each building.

The development shall thereafter be carried out in accordance with the approved details and the approved renewable energy equipment shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

REASON - To secure a high quality appearance, ensure that renewable energy measures are satisfactorily integrated into the design of the development, and support climate change mitigation in accordance with NPPF Policies DP3 and CC2, PfE Policy JP-P1 and Policy 9 of the Joint DPD.

19. Should any unexpected significant contamination be encountered during development, all associated works shall cease and the Local Planning Authority shall be notified in writing immediately. A Phase 3 Remediation Strategy and Phase 4 Verification Report shall be submitted to the Local Planning Authority for approval. The associated works shall not re-commence until those reports have been approved by the Local Planning Authority.

REASON - To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with PfE Policy JP-S1 and Policy 9 of the Joint DPD.

20. Any soil or soil-forming materials brought to site for use in garden areas, soft landscaping, filling or level-raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing, including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information, shall be submitted to and approved in writing by the Local Planning Authority prior to any such material being brought on to site. The approved testing shall then be carried out and verification evidence submitted to and approved in writing by the Local Planning Authority.

REASON - To secure the satisfactory development of the site in terms of human health and the wider environment, in accordance with PfE Policy JP-S1 and Policy 9 of the Joint DPD.

21. No dwelling shall be occupied until details of refuse storage facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented prior to occupation and thereafter retained for use at all times.

REASON - To ensure adequate provision for waste storage and to maintain residential amenity, in accordance with Policy 9 of the Joint DPD.

22. No dwelling shall be occupied until details of secure cycle parking facilities for that dwelling have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented prior to occupation and retained thereafter.

REASON - To promote sustainable travel, in accordance with PfE Policy JP-C6 and Policy 9 of the Joint DPD.

23. Prior to the commencement of any part of the development, including site

clearance, excavation or construction works or the entry of vehicles or plant into the site, all existing retained trees and hedges on and adjacent to the site, other than those indicated for removal on the approved plans, shall be physically protected from damage by the erection of 2.3-metre high protective fencing using vertical and horizontal scaffolding poles or other stout fencing, with uprights driven well into the ground, erected in accordance with BS 5837:2012 outside the canopy spread of the trees. The fencing shall be maintained for the duration of the development operations and no operations or storage shall take place within the fenced protection areas.

REASON - To protect existing trees and hedges, in accordance with NPPF Policies N2 and N3 and PfE Policy JP-G7. Pre-commencement is necessary to ensure protection measures are in place before any activity begins on site.

24. No dwelling shall be occupied until the noise and ventilation mitigation measures identified in the approved Noise Impact Assessment (E3P, ref. 51-805-R1, dated 25 September 2025 and updated 29 January 2026) have been fully installed for that dwelling. These measures shall include:

(a) Glazing — all glazing shall meet or exceed the performance levels specified for each relevant facade in the Noise Impact Assessment; Blocks 1 and 2 and Plots 143–147 shall have minimum Rw 38 dB (34 dB Rw+Ctr); Block 3 (facades not otherwise specified in the NIA) shall have minimum Rw 32 dB (30 dB Rw+Ctr); Plots 98–114 (facades not otherwise specified in the NIA) shall have minimum Rw 32 dB (30 dB Rw+Ctr); a glazing schedule confirming installed specifications for each plot shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.

(b) Ventilation and Air Quality — where glazing is required to remain closed to achieve internal noise criteria or to comply with Approved Document O, a mechanical ventilation system providing whole-dwelling ventilation without reliance on open windows shall be installed prior to occupation and retained thereafter; the ventilation scheme shall also be designed to minimise the exposure of future occupants to road traffic air pollution, including the siting of air intake points on the least polluted elevations where practicable, details of system specification and airflow strategy demonstrating how exposure to nitrogen dioxide will be reduced, and details of any filtration or air treatment measures where required; prior to first occupation, details of the ventilation specification and air intake locations shall be submitted to and approved in writing by the Local Planning Authority.

(c) Acoustic Barriers — acoustic barriers shown in Figure 6 of the Noise Impact Assessment (2.1 m for Plot 98, 2.4 m for Plot 104, and 2.6 m for Plots 109–115) shall be installed in the approved locations; they shall be imperforate with a minimum surface mass of 10 kg per square metre, sealed to ground, and retained for the lifetime of the development.

REASON - To ensure acceptable living conditions and protect the health of future occupiers from noise and air pollution, in accordance with NPPF Policy P3, PfE Policy JP-S5 and Policy 9 of the Joint DPD.

25. The development hereby approved shall be carried out in full accordance with the

Affordable Housing Statement (Vistry, June 2026), including the approved tenure mix, affordability parameters, delivery mechanism and transfer of all 147 dwellings to First Choice Homes Oldham (or an alternative Registered Provider agreed in writing with the Local Planning Authority).

The affordable housing units shall be provided prior to first occupation of the corresponding dwellings and retained as affordable housing in perpetuity, except in circumstances where statutory rights apply and subject to standard mortgagee exemptions.

Any proposed variation to the tenure mix, delivery route or affordability provisions shall be submitted to and approved in writing by the Local Planning Authority prior to implementation.

REASON - To ensure the timely delivery, transfer and retention of affordable housing in accordance with NPPF Policies HO7 and HO8, PfE Policies JP-H1 and JP-H2, Policy 10 of the Joint DPD and the Council's Housing Delivery Interim Planning Position Paper.

26. The development shall be carried out in accordance with the approved Flood Risk Assessment (2746, Rev D, Wardell Armstrong), including finished floor levels and overland flow routes as shown on the approved Flood Exceedance Plan. No alterations to these elements shall take place without the prior written approval of the Local Planning Authority.

REASON - To reduce the risk of flooding to the development and surrounding area, in accordance with PfE Policy JP-S4 and NPPF Policies F4, F7 and F8.

27. The development shall be carried out in full accordance with the Energy Statement (L and F Solutions, August 2025). No dwelling shall be occupied until all energy and low-carbon measures for that dwelling have been installed and are fully operational. All approved measures shall be retained and maintained for the lifetime of the development.

REASON - To secure a sustainable and energy-efficient form of development which supports climate change mitigation and the transition to net zero, in accordance with NPPF Policy CC2 and PfE Policy JP-S2.

28. Prior to first occupation of any part of the development, a Estate Management and Maintenance Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall cover: ongoing management of all on-site public open space, footpaths, cycle routes, play features and landscaping; maintenance of the ecological enhancements secured in the approved Ecological Enhancement Plan; inspection regimes; and responsibilities of First Choice Homes Oldham or any successor body.

The approved Plan shall be implemented for the lifetime of the development.

REASON - To secure the long-term management of communal areas in accordance with PfE Policies JP-G7 and JP-G8, Policy 23 of the Joint DPD and NPPF Policies N2, N3 and HC3.

29. No dwelling served from Hamilton Street shall be occupied until either:

(a) a detailed scheme for the upgrade of Hamilton Street to a standard capable of adoption by the Local Highway Authority, including construction specification, surface water drainage, street lighting, signage and long-term maintenance arrangements, has been submitted to and approved in writing by the Local Planning Authority and either written confirmation has been provided that the Council has agreed in principle to adopt the road or the road has been constructed fully in accordance with the approved adoptable-standard scheme; or

(b) where the road is not proposed for adoption, a Private Road Management and Maintenance Plan has been submitted to and approved in writing by the Local Planning Authority, including details of construction specification, arrangements for management and maintenance by a management company, funding mechanisms for ongoing maintenance, and street lighting and drainage maintenance schedules.

In all cases, the approved works or arrangements shall have been implemented prior to occupation of any dwelling accessed from Hamilton Street and shall thereafter be retained and maintained for the lifetime of the development.

REASON - To ensure safe, suitable and properly maintained access for future residents under either an adopted or private road scenario, in accordance with NPPF Policies TR4 and TR6 and PfE Policy JP-C8.

SITE LOCATION PLAN (NOT TO SCALE):

