

GUIDE TO USING THE REVISED DEPOSIT DRAFT UNITARY DEVELOPMENT PLAN

This document is the “revised deposit” draft of the Oldham Replacement Unitary Development Plan. The first draft was published in 2001, and changes made to that first draft are indicated in this version as follows:

Existing text which is to remain is shown unaltered (policies are shown in bold type and the reasoned justification of the policies in non-bold type).

First deposit draft text which has been deleted is shown struck through ~~like this~~.

New text added to the revised deposit draft Plan is shown underlined like this.

Text which is retained but moved to another section of the Plan is shown struck through, with the new location indicated in italics ~~like this~~ *moved to Section x*.

A separate form provides details of how to object to, or support, the proposed changes in this revised draft.

1 INTRODUCTION

ABOUT THE UNITARY DEVELOPMENT PLAN

- 1.1 The planning system exists to regulate the way land is used and developed, in the interests of the public. The Unitary Development Plan (UDP) is central to the planning process as it aims to balance necessary development*¹ with the conservation and improvement of the environment, and the needs and rights of the individual with those of the wider community.
- 1.2 The UDP sets out the policies the Council will follow when considering applications from prospective developers of land in the Borough over the next ten years, a process known as development control. Section 54A of the Town and Country Planning Act 1990 requires that all planning applications ~~are~~ should be determined in line accordance with the adopted UDP, provided the policies or proposals it contains are relevant and ~~that there are no other~~ unless “material considerations”* ~~to be taken into account~~ indicate otherwise. This is to ensure that planning decisions are made in a rational and consistent manner.
- 1.3 Applications which are not in line with the UDP’s relevant policies should not be allowed to proceed unless they are justified by material considerations, in which case local planning authorities may decide to grant permission. Applications that depart significantly from UDP policy must be notified to the Secretary of State who may decide to intervene and take the decision directly.
- ~~1.3~~ 1.4 The UDP is the only land use plan for Oldham and covers the whole of the Borough apart from the area to the east of Saddleworth, which falls within the Peak District National Park.
- ~~1.4~~ 1.5 The UDP is instrumental in the bid to achieve more sustainable development*, for example by influencing the kind of development that brings new homes and jobs without compromising the quality of life of future generations. The Council is committed to achieving more sustainable forms of development across the Borough, both for the benefit of local people and as part of our wider regional, national and international responsibilities.
- ~~1.5~~ 1.6 Throughout its preparation this draft review of the UDP has been subject to sustainability appraisal* and a separate report is available that describes this process and the way it has affected the resulting drafts. All policies and proposals, including the main changes proposed between first deposit and revised deposit stages, have been tested against four key sustainability objectives, based on those detailed in the Government Office for the North West’s strategy for sustainable development in the North West, “Action for Sustainability”. These are:
- a. live - social progress and a better quality of life;
 - b. protect - effective environmental protection;
 - c. save - conserve the region’s natural resources; and

¹ An asterisk * denotes a word or term that is defined in the glossary at the back of this document.

d. grow - economic growth and sustainable regional development.

- 1.6 1.7 The first Oldham UDP, adopted as Council policy in April 1996, looked ahead as far as 2001 and must now be reviewed to ensure it remains up to date and relevant. ~~This document is the first “deposit”* draft of the replacement* Oldham UDP.~~ The review process is well underway, having reach the revised deposit stage.
- 1.7 1.8 To fulfil its purpose the UDP must reflect the views of the Oldham community. Many of the issues it contains will no doubt generate differences of opinion, which we shall aim to balance as far as possible. We shall be seeking involvement from the public at several stages as the UDP review progresses and have now reached a key consultation stage ~~where~~ during which local people have ~~their first~~ an opportunity to comment on any changes proposed to the first deposit draft UDP’s ~~its~~ policies and proposals.
- 1.8 1.9 There are several differences between this draft review of the UDP and the Plan currently in use. We have decided not to include the Council’s broader aspirations as these can be found in other documents, for example the Oldham Partnership’s “Oldham Framework” Community Strategy and the Council’s Corporate Plan.

OBJECTIVES OF THE UDP

- 1.9 1.10 The Oldham Local Strategic Partnership, of which the Council is a member, brings together the public, private, ~~and~~ voluntary, community and faith sector organisations that are active within the Borough. ~~The “Oldham Framework” sets out the Partnership’s objectives, which concentrate on:~~
- ~~putting people first: investing in our people;~~
 - ~~competing in the wider economy: improving competitiveness and developing wealth;~~
 - ~~creating confident communities and quality neighbourhoods: secure places for people to live; and~~
 - ~~achieving a quality environment: progress whilst passing on a better environment to our children.~~
- It is the responsibility of the Local Strategic Partnership (LSP) to produce a Community Strategy, setting out a vision, strategic objectives and targets for the long term future of the Borough. The Community Strategy is underpinned by action plans and strategies, of which the Unitary Development Plan is one.
- 1.11 1.11 The LSP’s vision for Oldham, developed as a result of an in-depth community planning process, is for “a Borough of well educated people who enjoy good quality employment in a healthy environment; a Borough which is a safe home for its people and welcoming to visitors; a thriving attractive Borough in the Pennine Hills; a Borough whose people are secure in their identity, share common values and enjoy equality of treatment; a Borough of racial, cultural and religious diversity whose people live together in peace, respect and friendship.” The priority themes for action set out in Oldham’s Community Strategy 2002–2022 are: Community Safety, Economy, Environment and

Transportation, Health and Social Care, Housing, Learning, Voluntary Sector, and Young People.

1.12 Several of these priority themes have relevance to the draft UDP, but perhaps the most direct link is with the Environment and Transportation theme. The priorities set out under this theme are to:

- Raise environmental awareness;
- Make Oldham a cleaner and greener place;
- Improve youth recreation;
- Raise the level of recycling;
- Increase the use of public transport and ensure that people are able to access work, education, health and leisure;
- Protect wildlife and increase the number of trees;
- Help more people participate in planning for the future;
- Reduce pollution;
- Reduce crime and vandalism; and
- Ensure equality for all regardless of race, gender, disability or age.

1.13 Another important priority is housing. The potential exists to deliver significant improvement to the Borough's housing stock through the Oldham/Rochdale joint pathfinder initiative for the Housing Market Renewal Fund. Under the Economy heading, developing the vibrancy and safety of the Town Centre is a priority, as is raising the image of the Borough and maximising the borough-wide delivery of economic activities and opportunities.

1.14 The Council is committed to a responsible approach to reducing and mitigating the impacts of climate change. It has developed a draft Climate Change Strategy and undertaken a renewable energy study of the Borough, to find out how the area might contribute to meeting regional renewable energy generation targets. The housing renewal and redevelopment that will take place as a result of the allocations in this plan and the Housing Market Renewal Fund pathfinder initiative is viewed as a key opportunity to pursue a step change in the energy performance of dwellings, by incorporating renewable energy technologies. This links to improving health by tackling fuel poverty, and supporting economic diversification and re-skilling through ensuring that local people benefit from any economic opportunities that may arise in this field.

1.15 The outcome measures and targets identified to monitor progress in the priorities for the environment and transportation include a key one for land use planning: the percentage of population within walking distance of basic services and open space to be 60% by 2007. This is also a sustainability indicator used in the sustainability appraisal of the draft UDP. The percentage estimated in 1995 was 53%. This puts the focus strongly on integrating land use and transportation and planning for sustainable neighbourhoods, which combine living, working, playing, and meeting people's everyday needs.

~~1.10 1.16 The UDP is one of a range of strategies that together form a coordinated action plan to assist the Partnership's efforts. The Council's Corporate Plan~~

~~2001 to 2004~~ 2003 to 2006 ~~builds on “Oldham Framework” and describes as its mission to make Oldham a better place which local people are proud to call home~~ “work with the Local Strategic Partnership to move the Borough forward as a cohesive community, eliminating disadvantage and disharmony.” Six corporate objectives are set out for the three year period of the Corporate Plan: community cohesion, a prosperous Borough, well educated and highly skilled people, an improved environment, healthy and well cared for people, and a well managed Council. ~~Central to this vision are the objectives of promoting community well being, tackling social exclusion, improving the environment and promoting sustainable development – aims which are also highly relevant to planning strategy.~~ To ensure that the planning process plays its part in helping to achieve corporate and LSP ~~this~~ visions, priorities and objectives, and deliver more sustainable development, the Council has adopted the following objectives for the UDP:

- a. supporting communities and social inclusion, for example by ~~ensuring that new developments do not physically divide communities~~ promoting mixed and balanced communities;
- b. promoting economic well being in which all can share;
- c. conserving and making efficient use of natural resources such as fossil fuels and minerals, and improving the quality of physical natural resources including air, water, and soil; ~~fossil fuels and minerals;~~
- d. improving accessibility and reducing the need to travel;
- e. protecting and conserving the Borough’s natural, historical and cultural assets, including landscapes, parks and gardens, trees and woodlands; designated wildlife habitats and biodiversity; listed buildings, Conservation Areas, archaeological sites, ancient monuments and other elements of the historic fabric of the Borough (including non-designated elements); and
- f. regenerating the older urban areas of the Borough and supporting wider urban renaissance*.

1.17 The spatial strategy and land use policies and proposals set out in the draft Replacement UDP aim to provide a framework for land use decisions which ensures that development supports these objectives.

1.18 National planning guidance advises against the inclusion of excessive detail within development plans. For this reason, there are references in the draft Replacement UDP to the preparation or review of supplementary planning guidance (SPG). The role of SPG is to supplement policies of the plan by giving additional detail to help in the implementation of plan policies. It does not form part of the plan, but may be taken into account as a material consideration. Only SPG that has been prepared in accordance with national guidance and includes public consultation will carry substantial weight in guiding decisions.

THE UDP IN CONTEXT

~~1.11~~ 1.19 The UDP does not operate in isolation. To effectively achieve its objectives and deliver more sustainable development, it must complement and be carried out in conjunction with:

- The Oldham ~~Framework/Community Plan~~ and its action plans;
- Regeneration Strategies such as SRB6*, New Deal for Communities*, ~~and Neighbourhood Renewal Fund*, and Housing Market Renewal Fund*~~;
- The Greater Manchester Local Transport Plan;
- The GM Integrated Waste Disposal Strategy; and
- Corporate strategies such as the Housing Strategy, Tourism Strategy, Woodland Strategy, Milestones Strategy, and Community Cohesion Strategy.

1.20 It is also important that the UDP contributes to the delivery of area strategies within the Borough, although these go beyond land use planning to take a more holistic approach to service delivery at a local level, including for example education and health services.

~~1.12~~ 1.21 The UDP sits within a hierarchy of planning policies and guidance that begins at national level with the Government's Planning Policy Guidance Notes* (PPGs). At a regional level it must respect Regional Planning Guidance for the North West (RPG13)* ~~—currently under review with a view to completion in 2002—, published in 2003,~~ which sets out the broad development strategy for the region and covers, among other issues, the appropriate balance between development in urban and rural areas. ~~Local authorities in Greater Manchester have also adopted the Greater Manchester Strategic Planning Framework, which sets out a long term vision for the development of the conurbation* over the next twenty years. Moved to new paragraph 1.24. The strategy set out in RPG13 aims to bring about an urban renaissance* in the cities and towns of the region, and to create an accessible region.~~

1.22 Regional Planning Guidance also sits alongside the Region's Economic Strategy, published in 2000 by the North West Development Agency (NWDA) and reviewed in 2003. The NWDA vision for the North West Region is "to transform England's Northwest through sustainable economic development." Five priorities are set out in the 2003 review: business development, regeneration, skills and employment, infrastructure, and image. Ten strategic objectives sit beneath the priorities and those of particular relevance to land use planning are to:

- deliver urban renaissance,
- secure economic inclusion,
- develop the strategic transport, communications, and economic infrastructure,
- ensure the availability of a balanced portfolio of employment sites, and
- develop and market the region's image.

- 1.23 Under “deliver urban renaissance”, the strategy sets out the NWDA’s intention to concentrate on schemes that develop the economic infrastructure, remove barriers to growth including dereliction, and link areas of opportunity and need in Oldham. Oldham does not contain a strategic regional site identified by the NWDA, but is close to several others: North Manchester Business Park, Ashton Moss and Waterside Park in Tameside, and Kingsway in Rochdale.
- 1.24 There are also strategies at a sub-regional level that are significant for the draft Replacement UDP. Local authorities in Greater Manchester have also adopted the Greater Manchester Strategic Planning Framework, which sets out a long term vision for the development of the conurbation* over the next twenty years. In June 2003 the Association of Greater Manchester Authorities (AGMA) published a Strategy for Greater Manchester, to provide a vision for the City-Region and a focus for the work of different agencies at the sub-regional level. Land use planning has a contribution to make to several of its cross-cutting themes, in particular improving connectivity and creating sustainable communities.
- ~~1.13~~ 1.25 It is also important that Oldham’s plans for land use complement those of neighbouring areas to the east, like the Peak District National Park. The draft replacement UDP will need to support the Peak District National Park Authority in its policies to manage and protect the Park. This will require joint working The Council also works jointly through the Standing Conference of South Pennine Authorities and consultations with neighbouring authorities at every stage of the UDP review.
- 1.26 The Government has proposed reforms to the planning system, which are likely to see the UDP replaced by a Local Development Document. The Planning and Compulsory Purchase Bill is currently before Parliament. The Government’s aims in reforming the planning system are to ensure greater speed in plan making, and more community involvement in the process. At present the Council has been advised to continue with the UDP review in transitional advice from the Government, and to move to the new system once the UDP has reached adoption.

HOW DO I INFLUENCE THE UDP?

- ~~1.14~~ 1.27 The Government has established regulations for the review of development plans such as the UDP. Public consultation must be introduced at regular intervals throughout the process, but the way in which people can influence its contents varies from stage to stage. The people of Oldham had their first chance to become involved between March and May 2000 when they were invited to express their views about the future scale and direction of development in the Borough. A report on that consultation can be found in a separate document, “Statement of Pre-Deposit Public Consultation and Publicity”.

- 1.15 ~~1.28~~ ~~The stage we have now reached is a significant one where~~ The second public consultation stage took place in autumn 2001, when the people of Oldham have had their first chance to view the draft policies and proposals set out in the UDP and to determine how these are were likely to affect themselves and their neighbourhood. Once the The Plan is was placed “on deposit” for a six week period will follow during which people can submitted objections and comments about the specific policies or proposals it includes included.
- 1.16 ~~1.29~~ ~~Once~~ After this first “deposit” period ~~has~~ closed, the Council ~~must~~ considered the objections received and, where possible, negotiated and try to reach agreement with anyone who has had registered an objection to any aspect of the draft UDP. Any Changes to the draft that resulted from that process are then now allowed a “second deposit” stage, a further six weeks of public consultation. At the second deposit stage, comments may be made only on changes to the first deposit, not to the original draft. ~~The second deposit of the draft Oldham UDP is scheduled to take place in summer 2002.~~
- 1.17 1.30 Objections that remain unresolved following the second deposit are considered at a public local inquiry at which every objector has the right to submit their comments to the Inspector either in person or in writing.

UNDERSTANDING THE UDP

- 1.18 ~~1.31~~ The draft UDP separates its policies into two parts, 1 and 2. Part 1 policies, shown in **BOLD UPPERCASE TEXT**, set out in broad terms where development should be located and the general principles that the Council will apply to that development.
- 1.19 ~~1.32~~ Part 2 policies, shown in **bold lowercase text**, expand upon these broad themes to guide day to day decisions about planning applications and offer a reasoned justification for each policy. Part 2 of the UDP also consists of the Proposals Map, which shows the Council’s proposals for land use in the Borough on an Ordnance Survey map base. Each of the following sections contains both Part 1 and 2 policies apart from Section 2, ~~General Planning Strategy, which consists entirely of Part 1 Policies, and Section 11, Open Environment, in which the Part 2 policies for development in the Green Belt relate back to the Part 1 policy in Section 2.~~ is explanatory text setting the context for the plan’s policies and proposals.
- 1.33 Users of the UDP should note that the plan should be read as a whole and, consequently, cross referencing between policies and sections has been kept to a minimum to avoid any misunderstanding.
- 1.20 1.34 Appendix A lists the main changes made at first deposit stage to site allocations that were part of the current, adopted UDP, in order to assist in identifying where change is proposed. The changes to the first deposit draft replacement UDP are indicated in this revised draft by underlining for new text, and striking through for deleted text. Text moved to another section is shown

struck through, with the new location indicated in italics. For quick reference, the section at the back of this document entitled “Changes to the Plan” lists all the changes made.

~~1.21~~ 1.35 The draft UDP is divided into a series of topics:

Section 2. General Planning Strategy – how the UDP ~~allocates land for development; the types of open land where development will be restricted; the Council’s approach to accessibility; and key considerations about development sites~~ policies and proposals work together as a land use strategy that supports the vision and objectives for the Borough, and sustainable development.

Section 3. Design – how a development should fit within its surroundings; its appearance and environmental performance.

Section 4. Transport – the approach to transport developments and the transport implications of other new developments.

Section 5. Business, Industry and the Local Economy - allocating industrial land and protecting Primary Employment Zones and existing business premises from other forms of development.

Section 6. Housing – releasing land for housing development and addressing issues like the provision of affordable housing.

Section 7. ~~Shopping~~ Retail and Leisure – support for local shopping; controlling of out of centre shopping development to protect shopping and leisure facilities in Oldham Town Centre and the Borough’s District Centres.

Section 8. Town Centre – safeguarding the Town Centre’s role as a community focus; allocating sites for particular uses; controlling car parking; and protecting and improving the environment.

Section 9. Community Facilities - protecting existing facilities from other forms of development and establishing criteria for the location of new amenities.

Section 10. Open Space, Sport and Recreation Facilities - protecting open space set aside for recreational purposes and guiding the provision of additional space.

Section 11. Open environment - guiding the control of development within the Green Belt and on agricultural land; protecting the Borough’s valuable landscapes and natural habitats.

Section 12. Conservation of the Historic Environment – protecting Conservation Areas, Listed Buildings, archaeological sites and other historic features.

Section 13. Natural Resources and Environmental Quality - minimising pollution from new developments; criteria for developments related to energy sources and mineral extraction.

Section 14. Waste - criteria for the location of waste related development.

2 GENERAL PLANNING STRATEGY FOR DEVELOPMENT

~~2.1 The Council is committed to encouraging high quality new development in suitable locations while at the same time conserving open land within the Borough. Moved to paragraph 2.3. This section builds on UDP objectives and national and regional planning policy guidance to establish policies that guide the general location of development in the Borough and ensure that such development does not adversely affect its surroundings.~~

~~2.2 The general objectives that govern the location of new developments are:~~

- ~~a. to reduce the need to travel and the distance travelled;~~
- ~~b. to conserve the Borough's landscape and its natural and built heritage;~~
- ~~c. to protect the amenity of existing neighbourhoods; and~~
- ~~d. to support urban regeneration by focusing development on the urban area and so improving its environment. In doing this, the Council will ensure that land resources are used efficiently.~~

~~2.3 These objectives will be achieved by policies which:~~

- ~~i) concentrate development within existing urban areas;~~
- ~~ii) protect valuable areas of open land and heritage sites;~~
- ~~iii) make the re-use of previously developed land a priority;~~
- ~~iv) guide major developments to the most accessible locations and make efficient use of the existing transport network; and~~
- ~~v) ensure that new development improves the quality of life of the Oldham community.~~

~~2.4 These objectives support the strategy set out in draft Regional Planning Guidance* for the North West, which aims to bring about an urban renaissance* in the cities and towns of the region and to create an accessible region.~~

~~2.5 This section deals with broad considerations about the location of a development and the way the site and its surroundings are likely to be affected – the details of its design are covered in the following section. It addresses firstly the appropriateness of the general location, for example, whether it steers clear of the countryside and sections of open land within urban areas; and secondly sets out criteria for assessing the suitability of the proposed site itself, taking into account the likely impact on the immediate neighbourhood. Because this section is about the broad approach to site and location, it consists only of Part 1 policies. The associated Part 2 policies can be found in the remaining sections of the Plan.~~

~~2.6 In drawing up the policies and proposals within this section we have taken into account the following statutory guidance:~~

- ~~a. RPG13 Draft Regional Planning Guidance for the North West July 2000~~
- ~~b. PPG1 General Policy and Principles February 1997~~
- ~~c. PPG2 Green Belts January 1995~~

- d. PPG7 ~~The Countryside – Environmental Quality and Economic and Social Development February 1997~~
- e. PPG12 ~~Development Plans December 1999~~
- f. PPG13 ~~Transport March 2001~~
- g. PPG17 ~~Sport and Recreation (together with current revised draft for consultation April 2001).~~

PART 1 POLICIES

DEVELOPMENT LAND RELEASE

GS1 ~~LAND IS ALLOCATED FOR DEVELOPMENT OR RESERVED FOR CERTAIN LAND USES IN THE POLICIES OF THIS PLAN. PROPOSALS FOR DEVELOPMENT WHICH ARE IN CONFLICT WITH THE PLAN'S POLICIES, DESIGNATIONS OR SITE SPECIFIC ALLOCATIONS WILL NOT BE PERMITTED.~~ *Moved in part to paragraph 2.4 as explanatory text.*

2.7 ~~This policy provides a framework for the allocation of sufficient, suitable land to meet the Borough's anticipated development needs and at the same time protect that which is valuable to the environment and to local people. It takes close account of the need to achieve sustainable development and urban regeneration by making the best use of previously developed land*, protecting open land and ensuring new developments can be reached by a variety of means of transport.~~

2.8 ~~Section 54A of the 1990 Town and Country Planning Act requires that all planning applications should be determined in accordance with the adopted UDP, as long as the policies it contains are relevant, and unless material considerations* indicate otherwise. Those not in line with the UDP's relevant policies should not be allowed to proceed unless they are justified by material considerations, in which case local planning authorities may decide to grant permission. Applications that depart significantly from UDP policy must be notified to the Secretary of State who may decide to intervene and take the decision directly.~~ *Moved in part to Introduction, paragraph 1.3.*

PROTECTING OPEN LAND

GS2 ~~THE FOLLOWING OPEN LAND RESOURCES WILL BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT:~~

- ~~A. THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A);~~
- ~~B. LAND IN AGRICULTURAL GRADES 3B, 4 AND 5, ONLY IN AREAS WHERE PARTICULAR AGRICULTURAL PRACTICES MAKE AN IMPORTANT CONTRIBUTION TO THE LANDSCAPE;~~
- ~~C. MINERAL RESOURCE ZONES;~~
- ~~D. THE GREEN BELT;~~
- ~~E. LOCAL GREEN GAPS;~~
- ~~F. LAND RESERVED FOR FUTURE DEVELOPMENT;~~

~~G. SITES DESIGNATED FOR THEIR NATURE CONSERVATION IMPORTANCE;~~
~~H. FLOOD PLAINS IDENTIFIED AS FLOOD RISK AREAS BY THE ENVIRONMENT AGENCY; AND~~
~~I. RECREATIONAL OPEN SPACES.~~

Clauses A, D, E and F amended and moved to Open Environment Section, new policy OE1.

- ~~2.9 For the Council's land use strategy to be effective, the allocation of sites in sustainable locations to meet development needs must be complemented by the protection of important open land resources in the urban parts of the Borough and in the countryside. Moved to Open Environment Section, paragraph 11.8.~~
- ~~2.10 Major changes underway in the agricultural industry are likely to affect the size of farm holdings and the way farm land is used and managed. As food will always be a necessary commodity the Government has identified the most versatile and productive land, that which is graded 1, 2 and 3a, as a national resource to be preserved for future generations. Oldham has only a small amount of land that meets these grades, but this must be protected from development. Most of the agricultural land in the Borough is graded 3b, 4 and 5, which is less significant in terms of the national agricultural interest, but can be important locally because of its influence on agricultural practices and the resulting local landscape. Therefore, in some areas it may be equally important to protect this land too. Supplementary Planning Guidance* will be published giving details of where in the Borough lower grade agricultural land will also be protected.~~
- ~~2.11 Mineral resource zones* have been identified where mineral reserves exist that can be extracted economically (see Map A). They need to be protected, because minerals can be worked only where they occur naturally and inappropriate development could prevent their extraction.~~
- ~~2.12 The fundamental aim of Green Belt* policy to prevent urban sprawl by keeping land permanently open is central to the Council's own strategy of directing development to urban areas and protecting open land. The 1984 Greater Manchester Green Belt Local Plan established boundaries for Green Belt in the area and since then the Borough Plan and UDP have incorporated detailed local boundaries, which are shown on the Proposals Map. All of Oldham's open countryside falls within the Green Belt and must be protected for its beauty; the diversity of its landscape and historic character; the wealth of its natural resources; and its ecological, agricultural, recreational and archaeological value, as well as for its own sake. Moved to Open Environment Section, paragraph 11.10.~~
- ~~2.13 Alongside Green Belt the UDP identifies two additional types of valuable open land: Local Green Gaps, which separate built up areas or provide an important visual break within a built up area, are given equivalent protection to Green Belt; and Land Reserved for Future Development beyond the period covered by the~~

~~UDP, which is allowed protection for the term of the Plan. Moved to Open Environment Section, paragraph 11.11.~~

- ~~2.14 Nature conservation sites of local, national and international importance that support a range of wildlife species are found with the boundaries of the Borough. Oldham's Biodiversity* Action Plan sets targets for reducing the decline in certain species and habitats found locally, for example skylarks and water voles. Moved in part to Open Environment Section, paragraph 11.71.~~
- ~~2.15 The Environment Agency produces and updates "indicative floodplain maps", which Planning Policy Guidance Note 25, "Development and Flood Risk", requires local planning authorities to take into account. Oldham has few areas at risk from rivers overflowing their banks, but new development should clearly avoid those areas which are prone to flooding unless effective safeguards can be taken and other land uses in the area are not put at increased risk. The parts of the Borough identified as potential flood risk areas are identified on a supplementary map at the back of this document, which is based on information provided by the Environment Agency. However, applicants are advised to check with the Council's Development Control Section for the most up to date and accurate information.~~
- ~~2.16 Recreational open spaces are essential to the quality of life in Oldham. Most tend to be located within urban areas and because of the dual need to bring about urban renewal and to protect the Green Belt, recreational land can sometimes become a target for new development. Government advice contained in PPG17 "Planning and Recreation" advises that such spaces should be protected from development in all but exceptional circumstances.~~
- ~~2.17 Development is unlikely to be permitted on any of the types of open land identified in this policy. More detailed policies in the following sections indicate specific types of development that may be appropriate, but these will be limited and very strictly controlled.~~

DEVELOPMENT ON UNALLOCATED LAND

- ~~GS3 PROPOSALS FOR DEVELOPMENT ON LAND WHICH IS UNDESIGNATED OR UNALLOCATED BY THE PLAN WILL BE PERMITTED UNLESS THEY CONFLICT WITH THE OTHER RELEVANT POLICIES OF THIS PLAN, OR OTHER MATERIAL CONSIDERATIONS DICTATE OTHERWISE. Moved to paragraph 2.5 as explanatory text.~~

~~ALL DEVELOPMENT WILL BE EXPECTED TO MAKE THE MOST EFFECTIVE USE OF THE SITE AND NOT PREJUDICE THE DEVELOPMENT OF OTHER LAND. Moved to Policy D1.1.~~

- ~~2.18 It is a common misunderstanding that no development is allowed on land which is not shown to be allocated for this purpose on the Proposals Map, mostly that situated in predominantly residential areas. Development may well be allowed~~

~~in these locations as long as it meets the requirements of other relevant UDP policies, for example, those covering design, the protection of residential amenities and highway safety. Moved in part to paragraph 2.5.~~

- 2.19 ~~Policy H1.3 in the Housing section clearly sets out the exceptional circumstances within which new housing development may be allowed on unallocated greenfield land, known as greenfield “windfall” sites. Policy B1.5, however, takes a more relaxed approach to applications for industrial or business development on such sites as the cost of developing on previously used land can be prohibitive and so stifle valuable business expansion or inward investment.~~

~~DERELICT, VACANT AND UNDERUSED LAND~~

- GS4 ~~THE COUNCIL WILL PRIORITISE THE DEVELOPMENT OF PREVIOUSLY DEVELOPED LAND THAT IS DERELICT, NEGLECTED, VACANT OR UNDERUSED. WHERE SITE ASSEMBLY OR RECLAMATION IS NEEDED TO ENABLE THE DEVELOPMENT OF SUCH A SITE, THE COUNCIL WILL CONSIDER USING ITS POWERS IN RELATION TO LAND RECLAMATION AND COMPULSORY PURCHASE IN ORDER TO MAKE THE LAND AVAILABLE FOR DEVELOPMENT AND THEREBY TO PROTECT OTHER LAND FROM DEVELOPMENT PRESSURES.~~ Moved to paragraph 2.3, clause g.

- 2.20 ~~Although the need to protect greenfield sites in favour of previously developed land is central to the Council’s approach to urban regeneration and is required by national planning policy, ground conditions or multiple ownership may make this land difficult or expensive to develop. The Council will use the available funding regimes to assist the reclamation and re-use of derelict land where possible and appropriate. The definition of the term “derelict” is currently under review and for the meantime will be taken to include contaminated land and any other land that must be treated before development may take place. Moved to paragraph 2.6.~~

- 2.21 ~~Where there is insufficient funding for the Council to acquire development sites by compulsory purchase, it will seek to reach agreements with developers for the underwriting of these activities. Moved to paragraph 2.7.~~

~~THE ACCESSIBILITY OF NEW DEVELOPMENT~~

- GS5 ~~ACCESSIBILITY IS A KEY CRITERION IN THE LOCATION OF NEW DEVELOPMENT. ALL MAJOR NEW DEVELOPMENT MUST BE ACCESSIBLE BY A CHOICE OF MODES OF TRANSPORT INCLUDING GOOD PUBLIC TRANSPORT, UNLESS OTHER PLANNING OBJECTIVES OR MATERIAL CONSIDERATIONS INDICATE OTHERWISE. MAJOR DEVELOPMENTS WITH TRAVEL INTENSIVE USES SHOULD WHEREVER POSSIBLE HAVE VERY GOOD PUBLIC TRANSPORT ACCESSIBILITY.~~ Moved to Transport Section and amended, policy T2.

- ~~2.22 One of the UDP's prime objectives is to allow as many people as possible to reach workplaces, schools, shops, leisure facilities and other services without having to use a private car. The accessibility of all new developments, but particularly those that are likely to generate a large number of journeys, is integral to the decision about location. Moved to Transport Section, paragraph 4.31.~~
- ~~2.23 Most of the Borough is accessible by public transport although levels of service vary from area to area. For the purposes of the UDP, public transport accessibility* for all parts of the Borough has been mapped, classified as "very good", "good", "satisfactory" or "basic" (a more detailed definition is given in the Glossary) and will be regularly monitored throughout the period covered by this UDP. This map is held in the Council's Development Control Section for members of the public to view. Moved to Transport Section, paragraph 4.33.~~
- ~~2.24 This policy refers to other planning objectives or material considerations which in exceptional cases may need to be weighed against accessibility. For example, although in parts of Saddleworth public transport may not be good, development could provide valuable local job opportunities that reduce the need to travel. Equally, development may be the only way to secure the future of a listed building in a relatively inaccessible area. Moved to Transport Section, paragraph 4.36.~~
- ~~2.25 In the context of this policy a "major development" is defined as being "from and above 2,500 square metres gross of retail or leisure floor space, 2,500 square metres of business, industrial or educational floor space, stadia with seating from and above 1,500 and developments of 30 dwellings or more". "Travel intensive" uses include offices; retail, commercial and leisure developments; hospitals; conference facilities and further and higher education establishments, all of which should ideally be located near to bus, rail or Metrolink interchanges. Policies in the Sections on Oldham Town Centre and Shopping and Leisure set out further details on the most appropriate location for some of these developments. Moved in part to Transport Section, paragraph 4.35.~~

~~IMPACT OF NEW DEVELOPMENT ON ROAD TRAFFIC~~

~~GS6 IN ASSESSING THE LOCATION OF NEW DEVELOPMENT, THE COUNCIL WILL REQUIRE THAT IT:~~

- ~~A. MAKES EFFICIENT USE OF THE EXISTING ROAD NETWORK;
AND~~**
- ~~B. IS APPROPRIATELY LOCATED IN RELATION TO OTHER LAND
USES TO REDUCE THE NEED TO TRAVEL.~~**

**~~THE COUNCIL WILL REQUIRE THAT DEVELOPMENTS ONLY
ACCESS ONTO ROADS WHICH ARE SUITABLE FOR THE TYPE
AND VOLUME OF TRAFFIC THEY ARE ESTIMATED TO~~**

GENERATE. *Clause A moved to Transport Section, policy T3; clause B moved to Transport Section, policy T2.*

- 2.26 ~~While it is essential that significant new developments are easily reached by public transport, access by motor vehicles will be necessary too. Therefore access by both private cars and more sustainable forms of transport will need to be assessed in line with the Local Transport Plan's objectives for road safety, sustainable travel and social inclusion. Moved to Transport Section, paragraph 4.37.~~
- 2.27 ~~Proposals for development near trunk roads will be subject to the Highways Agency's access restrictions and reviewed by the local highway authority. Certain roads under the jurisdiction of the local highway authority are prioritised to handle through traffic and enable the efficient movement of goods and people whereas local roads in residential and other sensitive areas are to be protected from traffic that may adversely affect road safety, the local environment, and residents' appreciation of their surroundings. Moved to Transport Section, paragraph 4.38.~~
- 2.28 ~~Applications for developments with significant transport implications must be supported by a transport assessment (see policy T2.2).~~

SITE CONSIDERATIONS

GS7 ~~DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD SIGNIFICANTLY HARM ANY OF THE FOLLOWING:~~

- ~~A. RESIDENTIAL OR WORKPLACE AMENITY;~~**
- ~~B. THE CHARACTER, APPEARANCE OR LANDSCAPE QUALITY OF THE AREA;~~**
- ~~C. THE CONVENIENCE, SAFETY AND SECURITY OF ALL HIGHWAY USERS;~~**
- ~~D. THE BOROUGH'S WILDLIFE HABITATS AND SPECIES, TREES AND WOODLANDS;~~**
- ~~E. SCHEDULED ANCIENT MONUMENTS OR OTHER SITES OF HISTORIC OR CULTURAL IMPORTANCE; AND~~**
- ~~F. AIR, LAND OR WATER QUALITY.~~**

Clause A. only moved to Natural Resources and Environmental Quality Section, new policy NR1.1.

- 2.29 ~~This policy is concerned with the likely impact of a proposed development on its site; the immediate environment; the people living or working nearby and those who use the roads that give access to the site and the area around it, and also the way its surroundings might in turn affect the new development. The broad issues it raises are covered in more detail in the following sections.~~
- 2.30 ~~The UDP uses the word "amenity*" to refer to a person's right to the quiet enjoyment of their home or workplace. Sites of historical or cultural importance include listed buildings, conservation areas and archaeological sites.~~

- ~~2.31 It is important to ensure that a development is not detrimental to its environment; to the health of people who live or work in the vicinity or to those who will use the development itself as this would be damaging to the Oldham environment as a whole and reduce rather than improve the quality of life for its people. Moved to paragraph 2.8.~~
- ~~2.32 Environmental Impact Assessments should be carried out as required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as modified in relation to registration of old planning permissions for mining). The Council will also take into account the findings of any Health Impact Assessment carried out by or on behalf of a member of the Borough's Local Strategic Partnership. Details of Health Impact Assessments, which must be carried out by a suitably qualified person (moved to paragraph 2.9), are available from the Council's Environmental Strategy Manager. No such assessments exist to date, but there are plans to carry one out in the Single Regeneration Budget Round 6 area, in Hollinwood, Coppice and Werneth.~~
- 2.1 The UDP fits into a complex framework of national, regional and local policy. This Section explains how the visions, priorities and objectives for the Borough, together with the overarching aim of sustainable development, are translated into a strategy for the development of land.
- 2.2 The Borough covers approximately 55 square miles and is home to about 217,000 people as at the 2001 Census. The eastern part of the Borough contains significant areas of open countryside with a settlement pattern of densely settled river valleys, typical of the South Pennines, and dispersed farmsteads. To the west, the Borough has an urban character, reflecting its position close to Manchester City Centre.
- 2.3 The Council is committed to encouraging high quality new development in suitable locations, while at the same time conserving open land within the urban and rural areas of the Borough. Balancing the need for development with the need to conserve the environment may involve difficult choices to resolve conflicting objectives. These may need to be made on a case by case basis, but the general principles applied by the Council are as follows.
- a. All development should achieve a high standard of design and urban design, wherever it is in the Borough. This principle is about to the way individual buildings look and perform and the resources they consume, and how buildings relate to one another and the spaces around them.
 - b. Reducing the need to travel and providing the opportunity for people to use modes of transport other than the car mean that the availability within walking distance of people's homes of basic services and public transport routes becomes a fundamental consideration in the location of new development. This also recognises the role that accessibility has to play in supporting social inclusion. The extension of the Metrolink system to

Oldham and Rochdale during the plan period will assist significantly in improving public transport provision in the Borough.

- c. New housing should be provided as required by Regional Planning Guidance, to contribute to the regeneration of the conurbation. The land for this should be provided in a range of locations across the Borough to allow for flows within and between local markets and to meet Borough-wide housing needs. Oldham's status as a Housing Market Renewal Fund pathfinder authority, together with Rochdale, means that the monitoring of new house building and its impact on local markets within the area and in adjacent districts will be particularly important, to ensure that the housing market remains healthy. New housing developments should include a mix of types, sizes and affordability of homes, in order to cater for all sections of the market, create more balanced communities and support community cohesion. The creation of areas consisting entirely of one household type will be discouraged.
- d. Attracting more jobs and a variety of jobs to the Borough remains a high priority to support regeneration and social inclusion. Maintaining a land supply across the Borough to suit a variety of needs in different locations is essential, as is protecting existing employment areas and sites from other uses which may be more attractive for investment. However, this UDP places greater emphasis than previously on the role that strategic employment sites in neighbouring areas have to play in providing jobs for Oldham residents. Ensuring that these jobs are accessible to the Oldham workforce, therefore, becomes a priority.
- e. A key component in creating and supporting sustainable communities is protecting and promoting Oldham Town Centre and the District Centres in Failsworth, Chadderton, Royton, Shaw, Huddersfield Road ("Hill Stores"), Lees and Uppermill, as the foci for community life. The Town Centre is promoted and protected as a sub-regional shopping centre and a district-wide focus for business, culture education, leisure and community activity. The District Centres have a strong local identity and provide a focus for local communities, meeting people's day-to-day needs. All are highly accessible to local people, whatever their mode of transport.
- f. The balance between the built up and countryside areas of the Borough should remain substantially unchanged, as the urban fringe area provides the town and villages with their setting and the Borough's inhabitants with some nearby relief from built development. However, strong protection of the openness of the Green Belt will not necessarily mean that no development is permitted. Some forms of development may by their very nature need to take place in the urban fringe, for example, some outdoor recreation, rural diversification and renewable energy generation. All development proposals in the area will need careful planning, in order to maintain landscape quality and distinctiveness.
- g. The fairly tight Green Belt boundary around the Borough's urban areas means that there is a finite supply of land available for development. Development

should therefore make the most efficient and effective use of land. ~~GS4~~ The Council will prioritise the development of previously developed land that is derelict, neglected, vacant or underused. Where site assembly or reclamation is needed to enable the development of such a site, the Council will consider using its compulsory purchase powers and/or land reclamation capability in order to make the land available for development, and thereby protect other land from development pressures. Existing buildings also represent a valuable resource and their re-use where practicable will be encouraged.

- h. At the same time, the open spaces identified in the plan, that are so important in making urban areas “liveable”, are given strong protection. Furthermore, it is key principle of the plan that opportunities should be used to further “green” the urban area. The Design policies of the plan give strong guidance on landscaping and habitat protection and creation in connection with new development.
- i. A supply of “safeguarded land” outside the Green Belt, reserved for possible future development, has been maintained in this draft plan, in order to protect the Green Belt boundary, should the need for additional development land become evident at a future plan review. Strategic Green Belt review will not take place before 2011, in accordance with Regional Planning Guidance.
- j. The Council regards the conservation and enhancement of the Borough’s rich built and natural heritage as key to achieving more sustainable development and successful, sustainable urban regeneration. The plan requires new development to be located and designed with due sensitivity to conservation interests. It provides for a carefully managed process of change that integrates the retention and refurbishment of the best of the historic environment with high quality new development, and emphasises the protection of existing habitats alongside the creation of new ones.

~~GS1~~ 2.4 The draft Replacement UDP allocates sites for different types of development, and designates wider areas for certain groups of uses or for protection from inappropriate development. Under the “plan-led” system of the Town and Country Planning Act 1990, proposals for development which are in conflict with the plan’s policies, designations or site specific allocations will not be permitted, unless material considerations indicate otherwise.

~~2.18GS3~~ 2.5 However, not all of the Borough is covered by allocations or designations. It is a common misunderstanding that no development is allowed on land which is not shown to be allocated for this purpose on the Proposals Map. Development may well be allowed in these locations as long as it meets the requirements of other relevant UDP policies, for example, those covering design, and the protection of residential amenity and highway safety. Proposals for development on land which is undesignated or unallocated by the plan will be permitted unless they conflict with the other relevant policies of this plan, or other material considerations dictate otherwise.

- ~~2.20~~ 2.6 Although the need to protect greenfield sites in favour of previously developed land is central to the Council’s approach to urban regeneration and is required by national planning policy, ground conditions or multiple ownership may make this land difficult or expensive to develop. The Council will use the available funding regimes to assist the reclamation and re-use of derelict land where possible and appropriate. Derelict land is taken to mean “land so damaged by industrial or other development that it is incapable of beneficial use without treatment” (this is the statutory definition), and land which is in need of treatment to make it more attractive to development, or to improve its amenity value, or reduce adverse environmental impact.
- ~~2.24~~ 2.7 Where there is insufficient funding for the Council to acquire development sites by compulsory purchase, it will seek to reach agreements with developers for the underwriting of these activities.
- ~~2.34~~ 2.8 It is important to ensure that a development is not detrimental to its environment; to the health and general well being of people who live or work in the vicinity; or to those who will use the development itself, as this would be damaging to the Oldham environment as a whole and reduce rather than improve the quality of life ~~for~~ of its people.
- ~~2.32~~ 2.9 Environmental Impact Assessments should be carried out as required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as modified in relation to registration of old planning permissions for mining). The Council will also take into account the findings of any Health Impact Assessment carried out by or on behalf of a member of the Borough’s Local Strategic Partnership, by a suitably qualified person.

MONITORING AND REVIEW

- 2.10 The monitoring and review of the plan’s policies is essential to assess their effectiveness in delivering the planning strategy and the plan’s objectives, and whether there are problems in their implementation. Monitoring is, therefore, important in highlighting any need for review of the policies. There is also a need for monitoring in relation to the UDP’s wider context on matters such as demographic change, and to ensure that the plan is supporting the Community Strategy and Best Value indicators, for example.
- 2.11 Some sections of the plan give more detailed information about the monitoring that the Council proposes to carry out. In particular, Section 6, Housing, sets out how the Council proposes to implement the new system of “plan, monitor, manage” for the release of land for housing development. However, the basic indicators to be used will be as follows, with existing targets indicated in brackets where appropriate. The frequency takes into account the resources needed to undertake the monitoring.

Table 2.1 Indicators for plan monitoring.

<u>Policy Area</u>	<u>Indicator</u>	<u>Frequency</u>
--------------------	------------------	------------------

<u>Design</u>	<u>Net change in tree cover due to new development (Woodland Strategy target to increase cover to 5% by 2010).</u> <u>Percentage of relevant applications submitted with a detailed landscaping scheme.</u>	<u>Annual</u>
<u>Transport</u>	<u>Public transport accessibility.</u> <u>Number of travel plans secured as a condition of planning permission.</u>	<u>Annual</u>
<u>Business, Industry & Local Economy</u>	<u>Land developed for business and industry (uses B1, B2 and B8) and floorspace gained.</u> <u>Supply of land available for business and industrial development.</u> <u>Land formerly in employment use changed to other uses.</u>	<u>Annual</u>
<u>Housing</u>	<u>Number of dwellings completed, by size, type and density.</u> <u>Percentage of new dwellings on previously developed land (target average 80%).</u> <u>Number of dwellings completed on windfall sites.</u> <u>Supply of land available for housing development.</u> <u>Number of dwellings cleared.</u> <u>Re-occupation of vacant dwellings.</u>	<u>Annual</u>
<u>Retail and Leisure</u>	<u>Health of the Town Centre and District Centres (as measured by vacancy rate, rents and yields, pedestrian flow, number of national multiples present).</u>	<u>Every 2 to 3 years.</u>
<u>Open Space, Sport and Recreation.</u>	<u>Net change in the extent of protected open space.</u>	<u>Annual</u>
<u>Open Environment</u>	<u>Number and type of developments in the Green Belt.</u> <u>Net change in area designated as wildlife habitat.</u> <u>Number of developments permitted affecting areas designated as wildlife habitat, and European protected species.</u>	<u>Annual</u> <u>Every 6 months.</u> <u>Annual.</u>
<u>Conservation</u>	<u>Loss of listed buildings or buildings in conservation areas through new development proposals (target no loss).</u>	<u>Annual</u>
<u>Natural Resources & Environmental Quality.</u>	<u>New development permitted in flood risk areas.</u> <u>Percentage of large developments incorporating renewable energy generation.</u>	<u>Annual</u>
<u>General</u>	<u>Percentage of the population within 400m of basic services (baseline 53% in 1995, target to</u>	<u>Every five years.</u>

	<u>be developed).</u>	
--	-----------------------	--

3 THE DESIGN OF NEW DEVELOPMENT

- 3.1 The contribution that high quality design can make to urban regeneration is now widely recognised. Good urban design can bring economic, social and environmental benefits (including greater environmental sustainability); add to quality of life; attract business and investment; reinforce civic pride and should be the aim of all those involved in the development process. It need not be any more expensive to achieve and can in fact prove a cost effective way of creating developments that are not only attractive and efficient but that also improve the appearance of an area, contribute to environmental sustainability, and generally benefit the whole community.
- 3.2 The Government places strong emphasis on the importance of good design in new developments in its Planning Policy Guidance series, notably PPG 1 “General Policy and Principles” (together with the companion guide “By Design”), PPG 3 “Housing” (together with the companion guide “Better Places to Live”), and PPG 6 “Town Centres and Retail Development”. PPG 13: “Transport”, provides guidance on designing more sustainable development and better pedestrian environments.
- 3.3 ~~The Council’s Corporate Plan (2001-2004) numbers the promotion of “sustainable development objectives that deliver high standards of urban design and seek to protect our heritage of buildings and green spaces, whilst meeting the community and economic needs” among its key objectives.~~
- 3.3 Regional Planning Guidance for the North West (RPG 13) - March 2003, states that “to ensure a better quality of life in the Region it will be necessary to embrace the notion of sustainable development” and that this will be delivered through, inter alia, “ensuring that new development is of the highest design quality and that it enhances the environment”.
- 3.4 The Council is keen enter positive dialogue with developers to encourage the right kind of new development in the Borough. Good design is an essential component of all new developments and this section aims to set out clear policy as to how high standards can be achieved.
- 3.5 When assessing the design of a new development, the Council is particularly concerned to see the following urban design objectives satisfied that reflect both national policy and local circumstances:
- a. to promote community safety and well being, crime prevention and public health;
 - b. to encourage further greening of the environment and improve local biodiversity through tree planting; high quality landscaping; the conservation and improvement of existing natural wildlife habitats and the creation of new ones;

- c. to promote public spaces, roads and footpaths that are attractive, safe, uncluttered and practical for use by the whole of the community, including children and disabled and elderly people;
- d. to promote accessibility and ease of movement by constructing buildings that all sectors of the community can easily reach and enter; creating areas that connect with each other and are easy to move through; putting people before traffic; and integrating land use and transport facilities;
- e. using locally distinctive patterns of development to create character;
- f. to promote adaptability* with developments that are able to respond to changing personal, social, technological and economic conditions;
- g. to promote diversity and choice by mixing compatible developments and uses that respond to local need; and
- h. to promote more sustainable forms of development.

3.6 Sustainability* should be a prime objective for the design of all developments, particularly major ones. The characteristics of a sustainable development may include:

- a high degree accessibility for people of all ages and abilities;
- a safe, secure and attractive public realm*;
- buildings of sustainable construction designed to achieve that offer high levels of environmental performance in use including greater energy efficiency and exploiting available potential to use sources of renewable energy;
- the re-use and conversion of existing buildings;
- a significant contribution to urban greening;
- a schemes designed to encourage the use of public transport, walking and cycling; and
- provision for the conservation of existing wildlife habitats and the creation of new ones; and
- durable and flexible buildings that are low-maintenance and can readily adapt to changing needs over time.

3.7 The Council will from time to time research and publicise examples of best practice ~~in sustainability terms~~ in sustainable development.

3.8 It is increasingly evident that the most successful new developments are often those where the design has been actively influenced by the opinions and needs of local people. The Council will aim to take into account the views of the local community on design in relation to planning applications; planning and design briefs; appraisals of conservation areas and other relevant aspects of planning proposals at the earliest possible stages. It will also encourage developers to draw up their plans in consultation with local people wherever possible.

- 3.9 New developments should be designed to limit social exclusion* by making areas of public realm as extensive, accessible and of as high a quality as possible.

PART 1 POLICY

DESIGN OF NEW DEVELOPMENT

D1 ALL NEW DEVELOPMENTS WILL BE REQUIRED TO ACHIEVE HIGH STANDARDS OF DESIGN, INCLUDING URBAN DESIGN, THAT HAS SUSTAINABILITY AS A KEY DESIGN OBJECTIVE.

- 3.10 To meet the Council's objectives, all new developments should be based on sound urban design principles. Urban design can be defined as "the relationship between different buildings; the relationship between buildings and the streets, squares, parks, waterways, and other spaces which make up the public domain; the nature and quality of the public domain itself; the relationship of one part of a village town or city with other parts; and the patterns of movement and activity which are thereby established; in short, the complex relationships between all the elements of built and unbuilt space." It is concerned as much with the way buildings and environments function as with their appearance and applies equally to urban and rural situations, and to built and natural elements, although the emphasis in each case will be different. The synergies between good design and the pursuit of sustainable development generally are now widely accepted.
- 3.11 It is vital that all new development is designed to make the greatest possible contribution to the creation of ~~an~~ urban and rural environments ~~that is~~ are attractive, green, sustainable, safe and pleasant to inhabit. It should improve the quality of life for its local community and enhance the appearance and image of the Borough. Clearly major developments are able to make the biggest impact but developments of any type or scale have a part to play.
- 3.12 The Council will generally encourage good design that demonstrates innovation, initiative, originality and an informed and sensitive regard for the setting, or context*, of the development. Prospective developers will therefore be expected to use competent designers with expertise and experience that is relevant to the scheme in question. The Council will not hesitate to reject poor quality or inappropriate designs.

Part 2 Policies

General Design Criteria

D1.1 The council will only permit new development if its design meets the following criteria, as applicable to the type and scale of development under consideration, and the particular characteristics of the site, its location and context:

- a. ~~it creates~~ will assist in creating a genuine sense of place and community and either reinforces or complements any positive and distinctive attributes of the local context* - including existing architectural styles and building traditions (including use of materials) and other important elements of local townscape or landscape character;
- b. it retains and incorporates existing valuable natural or man made site features and is designed, wherever possible, with sensitivity to site topography* and ground ecology (soils, natural drainage etc);
- c. it achieves good standards of architectural quality in terms of building positioning, grouping, massing*, scale*, materials, architectural detailing* and elevational design that make a positive contribution to the public realm and are sensitive to the immediate site context;
- d. it integrates well with the surrounding area and any local facilities by accommodating pedestrian desire lines* and enhancing pedestrian permeability* and legibility* where possible;
- e. ~~it contributes to~~ it is consistent with the creation and maintenance of a high quality public realm that prioritises amenity*, convenience, safety and security for all sectors of the community;
- f. it creates an environment that is accessible to all sectors of the community including children, disabled and elderly people, and that prioritises access and convenience for pedestrians, cyclists, and the users of public transport over that of the car;
- g. it contributes to urban greening and the enhancement of biodiversity* by the provision of appropriate new landscaping and habitats and the protection and enhancement of existing resources;
- h. it enhances, or does not harm, any significant views or vistas* and the setting of any significant landmarks*;

- i. it creates high standards of residential amenity (where relevant) in terms of: access to adequate levels of daylight and sunlight; adequate standards of privacy (both indoor and outdoor) and security; adequate provision of garden or other outside amenity space; and avoidance of exposure to noise, smells or vibration;
- j. it ensures that users of adjoining existing development land or buildings do not suffer any significant loss of amenity as a consequence of the new development;
- k. it makes adequate provision for safe and convenient vehicular access and servicing and essential for appropriate, secure, and convenient vehicle parking (including for cycles and motor-cycles) and would not significantly prejudice highway safety in any other way; ~~and~~
- l. ~~it contributes to the creation of development that is more sustainable by optimising standards of environmental performancee it is designed to reduce its environmental impact by:~~ (i) achieving high standards of energy efficiency, (ii) making some provision to utilise sources of renewable energy and (iii) eliminating unnecessary surface water run-off; and
- m. it makes the most effective use of the site and does not prejudice the development of other land.

~~To assist the process of assessment of design quality for major developments or those on sensitive sites, the Council will require the submission of a formal design statement with any application for planning permission. The purpose of such a statement is to help illustrate how the submitted design meets the various criteria of this policy.~~

- 3.13 This policy provides a checklist on ~~urban design~~ good design for new development ~~and that will be applied, to a greater or lesser extent, to all types and scales of development~~ as appropriate, to development in both urban and rural locations.
- 3.14 To help bring a sharper focus to bear on design issues generally and to assist the process of assessment of the design quality of proposals submitted for planning permission, the Council will require the submission of an appropriate design statement for certain categories of planning applications (including outline applications) as advocated in PPG 1 (Annex A). The purpose of such a statement is to clearly illustrate how the submitted design meets the various criteria of this and other related plan policies.
- 3.14 3.15 A design statement will generally be required to accompany development proposals for all sites of more than 0.4 hectares and for some smaller sites e.g. where the location may be considered sensitive in townscape or landscape terms. all planning applications (including outline applications) apart from householder

applications, those for minor proposals (eg extensions and/or external alterations) affecting unlisted buildings outside conservation areas, and changes of use which do not affect the character or appearance of an existing building.

- ~~3.15~~ 3.16 Design statements should include at least: a survey and analysis of the site's characteristics and context; a short written statement that sets out the design approach and the way it addresses the Council's policy; and appropriate plans and elevations which illustrate the development site in its wider surroundings, beyond the adjacent buildings. Relevant perspective and axonometric* views and photographs may also be a useful inclusion. Such material will be particularly important in relation to complex or large-scale proposals, and those involving sensitive sites. For straightforward or smaller scale proposals, this level of detail is unlikely to be necessary. Instead, illustrative material might simply comprise photographs of the development site and its surroundings and, where appropriate, plans of the proposed scheme in relation to neighbouring development and uses. In the case of the larger scale and/or more complex schemes, pre-application discussions are recommended in order to avoid unnecessary delays at a later stage. Design statements should be part of such discussions.
- ~~3.16~~ 3.17 For larger or particularly sensitive sites, for example those within conservation areas, the Council may ~~issue~~ require the preparation of a planning and design brief* or else a concept statement* that sets out the planning ~~requirements~~ framework for the site, including ~~those~~ matters relating to design.
- ~~3.17~~ 3.18 General guidance on good urban design can be found in such publications as "By Design" (DETR*, 2000), "Urban Design Compendium" (English Partnerships/The Housing Corporation, 2001).
- ~~3.18~~ 3.19 High standards of design are particularly essential to new housing developments. Government policy (most notably as contained in PPG 3: Housing and the associated companion guide "Better Places to Live") currently insists that residential development make more use of urban "brownfield" sites; achieve significantly higher densities; better reflect the local distinctiveness* of an area; and create higher quality, more sustainable living environments in which people choose to make their homes. It will take a more individual approach to housing design that responds to its setting and delivers significant levels of residential amenity* and environmental quality to make this type of higher density urban living attractive and popular.
- ~~3.19~~ 3.20 It is now generally agreed that in the past too much reliance has been placed on standard house types. Together with a lack of flexibility in space about building and highway standards, this has resulted in residential developments that lack character and "liveability" and are dominated by road design and the need for convenient car access.
- ~~3.20~~ 3.21 As part of its commitment to making new housing developments across the Borough more distinctive and "liveable", the Council is prepared to take a more flexible approach to highway design standards and space around the buildings as

long as a proposal clearly demonstrates a sensitive, well conceived design approach that meets policy criteria in relation to appearance and functionality.

- 3.22 Housing developers will be expected to consider applying the design and traffic management principles associated with “home zones”* to their schemes. These give priority to pedestrians over vehicles and reduce vehicle speeds in local streets.
- ~~3.21~~ 3.23 A number of publications offer guidance on good design for new housing development, including “Places, Streets & Movement” (DETR 1998), “Sustainable Settlements” (Local Government Management Board/University of the West of England, 1995), and “Better Places to Live”, (DTLR, 2001).
- ~~3.22~~ 3.24 The Council intends to publish supplementary planning guidance* on the design of new housing at an early date.

Environmental performance* of new built development.

~~D1.2 The extent to which a proposal for new built development has been designed to achieve high levels of environmental performance will be a material consideration in assessing an application for planning permission.~~

- ~~3.23 The Council is keen that the design and construction of new buildings should become more sustainable and less detrimental to the environment. Where proposals take these elements on board, it will be regarded as an important material consideration to be weighed in favour of the development, although other planning considerations must obviously also be taken into account.~~
- ~~3.24 The following elements should be considered when designing for a high level of environmental performance:~~
- ~~a. using reclaimed materials or those from local and/or sustainable sources;~~
 - ~~b. durability and flexibility;~~
 - ~~c. high levels of energy efficiency and conservation;~~
 - ~~d. minimising water consumption, run off and waste generation; and~~
 - ~~e. designing to minimise necessary maintenance.~~
- ~~3.25 In many cases the re-use and adaptation of existing buildings may be automatically regarded as sustainable. The Government’s Planning Policy Guidance note PPG 3* requires local planning authorities to adopt policies that “promote the energy efficiency of new houses where possible”. Guidance on achieving better environmental performance can be found in “Sustainable Settlements” (Local Government Management Board/University of the West of England, 1995), and “Planning for Passive Solar Design” (DETR, DTI, 1997).~~

Designing for energy efficiency

D1.2 New development should be designed to optimise its energy efficiency in respect of its layout, built form, fenestration and landscaping, insofar as is reasonably practicable.

- 3.25 The need to secure more genuinely sustainable development is now an accepted objective for the planning system. It is widely acknowledged that seeking to achieve more energy efficient siting and design of buildings can make a major contribution in this regard by significantly reducing CO₂ emissions and conserving non-renewable energy supplies.
- 3.26 PPG 3 advises that local planning authorities should adopt policies “which promote the energy efficiency of new housing where possible” and that “well designed layouts can also contribute to the energy efficiency of new housing”. The materiality of the subject for the planning system has also been acknowledged by the publication of “Planning for Passive Solar Design” on behalf of the DTI and DTER (1997).
- 3.27 For example, in respect of housing developments, the following measures can significantly reduce the potential energy consumption of the completed development:
- i) Siting buildings so as to avoid very exposed positions such as hill crests, and conversely favour sites that are naturally sheltered by landform or woodland;
 - ii) Using an increased proportion of attached house types (flats and terraced);
 - iii) Having an emphasis on wider, shallower floor plans to permit better penetration of daylight and sunlight to all parts of the house;
 - iv) Orientating buildings within 45° of south (but preferably within 30°) and arranging fenestration to catch light and sun;
 - v) Positioning the main living accommodation on the south side of the house;
 - vi) Designing the layout of buildings and trees so as to minimise overshadowing;
 - vii) Using planting creatively to provide a sheltered microclimate for buildings and external spaces;
 - viii) Avoiding layouts which exacerbate “wind tunnel” effects;
 - ix) Incorporating pitched roofs that are capable of receiving solar panels or photovoltaic cells.
 - x) Positioning conservatories and porches to maximise solar gain and thermal buffering to external doorways.
- 3.28 Practical advice on designing to achieve more energy efficient designs can be found in:
Planning for Passive Solar Design (BRESCU, 1997) and
Sustainable Settlements (University of the West of England, Local Agenda 21 UK, the Local Government Management Board, 1995).
- 3.29 Where both necessary and reasonably consistent with other important planning considerations a more flexible approach to the appearance of a development may

be taken by the Council in the interests of meeting the requirements of this policy.

- 3.30 Note that Policy NR 3.3 of the plan makes it a requirement that certain types and scales of development derive a certain proportion of their likely energy requirements from renewable sources.

Inclusive Access for mobility and sensory impaired people.

- D 1.3 In determining a planning application for any new development, the Council will take into consideration the provisions made for those users who have mobility or sensory impairments. It will normally expect such provisions to include: The Council will require, whenever possible, the design of new development to make a high standard of provision for safe and easy access by all people regardless of age, disability or gender. As appropriate to the type and scale of development proposed, such provision should include:**

- a. safe and convenient and wheelchair friendly pedestrian access to and across the site linking the main entrances to buildings or other facilities and into the site, buildings, and/or facilities from the public highway, public transport stops, and dedicated car parking areas;**
- b. suitable provision within the site for access around and between buildings and facilities;**
- c. suitable design of any outdoor amenity spaces within the development;**
- d. appropriately located and designed car parking spaces; and**
- e. adequate lighting.**

In the case of a change of use, alteration to, or extension of an existing building, the Council will expect proposals to make such provision for access for disabled people as may be deemed practicable in the particular circumstances and in the light of other design considerations that may apply.

- ~~3.26~~ 3.31 A growing percentage of the population is mobility or sensory impaired. All journeys begin and end on foot and walking is the way older people most frequently get around. With these facts in mind it is clear that all new development should as far as possible allow easy access to those who are less able.
- ~~3.27~~ 3.32 Access that is suitable for disabled people is generally practical for everyone, including the frail elderly, people with children in prams and those who have temporary mobility problems. The provision of good access for the mobility and sensory impaired is a key means of promoting social inclusion.

- ~~3.33~~ Design requirements under this policy may well extend beyond the requirements of Part M of the Building Regulations, or require different solutions from those prescribed by the latter, and should therefore be fully considered at an early stage of the design process.
- ~~3.28~~ 3.34 Part M of the Building Regulations, those that relate to facilities for disabled people, now applies to new public buildings and new housing. The Council will encourage housing developers to go a stage further by incorporating Lifetime Home standards* – a more rigorous set of standards to aid disabled and elderly people - into the design of new housing to ensure that future stock is as flexible and as adaptable to people's needs as possible.
- ~~3.29~~ 3.35 Section 76 of the Town and Country Planning Act 1990 requires Councils to make applicants for planning permission aware of their legal responsibility regarding access for disabled people to particular categories of development including:
- a. shops, restaurants, hotels, entertainment facilities and community buildings;
 - b. most places of employment; and
 - c. most educational establishments.
- ~~3.30~~ 3.36 In such cases the applicant must provide suitable access to and within the building, appropriate car parking facilities and toilet facilities that meet the needs of disabled people.
- ~~3.31~~ 3.37 Despite the statutory limits of planning control in relation to designing for disability, the Council is keen to ensure that every opportunity is taken to demonstrate good practice in the design of new developments.
- ~~3.38~~ Types of development to which this policy applies includes open spaces, sport and recreation facilities and the alteration and extension of historic buildings.
- ~~3.32~~ 3.39 The Council will also take into account the needs of mobility and sensory impaired people when considering the design of new roads, streets or public spaces, or the refurbishment of existing ones.
- ~~3.40~~ Advice on the topic is available in the good practice guide "Planning and Access for Disabled People" (Office of the Deputy Prime Minister: 2003).

Habitat and wildlife on development sites.

D 1.4 All new developments shall, where appropriate, make provision for new wildlife habitats by sensitive planting, landscaping and other measures.

~~Development proposals affecting a site containing significant biological resources in terms of wildlife species or habitats~~ features of substantive nature conservation value shall be designed, insofar as is reasonably practicable, to minimise any significant adverse impact on them such features and to mitigate any unavoidable adverse impact caused by the enhancement of existing, and/or the creation of new, habitats for plants and wildlife.

~~In such cases, the Council will therefore require an applicant to demonstrate:~~

- ~~a. that all adverse effects on wildlife or habitat have been avoided wherever possible;~~
- ~~b. that the development makes adequate provision for the mitigation of any unavoidable adverse effects by the enhancement of existing, and/or the creation of new, habitats for plants and wildlife;~~
- ~~c. that the development optimises the potential to create new habits; and~~
- ~~d. that,~~ Where appropriate and reasonably practicable, the design of the new developments shall make provision to maintain, extend or link existing wildlife corridors on or in the vicinity of the site.

Arrangements for the appropriate management of new or retained habitats will be an integral component of acceptable development proposals that will be secured by way of planning conditions or Section 106 agreements.

~~3.33~~ 3.41 Wildlife habitats are of considerable value to densely developed urban areas. They contribute to sustainability by absorbing CO₂, supporting local biodiversity, and making the local area a more pleasant place in which to live, and generally help to improve the image of urban areas. Wildlife corridors which link habitat areas and permit the natural migration of species between areas are of particular importance.

~~3.34~~ 3.42 Current policy to increase the use of brownfield sites and encourage higher density developments mean that it is all the more important to make good provision for wildlife habitats.

~~3.36~~ 3.43 National planning policy on nature conservation advises that: (i) “Plans should be concerned not only with designated areas but also with other land of conservation value and the possible provision of new habitats” (PPG 9 para. 24); and (ii) “Sensitive landscaping and planting, the creation, maintenance and management of landscape features important to wildlife and the skilled

adaptation of derelict areas can provide extended habitats” (PPG 9 para. 15). Developers will therefore be expected to consider the general contribution that the sensitive design of their scheme can make towards habitat provision and improving local biodiversity, particularly the species and habitats that the Oldham Biodiversity Action Plan identifies as being at risk.

- 3.35 3.44 In considering development proposals for sites that already contain ~~significant natural habitats~~ features of substantive nature conservation value, either officially designated or otherwise, the Council aims to (a) ~~encourage their~~ seek the preservation or enhancement of such features, ~~or and~~ (b) ~~to limit the~~ adverse impact where this is inevitable unavoidable and to secure compensatory proposals for the creation of new or improved habitats either elsewhere on the site or nearby.
- 3.37 3.45 ~~Additionally, in the case of greenfield land or previously developed land that is significantly “wilded”,~~ sites containing features of substantive nature conservation value which would be affected by the proposed development, and including all sites which contain protected species or their roosts or habitats, applications for planning permission should ~~where appropriate,~~ be accompanied by ~~a habitat~~ an appropriate survey of the site carried out by a qualified ecologist or another appropriate professional. Proposals should also demonstrate that expert advice on the creation, protection and enhancement of wildlife habitats has been sought. Advice on planning for wildlife is contained in the supplementary planning guidance “Providing for Wildlife Habitats”.
- 3.38 3.46 The Oldham Biodiversity Action Plan gives information on species and habitats that should be a local conservation priority.
- 3.47 For the purposes of this policy sites containing features of substantive nature conservation value are as defined in policies OE2.3 and OE 2.4 of the plan.
- 3.48 For the purposes of this policy an affected site may comprise the development site itself or adjoining land the nature conservation value of which would be likely to be adversely affected by the development.

Protection of trees on development sites.

D 1.5 In determining a planning application for development of a site containing existing ~~mature or semi-mature~~ trees, or adjoining a site containing ~~such~~ trees, the Council will only permit a proposal where:

- a. the development is designed, insofar as is reasonably practicable, to maximise the retention and continued health of the trees in question; and**
- b. development comprising residential accommodation is positioned in relation to retained trees so as to avoid an unacceptable degree of overshadowing of both internal accommodation and garden areas.**

In those cases where it is agreed that trees will be lost to accommodate the development, adequate replacement planting will be required as a condition of planning permission for the development.

Where trees are to be lost to development, the Council will require, as a minimum, replacement at a ratio of ~~six~~ three new native trees, ~~of an appropriate size and type~~, for each mature or semi-mature tree lost. Where possible the replacement trees should be accommodated on or immediately adjoining the development site. ~~Where it is agreed that this is either not possible or desirable, the replacement trees should be planted on a suitable site in the immediate neighbourhood.~~ In exceptional circumstances (e.g. certain small infill sites), where it is agreed that on-site replacement planting is not practicable, arrangements must be made for the planting of replacement trees on a suitable site in the wider locality through a Section 106 Planning Obligation.

~~3.39~~ 3.49 Thanks to its industrial heritage and local geography, Oldham is home to relatively little woodland and, in many of the more wholly urbanised areas, very few trees. The Council's Woodland Strategy recommends that existing trees and woodland should be retained and properly managed wherever possible and this, together with a strong emphasis on further tree planting, is an important policy objective. The goals and objectives of the Pennine Edge Forest project, in which Oldham Council is a partner, also complement the objectives of this policy.

~~3.40~~ 3.50 Where there is tree cover on prospective development land, the ~~e~~Council requires that planning applications include an accurate survey of the location, size, condition and species of all trees on the site. ~~Where possible~~ appropriate, indication should also be provided as to whether the trees are used by bats or breeding birds.

~~3.41~~ 3.51 Where trees are to be retained on a development site, buildings must be located at a sufficient distance to preserve levels of amenity* for future users of the property, particularly in the case of residential development, and rear gardens must not be unduly overshadowed. It will be a planning requirement, secured by condition, that adequate measures are taken to protect trees during the development period.

- 3.42 3.52 Planning conditions or, where appropriate, a Section 106 agreement will be used to secure the planting of replacement trees at a ratio that acknowledges the scarcity value of trees in the Borough and the fact the new trees are likely to be smaller and of lesser habitat value than the original ones.
- 3.43 3.53 When considering the allocation of land for development or development proposals for sites with significant tree cover, the Council will consider taking out a tree preservation order to give statutory protection to the trees.
- 3.44 3.54 It is an offence to fell or carry out works to any tree that is covered by a tree preservation order without formal local authority consent. Anyone wishing to fell or prune a tree in a conservation area must give six weeks prior notice in writing to the Council, who will make a tree preservation order if it considers the tree or trees in question to be important to the character or appearance of the area. Additionally, an application for a felling licence from the Forestry Commission may be necessary in certain instances under the provisions of the Forestry Act 1967 (as amended).
- 3.55 The mix of species to be included in any required scheme of replacement will be negotiated on a case by case basis but in most cases will predominantly comprise native species considered appropriate to the site and context and, where appropriate, having regard to the species of trees that are to be lost. Replacement trees should normally have a minimum girth of 10-12 centimetres measured 1 metre from ground level (i.e..standards).
- 3.56 For the purposes of this policy an existing tree is one having a minimum diameter of 75 millimetres as measured at a point 1.5 metres above ground level.
- 3.45 3.57 Further guidance on this policy is provided in the Council's Supplementary Planning Guidance note, "Trees on development sites".

Landscape design and tree planting.

- D1.6 The Council will require landscape design, including tree planting, to be an integral part of all proposals for new development, where appropriate, and will require high standards to be achieved in this regard that contribute to general amenity, habitat creation and energy conservation.**
- 3.46 3.58 The Council attaches great importance to achieving the highest standards of hard and soft landscaping, including tree planting, for new developments. Good landscaping adds to quality of life both for occupants and the local community; increases the value and marketability of the development and improves the public realm. It can reinforce local distinctiveness, particularly if the species of trees and plants used are local to the area; increase biodiversity; contribute to the long-term sustainability of the environment and generally enhance the image of the Borough as a whole. The Council's Woodland Strategy and the Pennine Edge Forest project both have as a key objective an increase in tree cover within the Borough.

- 3.47 3.59 Good quality landscaping is particularly important to major new developments like housing, schemes; along main transport routes and to office, industrial and retail developments with car parking.
- 3.48 3.60 Government planning policy underlines the importance of good landscape design for new developments: “As the appearance and treatment of the spaces between and around buildings is often of comparable importance to the design of the buildings themselves, landscape design should be considered as an integral part of urban design” (PPG 1). “Greening initiatives can enhance quality, assist the permeability of land for storm drainage and contribute to biodiversity. Well-designed layouts can also contribute to energy efficiency. Landscaping should be an integral part of new development and opportunities should be taken for the retention of existing trees and shrubs and for new planting” (PPG 3). The retention of existing and the creation of new planting can contribute to energy conservation by reducing the exposure of buildings to cold winds.
- 3.49 3.61 When submitting schemes to the Council for consideration, applicants will be required to demonstrate that landscape design has been an integral part of the design process from the outset, and not merely an add on, and that a high standard of provision and design will be achieved.
- 3.50 3.62 When making an application for full planning permission, developers will be required to submit full details of landscaping proposals as an integral part of the application. Outline applications ~~for seeking~~ approval of ~~reserved only~~ certain matters of detail (e.g. siting and/or access) will need to show that the layout of a site has been designed to include appropriate provision for landscaping consistent with good urban design principles.
- 3.51 3.63 Applicants should supply detailed drawings, schedules and specifications that clearly define their proposals.
- 3.64 It is acknowledged that landscaping of any description may be either inappropriate or impracticable with some types of development (e.g. certain changes of use of existing buildings or some small infill developments).

Designing for safety and security

- D1.7 The Council will require all new development to be designed to maximise the safety and security of users of the development whilst at the same time contributing to the creation of a safe and attractive public realm for the community at large.**

New development must be designed to provide:

- a. a good standard of security for individual building occupiers in terms of: safe pedestrian access to, and entrance points into, buildings; a high level of security for the private (rear) side of buildings (including gardens); and secure cycle, motor cycle and car parking facilities;**
- b. well defined defensible space* around buildings to clearly distinguish between private and community space, and the public realm; and**
- c. an attractive and safe public realm.**

~~3.52~~ 3.65 Although the security of users is essential to individual buildings this must not be at the expense of a safe, attractive adjoining public realm. People feel most comfortable and confident using well-lit areas where they feel they can be seen and heard by other people.

~~3.53~~ 3.66 This is a complex issue that should be the subject of careful planning and design from the outset. Thoughtful design can be an important instrument in enhancing a general sense of well-being and making places more user-friendly and secure. It can help open up areas to as many groups of users as possible and create a shared confidence in the use of streets and other facilities.

~~3.54~~ 3.67 As a general rule, the best way to ensure safety and security both for occupiers of individual buildings and people using the adjoining public areas is to design for human presence and natural surveillance* - where any wrong doing can be clearly seen - within and around new developments. This may include:

- a. fronting buildings onto the public realm;
- b. maximising the extent of active frontages* with entrances and windows, and minimising the use of blank walls that face onto pedestrian routes and public spaces*;
- c. mixing uses, particularly at ground floor level, and designing routes that encourage maximum pedestrian activity at different times of the day and night;
- d. ensuring that the routes between building entrances, public transport stops and car parks are overlooked and well lit;

- e. taking care not to make planting so high or thick that it can hide potential wrongdoers; and
- f. ensuring that pedestrian routes through or alongside developments are as safe and secure as possible.

~~3.55~~ 3.68 Guidance on design for safety and security can be found in the Council's supplementary planning guidance note "Design Against Crime" and in Government circular 5/94. All developments should take into consideration the principles of Crime Prevention Through Environmental Design (CPTED) and developers are recommended to consult the Architectural Liaison Unit of Greater Manchester Police for advice in this regard.

Shop front design

D1.8 A proposed new or altered shop front, including proposals for security shutters, canopies, awnings or blinds, will only be permitted if it achieves a high standard of design that:

- a. relates satisfactorily to the style, scale, proportions and architectural detailing of the building of which it will form part;**
- b. relates well to the context of adjoining shop fronts, if appropriate;**
- c. is well proportioned and well detailed and proposes the use of good quality external materials appropriate to the proposed design and to the context; and**
- d. is designed to facilitate access by disabled persons, in so far as is reasonably practicable and, in the case of a building within a designated conservation area, would serve to preserve or enhance the character or appearance of the area.**

~~3.56~~ 3.69 Well-designed shop fronts of either contemporary or traditional style can add considerably to the appearance and appeal of public areas and to the image and commercial vitality of shopping areas as a whole.

~~3.57~~ 3.70 Innovation and originality in shop front design will always be encouraged as long as it is appropriate to the surroundings and reflects high levels of design skill. The design of adjacent shop fronts can be a useful reference when designing for new premises, particularly where this is of a high quality and shows consistency (e.g. where shops are located within a larger building which has a unified architectural design). In some areas consistency of design can be appropriate but in others there is more appeal in diversity.

~~3.58~~ 3.71 Proposals for new or altered shop fronts in conservation areas and on listed buildings will be expected to achieve particularly high standards of design that reflect the style and period of the building and are sensitive to its surroundings. In such cases, standard "house styles" of shop front may need to be modified.

- ~~3.59~~ 3.72 External security shutters should always be designed to detract as little as possible from the appearance of the shop front. Proposals for canopies, blinds or awnings will be carefully considered. Appropriately designed and located they can enhance the appearance of a building and enliven the street scene but in some cases, particularly in conservation areas and on or near listed buildings, they will often be inappropriate.
- ~~3.60~~ 3.73 Applicants seeking planning permission for new shop fronts should incorporate proposals for any signage and illumination into the overall design. Separate consent may be required under the Advertisement Regulations.
- ~~3.61~~ 3.74 Guidance on shop front design is provided in the Council's Supplementary Planning Guidance note: "Shop Front Design".
- ~~3.62~~ 3.75 Guidance on planning and designing for shop front security shutters and grilles can be found in Circular 5/94, "Planning Out Crime".
- 3.76 See also policy C1.5 in respect of historic shop fronts.

Advertisements on business premises.

- D 1.9 On business premises, consent will only be given for the display of advertisements that:**
- a. are designed to be in scale with the building or shop front in question;**
 - b. will not obscure any important elements or details of the design of the building in question;**
 - c. are positioned sensitively on the building in such a manner as will not detract from the appearance of the building in question or the street scene as a whole;**
 - d. are of a design that is in keeping with or complements the architectural style of the building in question;**
 - e. will not, in association with other advertisements proposed or already displayed on the building, represent an excessive level of advertisement that will detract from the essential character or appearance of the building in question or the street scene as a whole;**
 - f. in the case of illuminated advertisements, are illuminated in such a way as not to detract from the character or appearance of the building or the frontage of which it forms part; and**
 - g. are not considered detrimental to highway safety.**

- ~~3.63~~ 3.77 The Council recognises the need for business premises to advertise their presence and promote the goods and services they offer, but it is essential to the general appeal and commercial well-being of an area that advertisements are sensitively designed and sited and are not allowed to over-proliferate or detract from the general appearance of the street. Public safety is also an important consideration.
- ~~3.64~~ 3.78 Proposals for advertisements on or near to listed buildings or on buildings in or adjoining conservation areas will be given particularly close consideration to ensure that they are consistent with the objective of preserving or enhancing the character and appearance of the building or area. Policy C 1.6 also applies. Proposals for advertisements in the vicinity of motorways and other trunk roads will be the subject of consultation with the Highways Agency.
- ~~3.65~~ 3.79 This policy does not apply to proposals for building mounted poster sites. Policy guidance on such proposals can be found in the appendix to Planning Policy Guidance Note 19 on Outdoor Advertising Control.

Freestanding signs and advertisements.

- D1.10 The Council will only permit a proposal for a freestanding sign or advertisement that would not, considered either in isolation or cumulatively with existing signs or advertisements, have a significant adverse impact on the visual amenity of the surrounding area or on highway safety, including the safety and convenience of pedestrians.**

In particular there will be a presumption against proposals for such signs or advertisements, other than those considered necessary for reasons of public safety or information, in the following areas:

- a. residential areas;**
- b. the Green Belt; and**
- c. within or adjoining conservation areas or affecting the setting of a listed building.**

In those instances where a freestanding sign or advertisement, can be considered acceptable in principle, the location, positioning, size, design and illumination of the sign or advertisement must be such as not to cause an unacceptable level of adverse impact on general visual amenity, residential amenity, the appearance of the street scene or landscape, and the safety and convenience of pedestrians and other highway users.

- ~~3.66~~ 3.80 Freestanding advertisements and signs may sometimes be regarded as necessary or justifiable in both rural and urban parts of the Borough. However the Council is keen to ensure that they are kept to a reasonable level in the interests of highway safety and to protect the visual amenity of the Borough and will only permit their display where these interests and the safety of pedestrians,

including disabled people, are not unduly compromised. Proposals for freestanding signs and advertisements in the vicinity of motorways and other trunk roads will be the subject of consultation with the Highways Agency.

- ~~3.67~~ 3.81 This policy does not relate to proposals for freestanding poster-sites, guidance on which can be found in Planning Policy Guidance Note 19 on Outdoor Advertising Control.

House Extensions

D 1.11 The Council will only permit an extension to a house where the extension:

- a. would be in keeping with, or complement, the existing house in terms of scale, massing, general built form, architectural detailing and choice of materials;**
- b. would not have an adverse impact on the appearance of the house from the public highway;**
- c. would not have an adverse impact on the street scene as a whole;**
- d. would not have any significant adverse impact on the amenity of adjoining residential property; and**
- e. would not result in the over-development of the house curtilage in terms of excessive loss or modification of available garden space and loss of off-street car parking or manoeuvring facilities where, in the case of the latter, this would be detrimental to highway safety.**

- ~~3.68~~ 3.82 Poorly designed or oversized extensions to homes can have a significant adverse effect on neighbouring property and the general streetscape. The Council does not wish to restrict unnecessarily the freedom of householders to adapt their property, but will resist proposals for extensions that would be clearly detrimental in this respect.

- ~~3.69~~ 3.83 Inappropriate or poorly designed porches and dormers can be detrimental to a neighbourhood by interrupting the sequence of house fronts and rooflines.

- 3.84 The Council will prepare and publish supplementary planning guidance on the design of house extensions to complement the provisions of this policy.

Telecommunications

D 1.12 The Council will grant consent for applications for planning permission, or for prior approval of siting and design, for telecommunications apparatus where:

- a. applicants have satisfactorily demonstrated a need for the proposed development;**
- b. the location, siting and design of the proposed development, including boundary treatments, access arrangements, colour schemes and landscaping, are such as to minimise its adverse impact on visual amenity, whilst having due regard to matters of operational need and efficiency;**
- c. in the case of proposed development within or adjoining areas an area of particular environmental importance, the applicant is able to demonstrate:**
 - i) that there are no suitable alternative locations for the development outside of and not adjoining the area in question ~~;~~ and, where it is established that there are no such locations;**
 - ii) that the location, siting and design of the proposal is such as to minimise its visual and/or other impact on the special interest or importance of the area in question and that this level of impact can be considered acceptable in terms of the relevant local and national policy objectives applying to such an area;**
- d. applicants have provided satisfactory evidence that they have explored the possibility of erecting apparatus on an existing site already occupied by telecommunications equipment, or on an existing building, mast or other structure, and that such options are either unavailable or impracticable;**
- e. applicants have provided satisfactory evidence that the emissions from the proposed apparatus will meet the latest Government approved guidelines for public exposure to radio waves from telecommunications equipment;**
- f. the proposal makes adequate provision to accommodate likely future need for network development and growth; and**
- g. the location and design of the access to the site has been designed to so as not to cause a highway hazard.**

~~Any planning permission will be conditioned to require the removal of the apparatus when it is no longer required for telecommunications purposes.~~

- ~~3.70~~ 3.85 The Council accepts the economic and social benefits delivered by modern telecommunications systems and supports current Government policy to facilitate the growth of new and existing systems while attempting to minimise their inevitable impact on the environment.
- ~~3.71~~ 3.86 It will look positively upon proposals for new telecommunications apparatus where there is clear and compelling evidence that it is needed. Technical constraints on the location and design of proposed telecommunications development will be taken into account alongside the need to minimise harm to the appearance of the area. Special consideration will be given to the need to protect the most sensitive and valuable environments like Green Belt and conservation areas and to the national and local policies that exist to protect them.
- ~~3.72~~ 3.87 To protect the amenity of an area the Council will encourage mast and site sharing whenever possible. This could involve siting new masts alongside existing ones or attaching new antennae to existing masts, buildings or structures. Applicants will need to provide evidence in cases where this is not a practical ~~consideration~~ option.
- ~~3.73~~ 3.88 Where new sites or masts are proposed, the Council will assess proposals against the following general criteria:
- a. the height of the site in relation to surrounding land;
 - b. topographical features and natural vegetation;
 - c. the effect on the skyline or horizon;
 - d. the prominence of the site when observed from any side, including from outside the Borough;
 - e. the site in relation to existing masts, structures, or buildings;
 - f. the site in relation to residential property; and
 - g. any other relevant considerations.
- ~~3.74~~ 3.89 The reference to areas of particular environmental importance contained in the policy should be taken to mean conservation areas, listed buildings, scheduled ancient monuments, registered parks or gardens, archaeological sites recorded on the County Sites and Monuments Record, the Green Belt, Sites of Special Scientific Interest, tree preservation orders, Sites of Biological Importance, Special Areas for Conservation, and Special Protection Areas for birds.
- ~~3.75~~ 3.90 Other plan policies relating to Green Belt, conservation areas and other environmentally sensitive areas may in some cases constitute material considerations. PPG8* (Telecommunications) states that telecommunications

development within Green Belt that fails to preserve the openness of the area is likely to be inappropriate and should only proceed if very special circumstances – perhaps the lack of a suitable alternative site that would meet the needs of network coverage or capacity - can be demonstrated that outweigh the amount of harm done to the Green Belt. Similar considerations apply to conservation areas where the Council has a statutory duty to give special consideration to the preservation or enhancement of their character ~~and~~ or appearance, when exercising its development control powers.

- ~~3.76~~ 3.91 Where the Council considers that visual amenity makes it preferable for mast developments in a particular area to be confined to a single site, it may wish to discuss with operators and landowners the feasibility of entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990. This would create a binding and enforceable requirement to make the mast site available for sharing in the future.
- ~~3.77~~ 3.92 Government policy advice in PPG8 states that health considerations and public concern can in principle form material considerations in relation to applications for planning permission and prior approval. However, the Independent Expert Group's Report from May 2000, the "Stewart Report" is clear that current evidence suggests mobile phone base stations do not represent a risk to public health.
- ~~3.78~~ 3.93 In the light of these findings, PPG8 advises that where a proposed mobile phone base station meets the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines on public exposure to radio waves, no further consideration need be given to the health aspects of the proposal.
- ~~3.79~~ 3.94 The term apparatus includes antennae, masts and all ancillary equipment such as cabins and mountings.

Design of development adjoining main transport corridors and at gateway locations* in Town and District Centres.

- D 1.13 Proposals for new development adjoining a main transport corridor must be designed to optimise any potential for the enhancement of the general visual amenity of the corridor, including views out of, and vistas along, the corridor.**

The Council will, wherever appropriate, require the provision of suitable elements of high quality boundary treatments, including landscaping and tree planting, at the frontage or boundary of the development site with the corridor.

The design of new development at gateway locations in, or immediately adjoining, Oldham Town Centre and the District Centres must similarly be such as to enhance visual amenity and the sense of arrival within the area in question.

- ~~3.80~~ 3.95 The Council considers that the appearance of the Borough's main transport corridors - including main roads, rail lines, Metrolink lines and canals - are central to its image and associated feelings of civic pride. With this in mind it aims to take advantage of new development schemes to make these corridors greener and more attractive.
- ~~3.81~~ 3.96 The need to improve the visual impact of gateway locations to the Town and District Centres is also regarded as an important consideration in urban design terms.

4. TRANSPORT

~~4.1 Section 2, General Strategy, addresses the fact that locating new development on sites that are well served by the existing transport network and complementary to surrounding land uses reduces the need to travel, and so helps to make new developments more sustainable.~~

~~4.2~~ 4.1 The policies contained in this section focus on ~~two other~~ three aspects of transport: the transport network, a land use in its own right but which also provides links between other land uses; the location of new development in relation to the transport network and to other land uses; and the transport requirements applied to new developments to make them as accessible as possible while minimising the negative impact of the traffic they generate.

~~4.3~~ 4.2 Transport policies aim to integrate land development with the transport system so that people can travel safely and conveniently to their destinations and goods can be distributed efficiently. Access and movement should be achieved with as little harm as possible to the environment and to human health, and care taken to minimise the severance effect of traffic on communities. These policies aim to improve the local transport system to help people travel sustainably and participate fully in society; to support regeneration initiatives; and to attract investment to the Borough.

~~4.4~~ 4.3 The objectives of the Plan's transport policies are:

- a. To minimise the impact of motorised traffic on the global climate and local air quality, and reduce its contribution to noise pollution.
- b. To promote an integrated, multi-modal network of transport routes.
- c. To ensure that new developments are designed to be accessible by a choice of ~~modes means~~ including public transport, walking and cycling.
- d. To reduce the need to travel, especially by car, and the distance travelled.
- e. To manage traffic in congested areas and reduce traffic growth.
- f. To improve the safety, security and attractiveness of residential areas, and the town and district centres for pedestrians and cyclists.
- g. To guide major developments to the most accessible locations and make efficient use of the existing transport network

~~4.5~~ 4.4 National, regional and sub-regional policies and investment programmes provide the framework within which local transport policies are formulated and implemented. Of particular relevance are:

- a. PPG3 - Housing
- b. PPG6 - Town Centres and Retail Developments
- c. PPG12 - Development Plans, in particular Section 5 on the Integration of transport and land use policies
- d. ~~Revised~~ PPG13 - Transport
- e. ~~(Draft)~~ Regional Planning Guidance, including the Regional Transport Strategy
- f. The Transport Act 2000

- g. The Greater Manchester Local Transport Plan (GMLTP), including daughter strategies for Greater Manchester and local strategies for Oldham
 - h. The GM Air Quality Management Action Plan (in preparation)
 - i. South Pennines Integrated Transport Strategy (SPITS)
- 4.6 4.5 The GMLTP contains strategic policies and specific proposals to maintain and improve the transport system at ~~Greater Manchester~~ area-wide and district levels. The Transport Act 2000 made this a statutory document. The Council, as highway authority, takes the lead on implementing local elements of the plan in Oldham Borough.
- 4.7 4.6 The Council ensures that the UDP complements the GMLTP by identifying major transport developments on its Proposals Map and setting out policies that integrate the transport and land use aspects of new development. The UDP's transport policies also help deliver Oldham's Air Quality Management Action Plan* as vehicle emissions are the primary source of NO₂*, the pollutant which causes most concern.

PART 1 POLICY

THE TRANSPORT NETWORK

- T1 THE COUNCIL WILL PROTECT AND IMPROVE THE BOROUGH'S TRANSPORT NETWORK THROUGH THE LAND USE PLANNING SYSTEM TO ALLOW THE SAFE AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS, AND TO IMPROVE THE ACCESSIBILITY OF DEVELOPMENTS AND THE INTERCHANGE BETWEEN MODES.**
- 4.7 The policy applies to the land use needs associated with all means of transport, including private vehicles, public transport and non-motorised transport. The various modes need to be considered comprehensively to optimise safety and convenience for the range of users across the network and to facilitate the interchange between modes. However, the safety of pedestrians is given priority. The term 'convenience' in this context is characterised by the ease of access to the network and the directness of routes. The overall network is made up of a hierarchy of: roads which are suitable for certain speeds and volumes of traffic; routes for non-motorised travel, including segregated cycle- and bridleways; fixed track systems such as rail; and navigable canals.
- 4.8 The network does not stop at the boundaries of the Borough and should provide access to regional and national routes and to key destinations, such as Manchester Airport, strategic employment sites and higher education. These links are important for residents, employers and visitors.

Part 2 Policies

Transport infrastructure

- T1.1** The Council will protect land for transport infrastructure identified in ~~draft~~ **Regional Planning Guidance, the Greater Manchester Local Transport Plan and Council strategies from other types of development that would prejudice their implementation, completion and operation.**

Transport developments with a major impact on the use of land are identified on the Proposals Map:

- a. the re-opening of the remaining Standedge Tunnels and re-installation of track ~~at~~ **between Diggle and Marsden by 2021 to ~~increase~~ enhance rail speed and capacity on the Trans-Pennine route as identified in ~~draft~~ Regional Planning Guidance the GMLTP;**
- b. the route alignment for Metrolink (on the existing Oldham Loop rail line with a new segment through Oldham Town Centre), and tram stops and associated facilities at:
 - i) Failsworth (conversion of rail station);
 - ii) Hollinwood (conversion of rail station), including strategic park and ride;
 - iii) South Chadderton (new stop);
 - iv) Freehold (new stop);
 - v) Westwood (new stop);
 - vi) ~~Oldham Crossbank~~ **Oldham Manchester Street** (new stop);
 - vii) Oldham King Street (new stop);
 - viii) Oldham Central (new stop)
 - ix) Oldham Mumps (new stop), including bus facilities;
 - x) Derker (conversion of rail station), including strategic park and ride;
 - xi) Shaw and Crompton (conversion of rail station).

This route is part of the Metrolink extension running from Manchester Victoria to Rochdale and completion is expected by ~~2006~~**2010**².
- c. ~~the proposed Diggle rail station and strategic park and ride, to be completed by 2006;~~
- d. extension of Lees New Road.

- ~~4.8~~ **4.9** Although ancillary facilities to the public transport developments listed under a. - c. are critical for access, parking, stopping, waiting, obtaining information and tickets, and for interchange, they are not listed above because they are smaller in scale and their ultimate location and design will depend upon circumstances at the time of development. The land needed for these facilities

² This date refers to the completion of a wider package of works. The date for the completion of the Oldham section will be reviewed when more information becomes available.

will be taken into account under this policy. ~~Local park and ride sites are addressed in policy T1.2.~~ The Lees New Road extension will only be built if it is required for access to development site H1.2.10 allocated on the Proposals Map. The Highways Agency will be consulted on any infrastructure schemes likely to affect the operation of the trunk road network.

4.10 The Proposals Map indicates that strategic park and ride will be provided at the Hollinwood and Derker Metrolink stops, without defining their precise location, as the final scale and location of a facility will result from negotiations with land owners, developers and operators.

4.9 ~~4.11 The park and ride will be integral to the rail station facility planned for Diggle. The site allocated, north of Ward Lane, lies in the Green Belt and the layout, design and landscaping of the proposed scheme will be developed in line with relevant national planning guidance. A list of all sites identified for transport developments is provided in Appendix B. Although a railway station at Diggle is a priority station in the Greater Manchester Local Transport Plan (2001/2006), Government is not funding new stations within their 10 year investment plan ending in 2010. A railway station is proposed for the longer term (post 2010), whose completion will depend on the results of further studies by the GMPTA/E and Government resources becoming available. The preferred site at Sam Road lies in the Green Belt and the layout, design and landscaping of the proposed scheme, including any associated parking, will be developed in line with relevant national planning guidance.~~

4.10 4.12 Two Quality Bus Corridors (QBCs) are identified in the GMLTP as due for completion by 2006. Work is being carried out in stages, as resources become available, and involves public consultation by the local highway authority, in conjunction with the GM Passenger Transport Executive, that is quite separate from the UDP. Detailed schemes for certain sections of these corridors have implications for land that falls beyond the boundaries of the highway, for example the loss of a structure or landscaping to accommodate the creation of a bus lane or a lay-by. and This will be considered when specific schemes are proposed. The QBCs in the Borough are:

a. Manchester-Oldham-Saddleworth

- i) A62 Manchester-Oldham-Waterhead;
- ii) the alternative route from Hollinwood to Oldham via Hollins Road, Copster Hill Road and Ashton Road; and
- iii) A669 Oldham-Grotton, up to Station Road.

A loop connecting Waterhead and Grotton is scheduled for bus corridor improvements but is not designated a QBC.

b. Rochdale-Oldham-Ashton-Hyde

- i) A671 Rochdale-Oldham
- ii) A627 Oldham-Ashton-Hyde.

4.11 4.13 The stops for the Metrolink extension agreed to date by GMPTE and the Council are listed under clause b. A transport proposal contained in the previous

UDP, Wren's Nest Metrolink stop in Crompton, ~~has now been~~ may be abandoned. In addition, Werneth rail station ~~will~~ is likely to close when the Oldham Loop rail line is converted to Metrolink³. GMPTE will award the final contract for the Metrolink extension in late 2003. The winning bidder will subsequently offer which stations to build and these could vary from those specified in the tender's Executive Requirements.

Local park and ride

- ~~T1.2 The Council recognises the benefits of local park and ride at rail stations, Metrolink stops (other than those served by strategic park and ride) and key stops on Quality Bus Corridors. As opportunities arise, it will seek to facilitate the provision of local park and ride facilities in conjunction with operators, the Greater Manchester Passenger Transport Executive (GMPTE) and other parties through the planning process. The Council may negotiate dual* use of parking on sites in the vicinity of stops and stations in order to provide a park and ride element through agreements with landowners and developers. Provision will be made for cars, including those of disabled motorists, and for bicycles and motorcycles.~~**
Moved in part to policy T3.3 paragraph 4.55.

- ~~4.12 The Council aims to encourage motorists to use public transport, particularly for longer journeys within the Borough. Some motorists will want to get to a stop or station by car and park. However experience shows that their demand for parking can sometimes conflict with local needs for on street parking. The introduction of park and ride facilities can help to ease traffic congestion and improve road safety around stops and stations.~~
- ~~4.13 Bus routes with frequent and express services are more likely to encourage drivers to use buses for at least part of their journey. A park and ride facility at the terminus of the A62 Quality Bus Corridor in Waterhead, for example, would allow motorists travelling west from Saddleworth to continue their journey by public transport.~~
- ~~4.14 The provision of parking for cyclists and motorcyclists will support these more sustainable means of reaching stops and extend people's transport options.~~
Moved in part to policy T3.3 paragraph 4.55.

³ The existing Oldham Mumps station is also likely to close when the Oldham Loop Line is converted to Metrolink, however, this will not be confirmed until the contract has been awarded.

The road network

T1.3 T1.2 The Council will protect, improve and, in limited cases, expand the road network to enable the safe and convenient movement of people and goods. New road schemes will only be approved if the benefits outweigh the negative impacts they may have on the environment and human health, and the possible severance effect on local communities.

4.15 4.14 The existing network of roads is Oldham's single most valuable transport asset as it covers most of the geographical area of the Borough and allows a choice of travel modes, including public transport and cycling. It is formed by a hierarchy of roads from motorway and primary roads to residential streets and country lanes, and also includes pavements and crossings.

4.16 4.15 Any proposals for increasing the capacity of the local highway network by building new roads or widening those that already exist must be consistent with the strategy for land use and transport set out in the UDP, GMLTP and the forthcoming Air Quality Management Action Plan. Proposals for new roads will be appraised in line with current Government guidance. Special care will be needed with the design and appearance of any highway schemes which could have an impact on areas of the Peak National Park.

4.17 4.16 The Highways Agency is the executive agency responsible for trunk roads in England, ~~which in Oldham are~~. This includes the majority of the motorway network. The agency's strategic aim is to contribute to sustainable development by maintaining, operating and improving the trunk road network in support of the Government's integrated transport and land use planning policies. Within Oldham, the agency is responsible for:

- a. a section of the M60 ring road, with sliproads and junction 22 at the A62 and junction 21 at the A663;
- b. the A627(M) and its extension, the A663(T) or Broadway in Chadderton.

All other public roads are controlled by the local highway authority and the Council is responsible for their maintenance and management.

4.18 4.17 To implement local transport ~~plans~~ schemes and those covered in the GMLTP, the Council may choose to designate traffic lanes for use by only one or a combination of modes of transport.

The network of routes for non-motorised travel

T1.4 T1.3 The Council will protect from development a Borough-wide network of routes for non-motorised travel, which ~~will be~~ are identified in Oldham strategies or form part of designated national networks.

4.19 4.18 The network for non-motorised travel spans urban and rural areas and comprises pedestrian and cycle routes used for both practical and recreational

purposes, and bridleways. Such routes may follow existing roads, e.g. cycleways in bus lanes, or run along disused rail lines or other segregated paths. Recreational routes that serve as combined bridle and cycleways, including a segment of the Pennine Bridleway National Trail, are being completed as resources become available, (see recreational routes on Proposals Map).

- 4.20 ~~4.19~~ 4.19 The cycle network is being designated in stages under ~~The Council's comprehensive cycling strategy and is protected under this policy. is scheduled for completion in Spring 2002, to become part of the GMLTP, and will include a draft network of cycle routes. Relevant aspects of this strategy will be incorporated into the UDP if possible at a later stage in the process or else adopted as SPG.~~
- 4.21 ~~4.20~~ 4.20 The development of pedestrian routes is being addressed in built up areas through the Town Centre Action Plan and a range of local schemes, including Safer Routes to School; and in the countryside, ~~through the emerging Green Space Strategy (draft August 2001)~~ due course through the comprehensive Rights of Way Improvement Plan.
- 4.22 ~~4.21~~ 4.21 The Council wants to encourage a modal shift* towards more sustainable and healthy forms of travel, especially for regular, short trips, by improving conditions for pedestrians and cyclists. Routes that link residential areas to schools, parks, district centres or the Town Centre, employment centres and public transport interchanges are a particular focus and must be safe, convenient and attractive to use.
- 4.23 ~~4.22~~ 4.22 The network of routes for non-motorised travel is designed to connect with other transport routes to make interchange easier. They include:
- a. national routes such as the Pennine Way footpath, Pennine Bridleway National Trail and the National Cycle Network;
 - b. canal towpaths;
 - c. Metrolink stops, rail stations, Oldham bus station and frequent bus routes including the Quality Bus Corridors.
- 4.24 ~~4.23~~ 4.23 Although towpaths along the Huddersfield Narrow Canal and the Rochdale Canal are owned by British Waterways, they are designated public rights of way.
- 4.25 ~~4.24~~ 4.24 This policy aims not only to encourage more sustainable forms of travel but also to increase recreational opportunities for people in the Borough, particularly in urban areas, by allowing them better access to the countryside and green corridors (see Section 10, Recreation, and Section 11, Open Environment, and the Oldham Green Space Strategy).
- 4.26 ~~4.25~~ 4.25 Where appropriate, the Council will use the development control process to negotiate improvements to existing footpaths and cycleways and the completion of proposed new routes (see policy ~~T2.1~~ T3.1).

Canal corridors

~~T1.5~~ T1.4 The Council will protect canal corridors from developments that would prejudice canal maintenance and operations, navigation for leisure or freight purposes, and the public's access to towpaths. ~~The Council will work with British Waterways to identify key sites for mooring, refuelling and other boating services and protect them from inappropriate development.~~

~~4.27~~ 4.26 This policy is limited to the transport aspects of canals. It applies to the towpaths and waterways of the Huddersfield Narrow Canal, ~~which was restored for full navigation in 2001, and will apply to the Rochdale Canal when restoration is completed in 2002~~ which have been restored to full navigation. Although the canal corridors will primarily be used for leisure, potential for local water-borne transport of goods exists. However, English Nature and the Greater Manchester Ecology Unit will be consulted in relation to any boating-related development proposals to ensure that the nature conservation interests of the canals are protected, particularly in relation to habitats and species. Where a key site along a canal has been identified by British Waterways for mooring, refuelling or other boating facilities, the Council will consider this a material consideration in considering any development proposed on land that includes the site. This approach currently applies to the Rochdale Canal corridor in the Failsworth District Centre area (Rochdale Canal Corridor Strategy, March 2003).

~~4.28~~ 4.27 In terms of access for recreational purposes, the policy also applies to towpaths along the remaining open section of the disused Manchester and Ashton-under-Lyne Canal that runs from Crime Lake, along Daisy Nook Country Park to Ashton Road.

Disused rail infrastructure

~~T1.6~~ T1.5 The Council will protect disused railway lines from development that would preclude their reuse for transport schemes which are proposed in the regional transport strategy, the GMLTP or local strategies. Preference will be given to sustainable transport schemes (pedestrian, cycle and bridleways, and public transport corridors) over solely road based schemes.

The Council will consider permitting temporary developments on sites with disused rail lines subject to planning conditions or obligations that safeguard the integrity of the original corridors for transport uses in the long term.

~~4.29~~ 4.28 Disused rail lines are potentially valuable land assets that should not be severed by development without strong justification on other planning grounds.

~~4.30~~ 4.29 The Council has identified several disused rail lines that are being converted to pedestrian routes, cycleways and bridleways as funding and

development opportunities arise. (See policies R1, R1.1 and ~~R1.2~~ R2.1 in Section 10, Recreation.)

- 4.31 ~~4.30~~ ~~The section of the Oldham Loop rail line between Werneth and Mumps will be bypassed by the Metrolink. As there is no reasonable prospect of re-using it for rail or other fixed track system, segments of it have been incorporated into sites allocated by the UDP for potential business and industrial development. Until the Metrolink contract is awarded in late 2003, it would be misleading for the Council to make unilateral decisions about protection or allocation of the Oldham Loop rail line between Werneth and Mumps. However, allocations that include sections of this part of the rail corridor are set out under the relevant Business & Industry and Retail policies to enable development in the longer term, along with a qualification that the allocations depend on whether, and when, the land becomes available.~~

PART 1 POLICY

THE ACCESSIBILITY OF NEW DEVELOPMENT

- ~~GS5~~ **T2 ACCESSIBILITY IS A KEY CRITERION IN THE LOCATION OF NEW DEVELOPMENT. ALL MAJOR NEW DEVELOPMENT MUST BE ACCESSIBLE BY A CHOICE OF MODES OF TRANSPORT INCLUDING GOOD WALKING, CYCLING AND PUBLIC TRANSPORT, UNLESS OTHER PLANNING OBJECTIVES OR MATERIAL CONSIDERATIONS INDICATE OTHERWISE. MAJOR DEVELOPMENT WITH TRAVEL INTENSIVE USES SHOULD WHEREVER POSSIBLE HAVE VERY GOOD PUBLIC TRANSPORT ACCESSIBILITY. GS6 B. IT MUST BE IS APPROPRIATELY LOCATED IN RELATION TO OTHER LAND USES AND/OR THE CATCHMENT POPULATION FOR THE DEVELOPMENT, TO REDUCE THE NEED TO TRAVEL.**

- ~~2.22~~ 4.31 One of the UDP's prime objectives is to allow as many people as possible to reach workplaces, schools, shops, leisure facilities and other services without having to use a private car. The public transport accessibility of all new developments, but particularly those that are likely to generate a large number of journeys, is integral to the decision about location. Directing new developments to central locations where they complement other land uses or to sites close to the people who will use them also reduces the need to travel.

Part 2 policy

Public transport accessibility

- T2.1** With the exception of householder* developments, new developments will only be allowed if they have it has at least basic access to the public transport network, unless the applicant can justify an exemption from the requirement. All major new development and other new development that generates a significant number of trips must have at least good access to

public transport. These criteria apply unless other planning objectives or material considerations indicate otherwise.

4.32 4.32 It is important that new developments can be easily reached by means of transport other than the private car for reasons that range from the need for more sustainable development to the necessity of promoting social inclusion. Public transport represents the main alternative for longer trips as bus, rail and eventually Metrolink services cover a large area of the Borough and link into the wider transport network.

~~(GS5) 2.23~~ 4.33 Most of the Borough is accessible by public transport although levels of service vary from area to area. The minimum requirement for new development is that it should be located within 400m walking distance of a bus route with services running Monday to Saturday daytime. For the purposes of the UDP, public transport accessibility* for all parts of the Borough has been mapped, classified as “very good”, “good”, “satisfactory” or “basic” (a detailed definition is given in the Glossary) ~~and~~. It will be regularly monitored throughout the period covered by this UDP and subject to Regional Planning Guidance. This map is held in the Council’s Development Control Section for members of the public to view.

4.34 Public transport services* include buses, Metrolink, local rail and other forms of public transport defined in the GMLTP.

~~(GS5) 2.25~~ 4.35 In the context of this policy a ‘major development’ is defined as being ‘from and above 2,500 square metres gross of retail or leisure floor space, business, industrial, or educational floor space; stadia with seating from and above 1,500 and developments of 30 dwellings or more’. ‘Development that generates a significant number of trips’ is defined in terms of the type of use and scale of development. It covers retail, leisure, sports, health, education and cultural facilities which serve more than a local catchment area. At a minimum, these uses should be located on frequent bus routes or near to rail or Metrolink stops, i.e. areas with good public transport accessibility. Wherever possible, they should be in areas with very good access to public transport. The following sections in the Plan set out locational criteria for specific land uses in relation to public transport accessibility: Business, Industry and the Local Economy (for offices, see policy B1.5); Housing; Retail and Leisure; Oldham Town Centre; and Open Space, Sport and Recreation Facilities.

~~(GS5) 2.24~~ 4.36 ~~This policy refers to~~ There may be other planning objectives or material considerations which, in exceptional cases, may need to be weighed against public transport accessibility. For example, although in parts of Saddleworth public transport may not be good, development could provide substantial community benefits or valuable local job opportunities in business and industry that reduce the need to travel. Equally, development may be the only way to secure the future of a listed building or other historic building, such as a building that makes a positive contribution to the character or appearance of a conservation area, in a relatively inaccessible area. Nevertheless, the objective in both rural and urban areas is to direct development to the most accessible sites.

In the case of proposals on less accessible sites, transport measures may be required to improve the development's accessibility by non-car modes, including public transport (see policies T3, T3.1 and T3.2).

PART 1 POLICY

TRANSPORT AND DEVELOPMENTS

~~T2~~ T3 DEVELOPMENTS WILL ONLY BE ALLOWED IF ~~THEY~~ IT:

- ~~A. ARE ACCESSIBLE BY A CHOICE OF MODES, INCLUDING PUBLIC TRANSPORT;~~ (GS6) A. DOES NOT ADVERSELY AFFECT THE EFFICIENT OPERATION OF THE EXISTING ROAD NETWORK, EITHER IN ISOLATION OR CUMULATIVELY WITH OTHER DEVELOPMENTS;**
- ~~B. INCLUDES MEASURES TO MINIMISE VEHICLE TRIPS, ESPECIALLY CAR TRIPS;~~**
- ~~C. PROVIDES, OR CONTRIBUTES TO, INFRASTRUCTURE, FACILITIES AND SERVICES THAT ARE NECESSARY TO ACCOMMODATE THE ADDITIONAL TRAFFIC LOAD IMPOSED ON THE TRANSPORT SYSTEM BY THE DEVELOPMENT; AND~~**
- ~~D. DOES NOT COMPROMISE THE HIGHWAY SAFETY OF ALL HIGHWAY USERS ACCESSING THE SITE OR IN THE SURROUNDING AREA, NOR SIGNIFICANTLY HARM THEIR SECURITY OR CONVENIENCE.~~**

~~(GS6) 2-26~~ 4.37 While it is essential that significant new developments are easily reached by public transport, access by motor vehicles will be necessary too. Therefore access by both private cars and more sustainable forms of transport will need to be assessed in line with the Local Transport Plan's objectives for road safety, sustainable travel and social inclusion.

Part 2 Policies

Access to ~~new~~ developments

~~T2.1~~ T3.1 Developments will be designed to enable users of the site to access it safely and as conveniently as possible, whether they arrive by car, lorry, public transport, motorcycle, bicycle, wheelchair, on foot or by other means appropriate to the nature and location of the development.

~~With the exception of householder* developments, d~~Developments will only be allowed if:

- ~~a. they have access to the public transport network, unless the applicant can justify an exemption from the requirement; Moved to new policy T2.1~~**
- ~~b. they it provides any highway works measures necessary for access, and operations, to ensure road safety or to address traffic impacts associated with the development, and does not prejudice highway safety in any other way;~~**

- e. ~~they~~ **it** integrates existing pedestrian and cycle routes running alongside or through the site in the layout of the any new development. ~~The directness of through routes will be retained as much as possible and convenient links are created to the buildings and facilities in the new development;~~ and
- d. in the case of sites adjacent to a canal corridor, pedestrian access to the canal towpath is provided where appropriate and practicable.

The Council will expect developers to incorporate necessary transport measures in their proposals and, where appropriate, may impose conditions or planning obligations to ensure these are implemented.

- 4.32 ~~It is important that new developments can be easily reached by means of transport other than the private car for reasons that range from the need for more sustainable development to the necessity of promoting social inclusion. Public transport represents the main alternative for longer trips as bus, rail and eventually Metrolink services cover a large area of the Borough and link into the wider transport network. The minimum requirement for new development is that it should be located within 400 m walking distance of a bus route with services running Monday to Saturday daytime. Larger developments must have access to bus services with specific minimum frequencies and major developments* should also have access to rail or Metrolink. The public transport accessibility* criteria for developments are set out in Section 2, General Strategy (policy GS5) and details of the access required to housing are in Section 6, Housing (policy H1 for allocated sites, H1.3 for non-allocated sites).~~

Moved in part to new 4.32, under new policy T2.1

- 4.33 ~~Exceptions may be made for developments that support village facilities, offer local job opportunities in areas where there is a shortage of employment, or where other material considerations come into play, such as the retention of a listed building or the protection and enhancement of a conservation area.~~

- (GS6) 2.27 4.38 ~~Proposals for development near trunk roads will be subject to the Highways Agency's access restrictions and reviewed by the local highway authority. Proposals for development near to motorways are subject to the strict policy of the Department for Transport, which prohibits direct access from most private developments to motorways or slip roads. The Highways Agency may restrict new accesses to other trunk roads in order to protect the efficient and safe operation of the trunk road network, based on an assessment of the individual and cumulative effects of development proposals. Promoters of developments likely to need access to trunk roads, either directly or indirectly, should refer to DLTR Circular 04/2001 which sets out the appropriate Government policies.~~ Certain roads under the jurisdiction of the local highway authority are prioritised to handle through traffic and enable the efficient movement of goods and people whereas local roads in residential and other sensitive areas are to be protected from traffic that may adversely affect road safety, the local environment, and residents' appreciation of their surroundings.

- 4.34 ~~4.39 Development proposals that access or affect the traffic flow on trunk roads must be submitted to the Highways Agency for review.~~ As a general rule, the Council will ~~secure the funds for~~ undertake any highway works that are needed to address the transport implications of a development through an agreement with the developer under Section 278 of the Highways Act 1980 and/or Section 106 of the Town and Country Planning Act 1990, ~~and the works will be carried out by the local highway authority.~~ Likewise, the Highways Agency may carry out improvements to trunk roads under Section 278 and DLTR Circular 04/2001. Where appropriate, the Council will also secure measures through planning conditions, such as restrictions on delivery days and hours.
- 4.35 4.40 Access to development will need to accord with Design policies on safety and security. To ensure that public transport access ~~to developments~~ is safe, convenient and attractive, the Council may require the introduction of pedestrian links to public transport stops or improvements to information and waiting facilities. Their design must take into account the needs of people with sensory impairments or restricted mobility.
- 4.36 4.41 Where development involves changes to existing transport routes across the site the Council will need to be satisfied that the alternatives proposed are at least as accessible and convenient for users as the original facilities.
- 4.37 4.42 Where the Council requires access to a canal towpath, it will consult British Waterways.
- 4.38 ~~Housing developers will be expected to consider applying the design and traffic management measures associated with “home zones”* to their schemes. These give priority to pedestrians over vehicles and reduce vehicle speeds on local streets.~~
Moved to policy D1.1 in the section on the Design of New Development.
- 4.39 ~~4.43 Transport measures within a new development are covered in Section 3, Design.~~ This policy covers measures that may need to be taken ~~outside the site~~ to ensure that the development is sufficiently well integrated with the surrounding network and linked to local facilities to provide adequate access for pedestrians and cyclists. These include:
- a. the creation of new footpaths and cycleways
 - b. signage signing
 - c. widening pavements
 - d. improving surfaces
 - e. lighting and security measures
 - f. installing dropped kerbs, audible signals and tactile facilities at crossings
 - g. pedestrian priority at traffic signals.
- 4.40 4.44 Public transport services* include buses, Ring and Ride, Metrolink, local rail and other forms of public transport defined in the GMLTP. ~~Means of Measures to improve~~ access to public transport include:

- a. pedestrian and cycle links to key stops and stations
- b. measures associated with Quality Bus Corridors
- c. bus lay-bys and turn-rounds
- d. taxi ranks
- e. drop-off and pick-up points for private vehicles
- f. ~~lighting and security measures.~~ Developer contributions to the provision of services and facilities

Developments with significant transport implications

~~T2.2~~ T3.2 The Council will require:

- a. a transport assessment to be submitted alongside applications for developments that are in the following categories:
 - i) ~~major developments*~~ excluding housing developments that generate a significant number of trips;
 - ii) ~~developments accessing~~ which access or have a material impact on the operation of trunk roads;
 - iii) other developments including ~~housing~~ smaller developments where, in the Council's view, circumstances specific to the proposal and the adjoining transport network warrant it.

The transport assessment will be used as a basis for the Council to review the transport elements of the proposal and, if the application is acceptable in planning terms, to secure highway works and other transport measures necessary to improve access, manage parking demand and address the traffic impacts of the development (~~see policies T2.1 and T2.3~~).

- b. a travel plan alongside the following types of proposals:
 - i) ~~those listed above (under T2.2 a))~~ excluding proposals for housing major developments;
 - ii) ~~education and health facilities~~ schools, whether the proposals are for new development, or an expansion or redevelopment of facilities;
 - iii) developments that will be occupied by organisations employing significant numbers of people, as set out in the GMLTP target for the take-up of travel plans;
 - iv) proposals associated with a local traffic and/or air quality problem which can be addressed by implementing a travel plan.

The travel plan must set out how passenger trips, deliveries and freight distribution generated by the development will be managed to meet transport policy objectives in the UDP and GMLTP. Any transport measures needed to implement the travel plan will be secured through conditions or planning obligations as appropriate (~~see policies T3.1 T2.1 and T2.3~~).

- 4.41 4.45 Developments that generate a large number of extra journeys, while they may bring significant benefits to the Borough, will also make additional demands on the transport network; increase levels of traffic; and create more pollution. This policy requires developers to deal with some of the impact of their developments instead of passing the costs on to the wider community. It also aims to encourage people to take advantage of transport services and schemes that offer realistic alternatives to the private car when accessing developments, and to deliver more sustainable means of distributing freight.
- 4.42 ~~4.46 The threshold sizes for major developments* are based on national and regional planning guidance and defined for the Oldham context in the Plan (see policy GS5 in Section 2). ‘Developments that generate a significant number of trips’ is defined in terms of the type of use and scale of development. It includes large business, industrial and housing development and proposals for retail, leisure, sports, health, education and cultural facilities which serve more than a local catchment area. However, the Council may also request a transport assessment alongside applications for other types of development or smaller development which might exacerbate, or create, a traffic congestion problem on the surrounding road network. In relation to travel plans, ‘major developments’ are defined by Government as ‘from and above 1000 square metres gross of retail (A1) or leisure (D2) space; from and above 2,500 square metres gross of business (B1) or higher and further educational floor space; and stadia with seating from and above 1,500’. [PPG13] Major developments in the Air Quality Management Area will also be required to submit an Air Quality Impact Assessment (see Air Quality policy in Section 13, Natural resources).~~
- 4.43 ~~4.47 Development proposals near trunk roads will be assessed by the Highways Agency as well as the Council. Developments that have a material impact upon the operation of the trunk roads may include developments other than those directly accessing trunk roads and smaller developments that may have a significant cumulative impact on traffic. The Highways Agency shall be consulted to determine whether a transport assessment is required.~~
- 4.44 4.48 The infrastructure, facilities and services required will be influenced by the objectives and investment programmes that are outlined in the current GMLTP and in local transport and regeneration strategies. The scope and detail of transport assessments should reflect the size of a development and the extent of the transport implications. Further advice is awaited from the ~~DTLR*~~ Government but in the case of major developments it is likely that they should cover:
- a. an estimate of the number of trips likely to be generated, including an indication of their origins and destinations;
 - b. the modal split* of trips – the proportion that will be made by different means of transport;
 - c. existing road capacity and other transport provision;
 - d. the impact on existing traffic flows;
 - e. the impact on air and noise pollution levels;

- f. opportunities to link into public transport and the non-motorised private transport network;
 - g. the need to complement or add value to transport schemes in the current GMLTP; to local strategies like the Oldham Town Centre Strategy; and to regeneration programmes such as the Economic Development Zone* and SRB6*; and
 - h. opportunities for joint initiatives with other landowners and organisations, such as travel plans and shared* parking.
- 4.45 4.49 Where developments generate significant numbers of local jobs but are not adequately served by public transport, the Council may request that buses or other shared transport services are provided between the site and areas of high unemployment within the Borough. The Council will take part in negotiations with developers, employers, operators and the GMPTE to ~~secure services to~~ agree the appropriate specifications.
- 4.46 4.50 The Council can provide guidance in drawing up travel plans to developers and to businesses and organisations that will occupy new developments. Travel plans support sustainable transport objectives by encouraging employees or people who use the facilities to access them by means of public transport, walking and cycling and by making freight movements more environmentally friendly. The 2001/2006 GMLTP targets organisations of 200 employees and over to produce travel plans. Where an air quality assessment of a development proposal indicates that increased traffic would create an air quality problem, the Council may require mitigation measures such as a travel plan (see policy NR1.2 in the Natural Resource and Environmental Quality section).

Developer contributions for sustainable transport

- ~~**T2.3 The Council will require developers to contribute towards the cost of sustainable transport measures where their proposals will place a significant additional load on the transport system. The level of contribution will depend on the type of development, the number of trips it will generate and its accessibility by public transport. The contributions will be secured through a Section 106 agreement.**~~
- 4.47 ~~This policy addresses the impact new developments may have on the wider transport network rather than issues of site access (see T2.1). It is likely to apply only to major developments* (see policy GS5 in Section 2) and the Council is currently drawing up the finer details as to which developments will be expected to contribute; the level of their contribution and the schemes they will support, which will form part of the forthcoming Supplementary Planning Guidance Note* on implementation of transport policies.~~

Parking

~~T2.4~~ **T3.3** The Council will permit:

- a. off-street parking to serve new development at levels that are in accordance with current Council parking standards (see Appendix F) and consistent with other relevant policies in the plan;
- b. new parking facilities to serve existing developments, and new public car parks in the town and district centres and at visitor attractions only where:
 - i) there is a demonstrated need for car parking;
 - ii) provision is made in accordance with current Council parking standards and is consistent with other relevant policies in the Plan (in particular TC1.3 and TC1.4 and ~~TC1.5~~ in Section 8, Town Centre).

Where the Council requires controls on parking provision, ~~or usage or charging~~, it will impose planning conditions or obligations to ensure that these are implemented.

This policy applies to parking for all vehicles covered in current Council parking standards, including cars, motorcycles and bicycles, and for other vehicles such as lorries and coaches associated with specific land uses. The Council will seek to negotiate parking spaces for coaches in new or existing private and public parking facilities in or near Oldham Town Centre, the Saddleworth villages and at any major tourist attractions.

~~4.48 Current Council car parking standards are interim standards, approved on 27 June 2001 by the Environment & Transport committee, and reflect the new approach of maximum amounts of car parking recommended in the Government's Revised PPG13. A Supplementary Planning Guidance note (SPG) is to be produced that reflects final Regional Planning Guidance and work underway by the ten districts of Greater Manchester to express general standards for car parking as a maximum number of spaces for different land uses. A more restrictive standard will be applied in areas like the central zone of the Town Centre (see policy TC1.4 in Section 8, Town Centre) where access to public transport is particularly good. Meanwhile parking standards for bicycles, motorcycles and the vehicles of disabled motorists will be expressed as a minimum number of spaces.~~

~~4.49~~ 4.51 In reviewing the parking element of development proposals, the Council will take account of the site's accessibility by public transport; the availability of on-street parking; the nature of the parking demand, for example short or long stay, time of day, day of week; and the feasibility of negotiating shared* or dual* use of parking with nearby landowners. Planning applications for developments with transport significant implications (see policy ~~T2.2~~ T3.2 a.) will need to include a transport assessment with information on parking.

~~4.50~~ 4.52 The Council will consider proposals for parking at levels up to the maximum standard, and will expect levels below the maximum in the following locations:

- a. in the Town and district centres where, in the Council's view, sufficient public parking is available (see policies TC1.3 and TC1.4 ~~and TC1.5~~ in Section 8, Town Centre);
- b. on sites where there are underused parking facilities close by (i.e. within approximately 200m), subject to an agreement for dual or shared use with the owner;
- c. on sites within 800m of a rail station or Metrolink stop or 400m of a bus stop on a Quality Bus Corridor or frequent bus route (unless the parking will be used as park and ride, see 4.57).

The Council will also take account of the availability of on street parking when deciding what level is appropriate.

~~4.51~~ 4.53 Planning conditions or obligations, as appropriate, may include:

- a. maximum limits on the amount of car parking provided either on or in close proximity to the site;
- b. negotiating dual or shared use of a neighbouring landowner's private car park;
- c. agreement to dual* or shared* use of the development's car park with other businesses and organisations in the area if there are local on-street parking problems;
- d. placing restrictions or controls on length of stay, ~~for example by charging~~;
- e. imposing on-street parking controls to minimise the displacement of parking; and
- f. making provision temporary so that parking spaces may be removed after a specified period or when a shift to other modes of transport has been achieved.

~~4.52~~ 4.54 Where development proposals involve the loss of off-street parking within primarily residential areas, the Council will take into consideration the alternative parking facilities available in the vicinity and may require the developer to provide replacement parking for residents and the public.

~~4.53~~ 4.55 Strategic park and ride ~~Parking~~ to serve public transport ~~(park and ride)~~ is covered in policies ~~T1.1. and T1.2~~ The provision of smaller parking facilities will also be desirable near other Metrolink, rail and bus stops to encourage motorists to use public transport for at least part of their journeys, particularly longer journeys, and to ease congestion in areas where local demand is already high for on-street parking. As opportunities arise, the Council may seek to negotiate dual* or shared* use of parking on sites in the vicinity of public transport stops through agreements with landowners and developers. Alongside provision for motorists including disabled people, parking for cyclists and motorcyclists will be negotiated to support these more sustainable means of reaching stops and to extend people's transport options.

5 BUSINESS, AND INDUSTRY AND THE LOCAL ECONOMY

- 5.1 Much of the growth of Oldham as a town can be attributed to the textile industry which was at its peak in the late 19th and early 20th Centuries. Although the Borough's economy has undergone significant change since those days, a higher than average proportion of its population still works in the manufacturing sector. Despite this, a fall in manufacturing employment and the growth of the service sector is predicted during the period covered by the ~~draft~~ UDP.
- 5.2 Growth is also expected in the town's so called "sunrise*" industries. These hi-technology* businesses operate in the manufacturing and service sectors but their location is often governed by different factors from traditional manufacturing firms. Factors such as the quality of the environment, good links to research establishments including higher education establishments, and access to information technology infrastructure and to international markets (through proximity to Manchester Airport) are often more important to sunrise industries than the amount and location of available employment land. Both ~~draft~~ Regional Planning Guidance and the North West Regional Strategy recommend that local authorities encourage the development of these types of business.
- 5.3 There are two elements to the UDP's economic strategy: to make better use of existing employment land in the Borough and to promote investment in the Borough through the allocation of new sites for expansion and new investment purposes. A comprehensive review of employment sites was undertaken to arrive at the allocations. As a result, some of the remaining business and industry sites in the previous UDP were de-allocated. (For a list of changes in allocations, see Appendix A.) Allocations were further informed by regeneration strategies and programmes, including the Economic Development Zone*, SRB6* and HMRF*. The employment uses covered in this section are primarily business (Use Class B1*), general industry (Use Class B2*), storage and distribution (Use Class B8*), but also include other non-retail commercial uses that generate employment in sectors such as tourism. The Plan's objectives in relation to ~~business and industry~~ these land uses are therefore to:
- make better use of vacant and underused land and buildings in existing employment areas, and consolidate their potential as centres of future business and industrial growth;
 - improve access to employment opportunities throughout the Borough and address the economic disadvantages faced by certain sections of the community;
 - improve the diversity of the local economy and provide a broader range of jobs that can better withstand any future recession;
 - provide enough development land to meet the needs of businesses, recognising that some sections of the Oldham workforce may be employed within neighbouring authorities;
 - provide a range of sites for a variety of new employment uses, excluding retail, to meet the needs of new firms in the Borough and existing companies that wish to expand; and

- f. provide a range of sites in locations that are accessible by a variety of transport modes.
- 5.4 Many of the available business sites are located to the west of the Borough where there is more brownfield land available and good transport links exist, including public transport. The UDP, however, recognises that it is important to provide a range of employment sites throughout the Borough so that people have the opportunity to work close to their homes. Existing businesses on the urban fringe and in the countryside are protected as they provide local employment and support the rural economy. Tourism activity is important to Oldham's economy, creating jobs and providing facilities for visitors and residents alike around the Borough. Tourism facilities range from hotels and other accommodation, to speciality shops and visitor attractions centred on the canal network. New development that generates employment and also brings leisure and recreation benefits will be encouraged in appropriate locations in accordance with the Council's Tourism Development Strategy. However, there are circumstances where proposals for employment uses must be weighed against other UDP objectives such as Green Belt policy. The Council has balanced these various needs in allocating land and setting out policies for employment uses.
- 5.5 The following government advice has been taken into account in drawing up the policies and proposals contained in this section:
- a. PPG 1- General Policy and Principles;
 - b. PPG 4- ~~Industry and Small Businesses~~; Industrial and Commercial Development and Small Firms
 - c. PPG 11- Regional Planning; ~~and~~
 - d. PPG 12- Development Plans; and
 - e. Regional Planning Guidance for the North West.

PART 1 POLICY

BUSINESS AND INDUSTRIAL LAND ALLOCATIONS

- B1 THE COUNCIL WILL ENCOURAGE AND PERMIT THE DEVELOPMENT OF OFFICES (USE CLASS B1), GENERAL INDUSTRY (CLASS B2) AND WAREHOUSING AND DISTRIBUTION (CLASS B8) ON ALLOCATED SITES AND IN OTHER SUITABLE LOCATIONS WITHIN THE BOROUGH.**

THE COUNCIL ALLOCATES ~~63~~ 74.3 HECTARES OF LAND IN APPROPRIATE LOCATIONS FOR DEVELOPMENT TO MEET THE NEEDS OF BUSINESS AND INDUSTRY IN THE BOROUGH. IN ALLOCATING THIS AMOUNT OF LAND, THE COUNCIL RECOGNISES THAT NEIGHBOURING LOCAL AUTHORITIES WILL HAVE A ROLE TO PLAY IN PROVIDING FOR THE EMPLOYMENT NEEDS OF OLDHAM. THIS IS BECAUSE OF THE PROXIMITY OF MAJOR REGIONAL INVESTMENT SITES TO PARTS OF THE BOROUGH, WHICH WILL HAVE A SUB-REGIONAL ECONOMIC

IMPACT.

- 5.6 In allocating land for business the UDP aims to:
- a. provide employment opportunities across the borough in locations that can be accessed easily by the local workforce;
 - b. provide sites of varying size with the ability to attract new employment opportunities;
 - c. provide enough land to enable existing firms to expand; and
 - d. provide sites to meet the needs of the seven target “sunrise” sectors outlined in the ~~draft~~ North West Regional Planning Guidance* and in the North West Regional Strategy.
- 5.7 The UDP recognises the role neighbouring authorities play in meeting some of Oldham’s employment requirements. A number of large, strategic industrial development sites are within easy access of many of Oldham’s workforce, including Ashton Moss in Tameside, Kingsway in Rochdale and East Manchester.
- 5.8 ~~Based on the take up rates of industrial sites in previous years, Oldham currently has less than a ten year~~ The supply of employment land available. ~~This figure includes approximately 9 hectares of land that is not currently available but is expected to become available during the plan period. It does not include however, vacant floorspace within existing mills and industrial buildings. Rather than look for new greenfield sites to develop, the UDP adopts a more sustainable* approach that focuses on making more efficient use of existing industrial areas. This recognises the growing importance of “sunrise” businesses, many of which require less land than traditional types of industry. A full list of all employment allocations is shown in Appendix B.~~

Part 2 Policies

Business and Industrial Allocations

- B1.1** The following sites are ~~the principal sites, over 2 hectares in size,~~ allocated for business and industry (Use Classes B1, B2 and B8). Sites 0.4 hectares in size and greater are ,as shown on the Proposals Map;

~~B1.1.01– Tweedale Way, Hollinwood;
B1.1.02– Albert Street, Hollinwood;
B1.1.11– B1.1.17– Oldham Broadway Business Park, Chadderton;
B1.1.18– Ram Mill, off Broadway, Chadderton;
B1.1.21– British Gas Site, Higginshaw Lane, Royton;
B1.1.29– Foxdenton Lane, Chadderton;
B1.1.33– Primrose Street / Crossbank Street, Oldham;
B1.1.34– Hebron Street, Royton;
B1.2.01– Southlink Business Park; and
B1.2.02– Sefton Street, Hollinwood;~~

~~In addition to the principal sites listed above, a further 2 sites at Union Street West (B1.1.31) and Mumps (B1.1.32) are sites that are likely to~~

~~become available only in the longer term.~~

Moved in part to table below and policy B1.2

Ref	Site	Area (ha)*
B1.1.2	Albert Street, Hollinwood <i>Moved to policy B1.2</i>	
B1.1.3	Mersey Road North / Albert Street, Hollinwood	<u>0.93</u>
B1.1.5	Land at Sellers Way, Hollinwood	<u>0.99</u>
B1.1.6	White Moss View, Greengate, Chadderton	<u>1.23</u>
B1.1.7	Land at Greenside Way, Chadderton	<u>0.62</u>
B1.1.8	Land at Greengate, Chadderton	<u>1.22</u>
B1.1.9	Land at Moston Road, Chadderton	<u>1.58</u>
B1.1.10	Land at Junction Mill / <u>Foxdenton Lane</u> , Chadderton	<u>4.21</u>
B1.1.11	Causeway North, Oldham Broadway Business Park, Chadderton	<u>7.26</u>
B1.1.12	Land at Oldham Broadway, Chadderton	<u>0.77</u>
B1.1.13	Oldham Broadway Business Park, Chadderton	<u>0.63</u>
B1.1.14	Gateway Crescent, Oldham Broadway Business Park, Chadderton	<u>1.44</u>
B1.1.15	Gateway Crescent, Oldham Broadway Business Park, Chadderton	<u>1.62</u>
B1.1.16	Oldham Broadway Business Park, Chadderton, Oldham	<u>0.95</u>
B1.1.17	Oldham Broadway Business Park, Chadderton	<u>0.55</u>
B1.1.18	Ram Mill, Gordon Street, Chadderton	<u>2.02</u>
B1.1.19	Land at New Coin Street, Royton	<u>0.40</u>
B1.1.20	Land at High Barn St. / Edge Lane St., Royton	<u>0.64</u>
B1.1.21	British Gas, Higginshaw Lane, Royton	<u>10.06</u>
B1.1.22	Land at Meek Street, Royton	<u>4.05</u>
B1.1.23	Land at Meek Street, Royton <i>Combined with site B1.1.24</i>	
B1.1.24	Royton Moss, Moss Lane, Royton	<u>7.08</u>
B1.1.25	Land at Clarence Street, Royton	<u>0.93</u>
B1.1.26	Land at Beal Lane, Shaw	<u>1.07</u>
B1.1.28	Land at Huddersfield Road, Diggle	<u>2.60</u>
B1.1.29	Land at Foxdenton Lane, Chadderton <i>Combined with site B1.1.10</i>	

B1.1.31	Union Street West / Oldham Way, Oldham <i>Moved to policy B1.2</i>	
B1.1.32	Oldham Way / Mumps, Oldham <i>Moved to policy B1.2</i>	
B1.1.33	Land at Primrose Street / Crossbank Street, Oldham <i>Moved to policy B1.2</i>	
B1.1.34	Land at Hebron Street, Royton <i>Moved to policy OE1.9 para 11.52 (OL16)</i>	

Small Sites under 0.4ha. not shown on the Proposals Map

B1.1.35	Land at Watts Street, Chadderton	<u>0.27</u>
B1.1.36	Land at Terrace Street, Greenacres, Oldham	<u>0.30</u>
B1.1.37	Land at Bowling Street, Hollinwood	<u>0.25</u>
B1.1.38	Land at Hope Street, Oldham	<u>0.26</u>
B1.1.39	Land at New Coin Street, Royton	<u>0.25</u>

*Area provided for information only.

Total

54.18

New office development that generates significant numbers of trips must comply with the locational criteria in policy B1.5 a).

- 5.9 This policy allocates employment land to meet the needs of existing and potential new businesses (as recommended in PPG 4) and includes land currently held for expansion purposes by existing firms. The sites allocated are of varying sizes which are aimed at meeting the needs of different businesses, so as to provide a broad employment base for Oldham. All sites have been allocated in the realistic expectation that they will become available during the plan period, and on the basis that they have access to the necessary infrastructure. ~~The site at Hebron Street will require a survey for protected species to be carried out before any development may begin. A list of all allocated employment sites, large and small, is provided in Appendix B.~~ Development on sites adjoining residential areas must be suitably designed and landscaped to minimise harm to residential amenity in accordance with policies in the Design, Transport and Natural Resource and Environmental Quality sections.

- 5.10 Proposals for sites in Chadderton (B1.1.10, B1.1.11, B1.1.12, B1.1.14, B1.1.15) along the Rochdale Canal must accord with habitat and species protection policies in the Open Environment section. They should also follow guidelines set out in the Rochdale Canal Corridor Regeneration Strategy and any other relevant strategies, such as Oldham's Tourism Strategy. Proposals for site B1.1.28 in Diggle will be considered against policy NR2.2 Flooding and Flood Protection as a small part of the site lies within a flood risk area.

Business and Office Allocations

B1.2 The following sites are allocated for business and office (Class B1) and general industry (Class B2) uses ~~only~~ (as shown on the Proposals Map):

<u>Ref</u>	<u>Site</u>	<u>Area (ha)*</u>
B1.2.01	Southlink Business Park	<u>2.39</u>
B1.2.02	Sefton Street, Hollinwood	<u>2.40</u>
<u>B1.2.3</u>	Union Street West / Oldham Way, Oldham	<u>0.99</u>
<u>B1.2.4</u>	Oldham Way / Mumps, Oldham	<u>1.70</u>
<u>B1.2.5</u>	Primrose Street / Crossbank Street, Oldham	<u>3.78</u>
<u>B1.2.6</u>	Albert Street, Hollinwood	<u>6.77</u>
<u>B1.2.7</u>	Stable Street, Hollinwood	<u>2.09</u>
Total		<u>20.12</u>

*Area provided for information only.

Any proposal for office, and business or industrial use on these sites will only be acceptable where it achieves a high standard of design that supports the Council's economic strategy for these areas still be subject to the and meets policy requirements impact on residential and workplace amenity* (see Design policies and policy NR1.1 in the Natural Resources and Environmental Quality section).

Exceptionally, the Council may permit other employment-generating uses which complement adjoining development and are compatible with B1 or B2 uses. In the case of the site at Stable Street, the Council will expect any proposed developer to include provision for strategic park and ride.

The availability of sites at Union Street West (B1.2.3) and Mumps (B1.2.4) is subject to relevant details in the final contract for the extension of Metrolink.

~~5.10~~ 5.11 These sites have been allocated for ~~business and office uses~~ to achieve the clusters of quality employment that ~~draft~~ Regional Planning Guidance recommends. The grouping of high technology and complementary businesses in the same area can create the kind of environment and conditions that encourage business growth. Located at major transport nodes in Hollinwood and in the Economic Development Zone around Oldham Town Centre, which include public transport interchanges, the accessibility of these sites makes them suitable for higher densities of employment. The sites at Hollinwood Junction are of strategic importance to the Borough. The Council wishes to see high quality development of a type, scale and intensity of use which reflect its importance.

~~5.11~~ 5.12 Oldham has recently been successful in attracting high technology businesses and the percentage of its population employed by these firms is now more than twice the national average. This policy is intended to assist the

continuing growth that is predicted within these sectors. The more diverse an economy, the better it will be able to withstand the pressures of recession. The Council aims to ensure that suitable land is available to encourage the right kind of industries into the Borough.

- 5.12 ~~5.13 Any proposal for office and business use on these sites will still be subject to the impact on residential amenity* being acceptable~~ *Moved to policy above* To encourage business synergy and capitalise on the sites' locations at key gateways, the Council may consider proposals for alternative uses to B1 and B2. Applicants will need to demonstrate that the proposed uses will complement other development on the site, in the surrounding Primary Employment Zone or on adjoining land, and generate significant opportunities for local employment.
- 5.14 Development proposals for site B1.2.6 Albert Street, Hollinwood are expected to incorporate public open space along the boundary with Roman Road as recommended in the spatial master plan for the SRB6 area, with details to be negotiated between the developer and Council. Sites at Union Street West (B1.2.03) and Mumps (B1.2.04) include sections of the Oldham Loop rail line which may be disused as a result of conversion to Metrolink. When the final contract is awarded, which is expected in late 2003, it will become clearer whether, and when, the land will become available for development. The Council wishes to make provisional allocations as the sites are in key locations for redevelopment at the edge of Oldham Town Centre in an area awarded Economic Development Zone status. A planning application for a mixed use development was submitted in 2001 for the site at Stable Street, Hollinwood (B1.2.7). The Council was minded to approve the application subject to a Section 106 agreement in 2001, however this has never been signed. The site has been allocated for B1 and/or B2 uses due to its prime location with access to the motorway network and linkages with other parts of Greater Manchester. The Council will expect any development on the Stable Street site to include allowance for a significant number of park-and-ride spaces for the Metrolink. (Policy T1.1)

Mixed Use Allocations

B1.3 The Council allocates the following sites for mixed-use development:

<u>Ref</u>	<u>Site</u>	<u>Area (ha)</u>
B1.3.01/ H1.1.18 M1	Frenches Wharf/Wellington Road, Greenfield, Saddleworth	<u>4.76</u>

The mix of uses permitted on the site is business and industry (B1 and/or B2), tourism, residential (C3), and retail uses only in accordance with relevant policies in the Retail and Leisure Development section. Tourism uses should capitalise on the site's location along the Huddersfield Narrow Canal. The proportion of residential should not exceed 40% of the net total developable area.

B1.3.02/ H1.1.14 M2	Lumb Mill, Huddersfield Road, Delph, Saddleworth	<u>1.4</u>
--------------------------------------	---	------------

The mix of uses permitted on the site is business and industry (B1 and/or B2) and residential (C3), with the proportion of residential not to exceed 50% of the net total developable area.

B1.3.05/ H1.1.03 M3	Land at Heywood Street/ Oldham Road / Hardman Street, Failsworth	<u>1.56</u>
--------------------------------------	---	-------------

The mix of uses permitted on the site is business and industry (B1 and/or B2), commercial uses excluding retail, and residential (C3), with the latter limited to Hardman Street.

~~B1.3.06 / H1.1.16 – Buckley New Mill, High Street, Uppermill~~

M4	<u>Huddersfield Road / Dunkerley Street,</u> <u>Oldham</u>	<u>2.61</u>
-----------	---	-------------

This is a comprehensive redevelopment site with opportunities for new build and the refurbishment of the Grade II listed Hill Stores. The mix of uses permitted are office, retail, residential and other uses that accord with policy S1.6 in the Retail and Leisure Development section.

~~These sites are allocated for a mix of business (B1 and B2) and housing (C3) uses.~~

~~A wider range of uses may be permitted in accordance with the other policies of this Plan, provided an element of the site is retained for the office or general industrial uses. The precise mix of uses required including the percentage of land recommended to be developed for residential purposes, will be outlined in planning briefs prepared for each site.~~

The business and housing and other elements of each site should be developed broadly in tandem in accordance with a phasing scheme to be agreed with the Council. This is in order to guarantee the delivery of non-residential floorspace. Office development that generates significant numbers of trips must comply with the locational criteria in policy B1.5 a).

- 5.13 5.15 Planning Policy Guidance on Housing (PPG 3) recommends the promotion of mixed use developments on individual sites and over a wider area, as a means of accommodating new households and assisting urban regeneration. It recommends that local authorities allocate such sites in their development plans and encourage mixed use development, by adopting a flexible approach to car parking and housing density. Section 4 on Transport refers to car parking while Section 6 on Housing contains detailed policies on housing density for the sites.
- 5.14 5.16 There are many uses of land including some employment generating uses that can be located adjacent to housing areas without having a detrimental impact upon residential amenity. Examples of this include smaller offices, creative industries and craft workshops. In appropriate locations mixed-use development can help to achieve PPG 3 objectives, stimulate economic investment, and create local jobs that reduce the need to travel. ~~The wider range of uses referred to in this policy will only be allowed in line with other UDP policies, particularly those that relate to retail development (policies S1.7 and S2.3).~~ The mixed-use allocation also takes account of the distinctive characteristics of the sites and the regeneration opportunities they offer. Proposals for site M1 in Greenfield will be considered against policy NR2.2 Flooding and Flood Protection, as part of the site lies within a flood risk area. A major developed site in the Green Belt has been allocated in Greenfield, Saddleworth which also permits a mix of uses (see policy OE1.8 in the Open Environment section).

~~Tourism Development~~

- ~~B1.4 The Council will encourage appropriate tourism development within the Borough in accordance with the other policies and proposals of the Plan. To this end, the potential benefits for tourism arising from a proposed development will be a material consideration weighing in its favour. This refers to developments that:~~
- ~~a. lead to the diversification* and expansion of an existing business;~~
 - ~~b. bring about a significant enhancement of the quality and appearance of the surrounding landscape and environment;~~
 - ~~c. can be accessed by public transport (as set out in the Transport Section);~~
 - ~~d. are a canal-side development that will lead to increased use of either the Rochdale or Huddersfield Narrow Canal; or~~
 - ~~e. are located within a Tourism Development Area as defined in the Oldham Tourism Strategy.~~
- 5.15 ~~Tourism is important to Oldham's economy, creating jobs and providing facilities for visitors and residents alike. The Borough's tourism facilities range from hotels and other accommodation, to shops and visitor attractions such as the canal network. Although this policy aims to promote tourism development~~

~~in Oldham, the Council recognises that it must be weighed against other UDP objectives such as Green Belt policy. As part of its aim to develop tourism across the Borough, the Council's Tourism Development Strategy identifies Tourism Development Areas that, in principle, have investment potential.~~

Moved in part to: paragraph 5.4; policy B1.1 paragraph 5.10; policy B1.3 site M1; policy B2.1 f. and paragraph 5.24; policy B2.3 paragraph 5.29.

Business, Office and Industrial development on unallocated land

B1.5 ~~The Council will permit new~~ **business, office and industrial development on unallocated land ~~not allocated for a specific use in the plan~~ provided it meets ~~all of the~~ following criteria:**

- a. ~~in the case of sites located within the Green Belt, any proposed development meets the requirements of Green Belt policy as set out in the Open Environment Section; new office development (B1(a) and A2) that generates significant numbers of trips, it is located on sites in or adjoining the Town and District Centres, or near major public transport interchanges, unless the applicant can justify an exception; or~~
- b. ~~in the case of sites located within the urban area (as defined on the Proposals Map), in other cases, a development would:~~
 - i) **new development would be accessible by a choice of modes of transport including public transport (subject to criteria set out in the Transport Section of this plan); and**
 - ii) **development would have no adverse impact upon residential amenity by way of noise, atmospheric pollution, odour, vibration, traffic generation, unsuitable hours of operation, or upon highway safety.**

~~5.16~~ **5.17** In the context of this policy, 'unallocated land' is defined as land which is not otherwise protected from development as Green Belt or for its recreational, open space or natural resource value. All businesses, whether within identified employment areas or elsewhere, contribute towards the local economy and increase employment choice for the Oldham workforce. Many types of employment, especially small office (B1) uses, can be located within primarily residential areas without having any detrimental impact upon neighbouring uses. However, the Council will refuse permission where new development or a proposal to perpetuate or extend an existing use does not meet the requirements of policies on residential amenity and highway safety (see NR1.1 in the Natural Resources and Environmental Quality section and T3.1 in the Transport section).

~~5.17~~ **5.18** It is the intention of the UDP to continue to promote a spread of employment across all areas of the Borough, to provide jobs for local people and help to reduce the need to travel. Nevertheless, office development that

generates significant numbers of trips should be directed to the most central and accessible locations. Where such development is proposed elsewhere, the applicant will need to demonstrate that no other suitable sites are available or that other material considerations apply. Measures to improve the site's accessibility by non-car modes will also be required. In this policy context, 'near major public transport interchanges' means within 800m walking distance of Oldham Bus Station, Mumps Station/Interchange, or Hollinwood Rail/Metrolink stop.

Working from Home

B1.6 **Proposals to use any part of a dwelling (or its curtilage) for business use (Use Classes A2/B1) will only be permitted where all the following criteria are satisfied:**

- a. there would be no harm to the amenity of residential properties or the character and appearance of the surrounding area by reason of:**
 - i) noise, vibration, odour, atmospheric pollution or other nuisance; or**
 - ii) loss of privacy; or**
 - iii) the visual appearance of any alterations or extensions;**
- b. there would be no harm to the amenity and safety of road users from the use; and**
- c. provision would be made for access, servicing and car parking in accordance with the Council's parking standards.**

~~5.18~~ 5.19 The policy recognises that working patterns are changing and that there has been growth in home working in recent years. In particular, developments in information technology are making it easier to work from home, and more people may wish to integrate their work or business with their home lives. This may necessitate the establishment of a formal working environment in a person's own home on a scale which cannot be considered incidental to the residential use.

Freight Generating Developments

B1.7 The Council will permit development proposals that generate substantial freight movements, ~~such as warehousing and distribution~~, only on sites that are both:

- a. easily accessible to trunk or primary roads, or can be served ~~by~~ connected to the rail network; and
- b. away from the Town Centre, District Centres, ~~congested roads~~, and residential areas where they would cause highway safety, amenity or environmental problems,

Exceptions may be considered where the Council seeks to protect existing employment uses and is satisfied that the impact of freight movements can be mitigated by measures secured through planning conditions or obligations.

~~5.19~~ 5.20 In planning for developments that generate a significant amount of freight, the Council aims to strike a balance between environmental, amenity and highway safety issues and the need to support and strengthen the local economy. The policy applies to larger B8 uses and other developments generating a substantial number of lorry or box van movements. Although these would typically be developments greater than 2,500 square metres gross, the Council may apply it to smaller proposals depending on the capacity of the road network and surrounding land uses. Any proposed development should refer to policy T2.4 T3.1 and the Highways Agency requirements for developments that access have a material impact on the operation of the trunk roads network.

PART 1 POLICY

EXISTING BUSINESS AND INDUSTRIAL AREAS

B2 **THE COUNCIL WILL PROTECT EXISTING LAND AND BUILDINGS AVAILABLE FOR BUSINESS AND INDUSTRY WITHIN THE BOROUGH FROM OTHER TYPES OF DEVELOPMENT. ~~TO MEET THIS OBJECTIVE~~ PRIMARY EMPLOYMENT ZONES ~~WILL BE~~ ARE DESIGNATED, IN ADDITION TO BUSINESS AND INDUSTRIAL LAND ALLOCATED UNDER POLICYIES B1.1, B1.2 AND B1.3.**

~~5.20~~ 5.21 It is important to protect the Borough's supply of industrial land and make the best use of existing industrial areas. Many vacant or underused sites and buildings exist within these areas and by zoning them for employment use the Council aims to direct new business investment towards them.

Part 2 Policies

Primary Employment Zones

B2.1 In the Primary Employment Zones shown on the Proposals Map, development will only be permitted for the following uses (Use Classes Order reference in brackets):

- a. business uses (B1), with offices (B1 a)) also subject to the locational criteria set out in policy B1.5 a. ;
- b. general industry (B2);
- c. warehousing and distribution (B8) ~~including;~~
- d. builders' and plumbers' merchants and yards, timber suppliers, plant hire depots, cash and carries and other outlets providing a service mainly to the trade (as defined in the Retail & Leisure Section);
- ~~d.~~ e. food and drink (A3);
- e. ~~f.~~ hotels (C1);
- f. ~~g.~~ the motor trade, including car and caravan showrooms, petrol filling stations and tyre and exhaust centres, and comparable uses related to canal navigation;
- ~~g.~~ h. waste management facilities;
- ~~h.~~ i. local needs retailing which for the purpose of this policy will be taken to include all shops with a retail floorspace below 300m² subject to the requirements of policy S2.3 in the Retail and Leisure Development section;
- ~~i.~~ j. small scale leisure facilities which for the purpose of this policy will be taken to include facilities with a gross floorspace below of 500m² or less (D2); and
- ~~j.~~ k. nurseries and garden centres requiring large external storage and display areas.

~~5.24~~ 5.22 The UDP designates areas of the Borough where business and industry dominate as Primary Employment Zones (PEZs). Within some of the PEZs, sites have been allocated for business and industry uses. A site in PEZ10 in Chadderton has been allocated for waste management purposes under policy W1.2 in the Waste Management section. PEZs are expected to continue to generate significant levels of employment throughout the plan period and represent the most suitable location for economic development, as they reduce the need to develop open land while minimising potential conflict with

residential areas. However, where a development permitted in a PEZ is proposed adjacent to a residential area, it must comply with policies on design, landscaping, access and amenity in the Design, Transport and Natural Resources & Environmental Quality sections. ‘Outlets providing a service mainly to the trade’ (clause d)) refers to operations where trade customers account for a minimum of 65% of total turnover.

5.22 5.23 By allocating PEZs the Council aims to provide continuing opportunities for existing firms to expand and for new firms to locate. Situated mainly in areas with good public transport accessibility, PEZs offer a range of jobs that the local workforce can access easily. A wide range of business uses are permitted within PEZs to encourage the broad base of employment that will improve the local economy’s resilience to future recession. PEZs do not exclude essential development by statutory undertakers, such as utility providers, and other development covered by the General Permitted Development Order carried out in accordance with the appropriate statutes and regulations.

5.24 In considering proposals in PEZs, the Council will also take into account the following:

- Sites in PEZ 8 Greengate/Broadgate, Chadderton may be suitable for freight connections to the Calder Valley rail line.
- Sites in PEZs along the Rochdale and Huddersfield Narrow canals may be suitable for tourism and boating-related uses (subject to habitat and species protection policies in the Open Environment section).
- Development in the following PEZs may be subject to policy NR2.2 in the Natural Resources and Environmental Quality section, as they overlap with flood risk areas: PEZ 16 Higginshaw/East Oldham; PEZ 20 Crompton Street, Royton; PEZ 22 Shaw; PEZ 27 Waterside Mill, Greenfield; PEZ 29 Delph New Road, Delph; PEZ 30 Lumb Mill, Huddersfield Road, Delph; PEZ 31 Shaw Pallets, Huddersfield Road, Diggle.

5.23 5.25 While PEZs are the most important source of employment in the Borough, the Council is sympathetic towards applications for new business and industrial development outside these areas, subject to the criteria set out in policy B1.5. A full list of PEZs is shown ~~in Appendix B.~~ below:

- PEZ 01- West Failsworth
- PEZ 02- Ashton Road, Failsworth
- PEZ 03- Wrigley Street, Failsworth
- PEZ 04- Hollinwood South (Mirror Group/Albert Street)
- PEZ 05- Hollinwood North (Drury Lane)
- PEZ 06- Hawksley Street, Oldham
- PEZ 07- Hollins, Oldham
- PEZ 08- Greengate/Broadgate, Chadderton
- PEZ 09- Fields New Road, Chadderton
- PEZ 10- Manchester Street/Westwood, Chadderton
- PEZ 11- Busk, Chadderton
- PEZ 12- Fernhurst Mill, Chadderton
- PEZ 13- Primrose Bank, Oldham
- PEZ 14- Copster Hill, Oldham

PEZ 15-	Hathershaw
PEZ 16-	Higginshaw / East Oldham
PEZ 17-	Wellyhole Street, Lees
PEZ 18-	New Street, Lees
PEZ 19-	Greenacres Road, Waterhead
PEZ 20-	Crompton Street, Royton
PEZ 21-	Shaw Road, Royton
PEZ 22-	Shaw
PEZ 23-	Oak View Mill, Manchester Road, Greenfield
PEZ 24-	Hey Bottom Mill, Greenfield
PEZ 25-	Chew Valley Road, Greenfield
PEZ 26-	Boarshurst Lane, Greenfield
PEZ 27-	Waterside Mill, Greenfield
PEZ 28-	Tamewater Mill, Delph New Road, Dobcross
PEZ 29-	Delph New Road, Delph
PEZ 30-	Lumb Mill, Huddersfield Road, Delph
PEZ 31-	Shaw Pallets, Huddersfield Road, Diggle
PEZ 32-	Warth / Ellis Mills, Huddersfield Road, Diggle
PEZ 33-	<u>Greenbridge Lane, Greenfield</u>

Protection of Existing Employment Sites outside PEZs

B2.2 Outside Primary Employment Zones, the Council will not permit the development of a site currently or last used for employment purposes for an alternative non-employment generating use unless:

- a. ~~There is an adequate supply of suitable industrial / business land or buildings within the vicinity of the site; and~~ The proposal is to convert a building, which was originally designed as a dwelling and whose gross floor space does not exceed 200m², back to residential use, or
- e. ~~b. Any proposed business or industrial~~ A continued employment use would be unsuitable because of ~~a loss significant harm to~~ of residential amenity, the efficient operation of the highway network or ~~negative impact upon highway safety, or~~
- b. ~~The site has been marketed for a period of at least six months for business and industrial uses at an appropriate price and with appropriate publicity, both by previous agreement with the Council; or~~
- c. The site has been marketed for employment uses on terms acceptable to the Council in relation to price, publicity and the period marketed without generating a reasonable offer of purchase.

5.24 5.26 There are many businesses located outside PEZs that make a vital contribution to the local economy and are able to accommodate future growth in employment. Many of these businesses are also located near to residential areas which can help to achieve sustainable transport objectives of the Plan. In the context of this policy, employment uses are defined as business (B1), general industry (B2), storage and distribution (B8), sui generis* uses and a range of

commercial uses excluding retail. Whilst private clinics, nursing homes and child care facilities would be considered commercial uses, community facilities generally are protected under policy CF1.3.

- 5.25 5.27 This policy aims to protect existing employment sites ~~wherever possible,~~ apart from small former dwellings, unless continued employment use would have significant impact on residential amenity, traffic or highway safety, or it can be proven that there is no current or likely future demand for them to be used for economic employment purposes. In the latter case, ~~t~~The Council will require evidence that the land or premises have been marketed at a reasonable price ~~for at least six months,~~ for an appropriate period and in appropriate trade press or elsewhere (all by prior agreement), in order to be satisfied that there is no realistic demand for its continued employment use. The Council will look more favourably upon proposals for mixed use rather than residential development on such sites, as this would mean a continuing contribution towards the local economy and employment. Retail uses would only be permitted in accordance with other policies in the Plan. Proposals for new offices generating significant numbers of trips are subject to the locational criteria set out in policy B1.5 a.

- 5.28 Mills can make efficient use of land and provide relatively inexpensive space for industry, storage and distribution. Some are also protected for their historical and/or architectural value. However, the Council recognises that some mill buildings may not be suited to modern business and industrial operations or be located where continuing employment use would be unacceptable in terms of their impact on highway safety and amenity. In the case of buildings in poor condition, the Council will consider whether the site should nevertheless be retained for employment use. The Council may permit a non-employment use in order to secure the retention and refurbishment of a listed mill or a locally important building.

Existing Businesses Employment generating uses within the Green Belt, a local green gap or land reserved for future development

- B2.3 **A proposal to extend, or alter employment generating premises or to infill an ~~existing~~ employment generating site (excluding retail) in the Green Belt, a local green gap or on land reserved for future development will only be permitted where the development meets all of the following criteria:**
- a. it relates to the continuation or intensification of the existing an established use;**
 - b. it does not lead to a ~~major~~ significant increase in the developed area of the site;**
 - c. it is needed to maintain or extend employment opportunities at the site;**
 - d. it makes provision for access, including by non-car modes, ~~car~~ parking and servicing; and**
 - e. it meets the requirements of Policy OE1.1, ~~relevant Green Belt policies~~.**

- 5.26 5.29 There are a number of businesses operating within the Borough's Green Belt or protected land that provide valuable employment and assist the rural economy, as recommended by the Government in PPG 7. They may be established business and industrial uses, farm-related uses or tourism activities that capitalise on the countryside setting, such as visitor accommodation, pubs and restaurants and facilities for outdoor sport and outdoor recreation. The policy is also intended to enable the re-use of previously developed sites where planning permission is required. These would typically be small-scale businesses, which would be appropriately located in the countryside to diversify farm enterprises, to support tourism or enable the production of energy from bio-mass. This policy offers such businesses some flexibility to adapt to, and capitalise on, changing economic circumstances by allowing limited extension, alteration or infill as long as the objectives of Green Belt policy are not compromised. The Council will weigh the economic and employment benefits of development proposals against their impact on the Green Belt.

6 HOUSING

- 6.1 The development of carefully planned new housing over the next ten to fifteen years will play a key role in supporting urban regeneration and creating a more sustainable lifestyle, not just in the Borough of Oldham, but throughout Greater Manchester.
- 6.2 The main aim of this section is to set out a framework for managing the release of land for housing development in a way that will match the needs and demands of the population with the development of sustainably located new homes.
- 6.3 When planning for more sustainable housing development it is important not only to consider its location, but also ensure that the best use is made of housing land. The policies contained in this section include a requirement for developers to achieve a minimum ~~density~~ densities on sites ~~where more than one house is proposed~~ according to the degree to which they are located in sustainable locations.
- 6.4 To successfully meet overall housing requirements the Council must clearly consider the needs of the significant number of Oldham residents who cannot afford to enter the general housing market. The Council will negotiate with private developers and registered social landlords to encourage the development of affordable housing on suitable sites.
- 6.5 The objectives of UDP housing policy are:
- a. to encourage the development of new housing stock in locations that meet the need to encourage more sustainable living patterns;
 - b. to ensure that efficient use is made of land identified for housing development;
 - c. to make it a priority to re-use previously developed land;
 - d. to provide for a spread of housing sites across the Borough;
 - e. to contribute towards the urban regeneration of the Borough and Greater Manchester as a whole;
 - f. to make the best use of existing building stock;
 - g. ~~to encourage the development of a variety of housing types that reflect housing needs within the Borough;~~ to encourage the development of a variety of house types and sizes, including affordable housing and upper market housing, that reflect housing needs and demands in the Borough and in a manner consistent with delivering the Plan's sustainability objectives; and
 - h. to work with private sector developers and registered social landlords to maximise opportunities to develop affordable housing for those who cannot

afford to rent or buy market priced housing, and housing that is suitable for people with special needs; and

- i. to support objectives set by the Housing Market Renewal Fund Pathfinder.

PART 1 POLICY

HOUSING LAND REQUIREMENT AND SUPPLY

H1 THE COUNCIL WILL MAKE PROVISION FOR SUFFICIENT LAND TO ACCOMMODATE 400 AN INCREASE OF 270 DWELLINGS PER ANNUM OVER THE PERIOD 2001- 2003-2011, NET OF HOUSING CLEARANCE. OVER THIS PERIOD THE COUNCIL WILL SEEK TO ENSURE THAT A MINIMUM OF 75% ON AVERAGE AT LEAST 80% OF NEW DWELLINGS ARE DEVELOPED ON PREVIOUSLY DEVELOPED LAND OR INVOLVE THE RE-USE OF VACANT AND UNDERUSED BUILDINGS.

6.6 The housing requirement for Oldham ~~during the period 2001-2011~~ is based upon that set out in ~~Draft~~ Regional Planning Guidance (~~RPG~~) for the North West (RPG13).

6.7 ~~Draft RPG establishes a housing requirement of 4,800 dwellings, net of clearance, for the period 1996-2011. This is equivalent to building 320 new homes a year. RPG 13 states that the annual rate as set out in this policy should apply over the period 2002 to 2006. Beyond this date, RPG advises that the above annual rate should apply until a different rate is produced following a review of the Guidance. At present, such a review of RPG13 has yet to take place. Therefore, in line with the advice in RPG13, it is the Council's intention to apply the annual rate of 270 dwellings for the period of the plan (i.e. 2011) or until a new rate is published through a review of Regional Planning Guidance.~~

6.8 In planning for this level of development, RPG13 states that development plans should:

- a. make allowances for increased re-use of suitable existing housing;
- b. maximise the re-use of vacant and under used land and buildings;
- c. make allowances for the contribution that can be made by conversions;
- d. consider the impact of new housing development on existing housing stock and on housing markets in adjoining areas;
- e. adopt a sequential approach to the identification of locations for development;
- f. introduce phasing policies;
- g. allow for clearance to reflect local circumstances;
- h. take account of the need for affordable housing; and
- i. use up-to-date Urban Potential Studies to inform the way sites are allocated.

6.9 ~~Although Draft RPG is specific about the number of new homes required, more recent Government guidance states that local authorities should not establish a~~

~~fixed total but set out annual rates of provision which will provide a benchmark to be kept under review.~~

- 6.10 ~~Policy H1 therefore sets out a benchmark total (gross) building rate of 400-350 dwellings a year, derived by adding an annual clearance replacement allowance of 80 dwellings a year to the RPG13 figure of 270 (para. 6.7).~~
- 6.11 ~~Table 1 illustrates the progress Oldham has made since 1996 in achieving its annual building requirement.~~

Table 1 – Net Housing Requirement 1996-2011		
	Rate p.a.	Dwellings
1. Net Draft RPG requirement 1996-2011	320	4,800
2. Total completions 1996-2001	517	2,583
3. Clearance – actual 1996-2001	200	998
4. Net increase 1996-2001 (2-3)	317	1,585
5. Residual net requirement 2001-2011 (1-4)	321.5	3,215

- 6.12 ~~As the table shows, the Borough met its target for the period 1996-2001.~~

CLEARANCE

- 6.13 ~~6.9 Table 2 shows how the need to replace cleared dwellings gives a total housing requirement. The housing requirement set out in RPG13 and reproduced in Policy H1 above represents the net level of building – i.e. it represents the required increase in housing stock after allowing for the replacement of cleared dwellings. Traditionally, local planning authorities have predicted future clearance levels and identified a housing land supply that is sufficiently large to both “replace” these cleared dwellings on a “one-to-one” basis and meet demand.~~

Table 2 – Total Housing Requirement 2001-2011		
	Rate p.a.	Dwellings
1. Net requirement 2001-2011	320	3,200
2. Clearance – estimated 2001-2011	80	800
3. Total requirement 2001-2011 (1+2)	400	4,000

- 6.14 ~~6.10 The clearance rate used in the above calculation is significantly below that achieved in recent years. However, a significant number of demolitions have involved Council properties. This is unlikely to be repeated to the same extent over the next ten years. However, where there are high vacancy rates within the housing stock and problems of low demand, the traditional approach becomes flawed - it would seem illogical to have to identify a housing land supply which, in part, exists to “replace” obsolete dwellings.~~

- 6.15 6.11 Private sector clearance is mainly restricted to the renewal areas of Westwood and Glodwick. There is potential for additional clearance in the SRB6* regeneration area centred on Werneth and Hollinwood, and the Fitton Hill/Hathershaw New Deal* area. Future clearance rates in Oldham will, to a large extent, be dependent on strategies adopted through its status as a Housing Market Renewal Fund (HMRF) pathfinder authority (in partnership with Rochdale MBC). The HMRF exists to tackle issues of low demand, regenerate low demand areas and create places where people want to live. To achieve these key aims, an element of the HMRF strategy will involve the demolition of some existing houses in consultation with local communities. At the time of writing, the production of a HMRF prospectus is being carried out by the pathfinder, its partner organisations and the local community. It is therefore not possible to be precise about the levels of future clearance and the nature of the cleared dwellings. Clearance assumptions within this policy should therefore be viewed as representing an interim position that will be reviewed once the HMRF prospectus is published.
- 6.16 6.12 Policy on private sector housing renewal, including clearance activity, is currently under review on both a national and local basis. Until the policy direction and resource levels become clearer, as a guide it is estimated that around 80 private and council owned dwellings will be cleared each year. This is based on known, planned clearance as at 2001.
- 6.17 6.13 The actual and planned level of clearance and its implications for housing requirements and housing land release will continue to be monitored annually. This rate will be monitored annually and, if found to be too low, the option of releasing Phase 2 sites will be considered. However, in considering the need to “replace” cleared dwellings through the identification of a housing land supply, the following principles will be adopted:
- i) Properties which have been vacant for more than 6 months prior to the declaration of a clearance area or other official notification of the intention to demolish will NOT be counted towards the above clearance figure for the purposes of meeting UDP housing requirements.
 - ii) Sites which are created through the clearance of such properties will be counted as windfall sites if redeveloped for new residential development. Any properties developed will therefore count in their entirety as a net gain to the housing land supply of the Borough.
- 6.14 The aim of this approach to housing clearance and land supply is to ensure that the release of land for new housing development does not prejudice renewal objectives aimed at tackling issues created by low demand and high vacancy levels.

THE PHASING OF HOUSING LAND RELEASE

- ~~6.18~~ 6.15 In line with current government guidance, the Council has considered releasing housing land in phases to better manage the rate at which it is developed and to control the development of non-allocated, or “windfall”, sites.
- ~~6.19~~ 6.16 ~~This phased release will be controlled under policies H1.1 and H1.2 and will cover the period 2001 to 2011. The housing allocations set out in policies H1.1 and H1.2 have been organised into two phases – Phase 1 sites which are intended to meet short and medium term needs, and Phase 2 sites which form a pool of sites which may be brought forward in the longer-term, or may be brought forward in circumstances where the monitoring process indicates that there is likely to be a sustained shortfall in the envisaged Phase 1 supply. Sites have been allocated to give preference to:~~
- a. the re-use of previously developed sites and empty or under used buildings; and
 - b. the development of residential sites in locations where jobs, shops and services can be reached without the need to use a car.
- ~~6.20~~ 6.17 Allocations have also been made in the light of the following factors:
- a. the ability of existing and potential infrastructure, including public transport and physical and social infrastructure, to accommodate additional development;
 - b. development constraints and likely development timescales; ~~and~~
 - c. the need to develop residential sites that can provide homes of different types, sizes and levels of affordability; and
 - d. the need to support the objectives and programmes of the Housing Market Renewal Fund.
- ~~6.21~~ 6.18 Regional Planning Guidance states that on average at least 80% of housing development should be on previously developed – or “brownfield” - land. It is anticipated that ~~84%~~ 88% of development attributable to current commitments and Phase 1 allocations will be on previously developed land. ~~The UDP sets the target for re-using previously developed land at the lower rate of 75% to allow for the possible development of greenfield windfall sites (see Policy H1.3), and the potential need to bring forward well located greenfield sites, should previously developed sites come forward at a lower rate than expected.~~
- ~~6.22~~ It should be noted that the figure set by this policy is still higher than that required by Government planning guidance (60%) and draft Regional Planning Guidance (65%).

LONG TERM DEVELOPMENT

~~6.23~~ 6.19 ~~Draft RPG states that Oldham should continue to develop at the rate of 320 dwellings a year, plus clearance, beyond 2011. RPG13 does not set a specific end-date for housing land requirements to be met. Instead, the annual housing requirement set by this policy is expected to run until at least 2006 or until a new building rate is set through a review of RPG13. However, the development plan should look beyond current time horizons and consider how priorities for development may manifest themselves in the future. Although other policy objectives must clearly be taken into account, the current intention is that the release of housing land after 2011~~ 2006 will be considered in line with the following criteria:

- a. type of site, in order of preference:
 - i) previously-developed sites in the urban area
 - ii) previously-developed sites outside the urban area
 - iii) greenfield sites in the urban area
 - iv) greenfield sites outside the urban area
- b. location, in order of preference:
 - i) inner urban
 - ii) urban extension
 - iii) suburban
 - iv) village extension
- c. public transport accessibility, in order of preference:
 - i) very good accessibility - choice of two or three public transport modes, one of which should be a frequent bus route
 - ii) good accessibility - within 400m of a frequent bus route, or 800m of a rail or Metrolink station
 - iii) satisfactory accessibility - within 400m of a bus route with at least two daytime services an hour Monday to Saturday
 - iv) basic accessibility - within 400m of a bus route that operates daytime Monday to Saturday.
- d. ready for development, in order of preference:
 - i) ready immediately
 - ii) ready in 3-5 years
 - iii) ready in 5-7 years
 - iv) ready in 7 years plus.

~~6.24~~ ~~Where necessary, the criteria listed in paragraphs 6.19, 6.20 and 6.23 should also be used to prioritise the movement of sites between Phases”.~~

MONITORING

~~6.25~~ 6.20 Government planning guidance recommends that a “plan, monitor, manage” approach is applied the release of housing land. This means housing objectives and the way in which they are met must be regularly reviewed. With

this in mind the Council will monitor the impact of the following factors on the objectives set out in the introduction to this chapter:

- a. Housing Supply
 - i) number of dwellings built
 - ii) location of new development
 - iii) proportion of dwellings built on previously developed land and through conversions
 - iv) number of dwellings built on windfall sites
 - v) number of dwellings built on small sites
 - vi) number of vacant dwellings re-occupied.
- b. Development Characteristics
 - i) dwelling mix and size according to number of bedrooms
 - ii) level and type of affordable housing delivered
 - iii) net housing density
 - iv) car parking provision.
- c. The Housing Context
 - i) population and households
 - ii) housing need
 - iii) condition of housing stock
 - iv) areas of low housing demand
 - v) clearance activity
 - vi) the development of urban regeneration initiatives.

~~6.26~~ 6.21 The Council will publish the results in an annual report that sets out any changes in circumstance that require its housing objectives and policies to be amended. ~~This will include changes to the phasing of housing sites allocated in the UDP. Any amendments to the phasing of allocated sites will be managed through the publication of supplementary planning guidance. All supplementary planning guidance will be subject to Council approval and, where appropriate, will follow public consultation. The monitoring report will normally provide the first notice of a shortfall in housing land supply and identify the need for consideration to be given to the early release of Phase 2 sites. Where this is the case, the Council will use the criteria set out in paragraphs 6.16, 6.17 and 6.19 to identify those Phase 2 sites that should be considered a priority for early release. Particular consideration will be give to the release of Phase 2 sites which support the objectives of the Housing Market Renewal Fund.~~

6.22 Amendments to the phasing of allocated sites will be identified and made public through the publication of Supplementary Planning Guidance (SPG). All SPG will be subject to Council approval and will follow appropriate public consultation on the proposed amendments to the phasing of sites. This consultation will include owners of all phase 2 sites (where known), house builders known to be developing (or known to have an interest) in the Borough, the House Builders Federation and the Council for the Protection of Rural England. Although Supplementary Planning Guidance cannot formally amend the contents of the Plan itself, it will be a material consideration which may

carry substantial weight in the determination of a planning application for residential development on the named site(s).

- 6.23 It is also intended that Supplementary Planning Guidance will also be used to defer the development of Phase 1 or Phase 2 sites in the event of a substantial oversupply of housing land - for example should several large windfall sites unexpectedly come forward. Again, this will be an issue which would be identified in the annual monitoring report. Should the deferment of Phase 1 status be necessary, the priority will be to retain those sites which perform best against the criteria set out in paragraph's 6.16, 6.17 and 6.19. Again, a formal process of consultation and publication will be carried out in the manner outlined above.

Part 2 Policies

Housing Land Release - Phase 1

H1.1 The following sites are allocated for Phase 1 development:

Phase 1 Ref	Site	Type	Size (ha)	Indicative Capacity	Indicative Density
H1.1.1	Land at Hunt Lane, Chadderton	PDL	4.05	120	30
H1.1.2	Land off Fields New Rd/Ramsey Street, Chadderton	PDL	3.41	136	40
H1.1.3	Land at Broadway/Oldham Rd/Hardman Street, Failsworth*	PDL	1.56	10	-
H1.1.4	High Barn Rd, Royton	GF	3.1	56	18
H1.1.5	Cape Mill, Refuge St, Crompton	PDL	1.55	62	40
H1.1.6	St. Mary's Way Oldham	PDL	2.56	102 112	40 44
H1.1.7	Block Lane, Oldham	GF	2.29	92	40
H1.1.8	Land at Redgrave Street, Oldham	PDL	0.86	26	30
H1.1.9	Lower Lime Road, Oldham	PDL	2.59	78	30
H1.1.10	Athens Way, Lees	PDL	0.55	17 22	30 40
H1.1.11	Acorn Mill, St. John Street, Lees	PDL	0.23	35	
H1.1.12	High Street/Hartshead St, Lees	PDL	0.52	26	50
H1.1.13	Coverhill Rd, Grotton, Saddleworth	GF	0.58	11	19
H1.1.14	Lumb Mill, Huddersfield Road, Delph, Saddleworth*	GF	1.4	15 20	-
H1.1.15	Bailey Mill, Oldham Rd/Delph New Road, Delph, Saddleworth	PDL	1.4 0.86	60 50	43
H1.1.16	Buckley New Mill, High Street, Uppermill, Saddleworth*	PDL	0.22	13	-
H1.1.17	Hopkinson Close, Uppermill, Saddleworth	PDL	0.37	20	50
H1.1.18	Frenches Wharf/Wellington Road, Greenfield Saddleworth*	PDL	4.76	50 70	-
H1.1.19	Andrew Mill, Manchester Road/Chew Valley Road, Greenfield, Saddleworth	PDL	1.34	40 30	30 -
H1.1.20	Rose Mill, Coalshaw Green Road, Chadderton	PDL	1.49	60 45	40 30
H1.1.21	Springhey Mill, Huddersfield Road, Oldham	PDL	0.39	12 15	30 40
H1.1.22	Vulcan Street, Oldham	PDL	1.23	61	50
	TOTAL			969 695	

Note:

a. PDL = Previously Developed Land. GF = Greenfield land.

b. Sites marked * are mixed use allocations which have a housing element.

c. Further details of the Council's requirements for each site can be found in **Appendix 2 B**.

d. Housing capacities and densities referred to above are indicative only. Final developments on these sites may be at lower or higher capacities and densities.

6.27 6.24 The above sites have been identified in line with the principles set out in Policy H1. They are considered to be a priority for development and to be

capable of being brought forward in the short to medium term. The allocations include four sites ~~which that~~ are allocated for mixed use. ~~All four of these sites are considered suitable for a mix of housing and business uses (see also Business, and Industry and the Local Economy Policy B1.3 for the range of permissible uses).~~

- 6.28 6.25 Table 3 details the level of supply currently committed and allocated within Phase 1 and Appendix C provides more details about committed sites.

Table 3 – Phase 1 Supply 1 st April 2004 2003				
	Dwellings	% Dwellings PDL	% Dwellings GF	Notes
1. Large sites under construction 2004 2003	420 <u>503</u>	86 <u>91</u>	14 <u>9</u>	363 <u>456</u> dwellings PDL, 57 <u>47</u> GF.
2. Large sites with planning permission 2004 2003	330 <u>195</u>	78 <u>69</u>	22 <u>31</u>	256 <u>135</u> dwellings PDL, 74 <u>60</u> GF.
3. Sites awaiting signing of legal agreements 2004 2003	225 <u>281</u>	100 <u>71</u>	0 <u>29</u>	225 <u>200</u> dwellings PDL, 81 <u>GF</u> .
4. Sub-total (1+2+3)	975 <u>979</u>	87 <u>81</u>	13 <u>19</u>	844 <u>791</u> dwellings PDL, 134 <u>188</u> dwellings GF.
5. Allocations	969 <u>695</u>	82 <u>98</u>	18 <u>2</u>	795 <u>684</u> dwellings PDL, 174 <u>11</u> dwellings GF.
6. Total (4+5)	1,944 <u>1,674</u>	84% <u>88%</u>	16% <u>12%</u>	1,639 <u>1,475</u> dwellings PDL, 305 <u>199</u> dwellings GF.

Notes:

- a. Large sites are defined as sites of 0.4 hectares and above or with a potential capacity of 10 or more dwellings, regardless of size.
b. Appendix C includes a breakdown of the Phase 1 supply by sub-district.

- 6.29 6.26 Account should be taken of the potential supply of small sites – those with less than 0.4 hectares of land or ten dwellings – and windfall sites that are expected to become available during the period covered by the UDP. In line with PPG3, “Housing”, these allowances relate to previously developed land only.

- 6.30 6.27 ~~To support its objective of making better use of existing housing stock, the Council has published an Empty Homes Strategy that aims to reduce the number of private homes left vacant for over 6 months by 63 a year. It is hoped that this will be achieved through reoccupation. It would, therefore, appear appropriate to allow for this planned reduction in the vacancy rate when calculating the Borough’s potential supply of housing land. Table 4 sets out the allowances that should be taken into account when considering the future housing supply. Reducing vacancy levels can minimise the amount of land required for new dwellings. RPG13 makes it clear that the reoccupation of existing vacant stock~~

can be viewed as a source of housing supply and count towards the annual housing requirement. Current vacancy levels in Oldham are 5.1% for the stock as a whole. Within the Housing Market Renewal Fund area of Oldham the vacancy level is 7.1%. RPG13 aims to reduce regional vacancy levels to 3%. The majority of vacant dwellings are in the private sector. Although clearance will help to reduce vacancy levels, it is preferable for dwellings to be reoccupied wherever possible and practicable. Strategies adopted through the Housing Market Renewal Fund will fundamentally affect the number of dwellings that will be re-occupied. Although it is not yet possible estimate the number of vacant properties which may come forward, as a matter of principle the reoccupation of dwellings that have been vacant for 6 months or more will be counted against the Council's annual housing requirement as set out in RPG13. The reoccupation of long-term vacant properties, and implications for housing land release, will therefore form part of the Council's annual housing land monitoring report.

Table 4 – Allowances as of 1 st April 2003		
	Dwellings p.a.	Notes
1. Allowance for completions on small sites/conversions	55	Based on average BF completions July 1997-March 2004 <u>2003 and known current supply.</u>
2. Allowance for completions on windfall sites of 0.4 hectares/10 dwellings and above	75	Based on average medium BF completions July 1997-March 2001 (35 p.a.) and discounted large average of 40 p.a.
3. Reduction in vacancy rate	63	Based on annual reduction in private dwellings vacant over 6 months
TOTAL	193 130	

Note – it is unlikely that there will be completions on windfall sites (item 2) within the first two year years of monitoring (i.e. ~~2001-2002~~ 2003-2005).

- ~~6.31~~ 6.28 The Council will monitor the above allowances on an annual basis and publish its findings in the annual monitoring report outlined in Policy H1. The monitoring process will take into account the impact of windfalls on the release of allocated sites.
- ~~6.32~~ 6.29 If levels of housing development on windfall sites exceed expectations the Council may wish to revise the allocation of sites within Phase 1. This may involve holding some sites back for longer-term development. ~~Any such action would be explained in new supplementary planning guidance which would be subject to Council approval and, where appropriate, will follow public consultation. The process though which such action would take place is explained in paragraphs 6.21 to 6.23 of the Justification to Policy H1.~~

Housing Land Release – Phase 2

H1.2 The following sites are allocated for Phase 2 development:

Phase 2					
Ref	Site	Type	Size (ha)	Indicative Capacity	Indicative Density
H1.2.1	Parkside Farm, off Chadderton Park Road, Chadderton	GF	0.94	38	40
H1.2.2	Rose Mill, Coalshaw Green Road, Chadderton	PDL	1.49	60	40
H1.2.3	Ashton Road, Woodhouses	GF	1.71	51	30
H1.2.4	Medlock Road, Woodhouses	GF	0.66	20	30
H1.2.5	Blackshaw Lane, Royton	GF	0.6	18	30
H1.2.6	Lilac View Close, Oldham/Crompton	GF	0.59	24 <u>18</u>	40 <u>30</u>
H1.2.7	Land at Shaw Road, Oldham	PDL	0.61	18	30
H1.2.8	Pretoria Street Road, Oldham	PDL	0.46	14	30
H1.2.9	Springhey Mill, Huddersfield Road, Oldham	PDL	0.39	12	30
H1.2.10	Knowls Lane, Lees	GF	5.8	232	40
H1.2.11	Ripponden Road, Denshaw, Saddleworth	GF	0.63	19	30
H1.2.12	Shaw Hall Bank Road, Greenfield, Saddleworth	GF	1	50	50
H1.2.13	Holden Fold Lane, Royton	PDL	<u>0.49</u>	<u>15</u>	<u>30</u>
H1.2.14	Sandy Mill, Royton	PDL	<u>1.59</u>	<u>64</u>	<u>40</u>
H1.2.15	Jowett Street, Oldham	PDL	<u>0.66</u>	<u>26</u>	<u>40</u>
M4	Huddersfield Road/Dunkerley Street, Oldham*	PDL	<u>2.61</u>	<u>50</u>	<u>2</u>
	TOTAL			556 565	

Notes:

- a. PDL = Previously Developed Land. GF = Greenfield land.
- b. Further details of the Council's requirements for each site can be found in Appendix 2 B.
- c. Housing capacities and densities referred to above are indicative only. Final developments on these sites may be at lower or higher capacities and densities.
- d. Sites marked * are mixed use allocations which have a housing element.

When considering planning applications for the above sites the following factors will be taken into account:

- a. the results of monitoring procedures outlined in ~~paragraph 6.25 and 6.26~~ paragraphs 6.20 to 6.23;
- b. the phasing objectives set out in ~~paragraphs 6.19, 6.20 and 6.23~~ 6.16, 6.17 and 6.19; and

c. regional and sub-regional planning objectives.

- 6.33 6.30 The phasing of sites for development has been informed by the objectives expressed in Policy H1. Allocations are composed of previously developed sites that are likely to become available in the longer term along with greenfield sites that have, as a minimum, satisfactory public transport accessibility*.
- 6.34 6.31 It is intended that Phase 2 allocations should only be brought forward if monitoring activity shows a potential shortfall in supply in relation to the required building rate of ~~400~~ 270 dwellings (net) a year.
- 6.35 6.32 If this is the case, the Council will publish supplementary planning guidance, to explain the revised phasing policy and allocations. ~~This will be subject to Council approval and, where appropriate, public consultation. The process through which such action would take place is explained in paragraphs 6.21 to 6.23 of the justification to Policy H1.~~
- 6.36 6.33 If levels of housing development should exceed expectations, the Council may wish to revise the allocation of sites within Phase 2, perhaps holding some sites back for development after 2011. ~~Any such action will again be carried out through the publication of supplementary planning guidance detailing the revised phasing policy and allocations. Again, the process through which such action would take place is explained in paragraphs 6.21 to 6.23 of the justification to Policy H1.~~

Assessing Non-Allocated Sites and the Renewal of Planning Permissions

H1.3 Planning applications on non-allocated sites, or for the renewal of planning permission, will be permitted provided that: ~~judged against the following criteria and any other material considerations:~~

- a. ~~the site's~~ site is well location located in respect terms of access to modes of transport other than the car, including public transport accessibility, walking & cycling, and the potential for improving such accessibility;
- b. ~~the proximity of the site~~ is well located in terms of access to basic services and usable open space, and the potential for improving such accessibility;
- c. the site is capable of development within the capacity of existing and potential infrastructure, including public transport, physical infrastructure, and social infrastructure (for example schools), ~~to absorb further development;~~
- d. ~~the ability of the site to accommodate a mix of housing types and sizes, including the ability to sustain an element of affordable housing on suitable sites as defined by Policy H2.1; and~~
- e. other policies and proposals in the plan.

Regarding applications on “greenfield” sites, the availability of previously-developed land and empty or under used buildings, both in the locality and in the Borough as a whole, as assessed by the Council’s monitoring procedures, will be the first consideration.

- ~~6.37~~ 6.34 This policy allows an assessment to be made of the acceptability of developing housing on both windfall sites and sites where an application has been made for the renewal of a previously granted planning permission.
- ~~6.38~~ 6.35 New sites should meet UDP objectives in relation to sustainability and the re-use of previously developed land. As a key requirement of sustainable development is to reduce the need to travel it is important that new developments offer good access to public transport a range of basic services. Applicants will need to demonstrate how the proposed development meets the criteria set out in this policy. are accessible to both public transport and a range of basic services. The requirements of this policy on these matters are set out below.
- ~~6.39~~ 6.36 Applicants wishing to develop a windfall greenfield site should be able to demonstrate not only that the development meets the requirements of this policy but also that current housing requirements are unlikely to be met by previously developed sites and the re-use of existing buildings. aware that a key objective of the Plan is to maximise the amount of development on previously developed land.

- ~~6.37~~ Should monitoring procedures indicate a shortfall in the amount of previously developed land available for development, the Council's priority will be to consider bringing forward previously developed Phase 2 housing allocations before greenfield windfall sites. Only where there is insufficient Phase 2 previously developed land to meet requirements will the Council consider bringing forward greenfield Phase 2 housing allocations.
- ~~6.38~~ The exception to the above will be where allocated previously developed or greenfield sites perform so poorly in relation to the criteria set out in paragraph's 6.16 and 6.17 that their development is precluded before a particular greenfield windfall site.
- ~~6.40~~ 6.39 In considering accessibility to public transport and proximity to basic services as referred to above, the Council will require, wherever possible, that:
- i. small developments (less than ten dwellings) should have at least basic public transport accessibility, and be within 400m of at least one basic service* such as a supermarket, post office or doctor's surgery;
 - ii. medium sized developments (10 to 29 dwellings) - should have at least satisfactory public transport accessibility, and be within 400m of at least two basic services;
 - iii. large developments (30 dwellings and over) - should have at least good public transport accessibility, and be within 400m of at least two basic services.
- ~~6.41~~ 6.40 Government planning guidance and the policies expressed in the UDP promote a new approach to housing development. Some outstanding planning permissions may not be consistent with this approach. The fact that a site has previously been granted permission does not necessarily mean that this will be renewed. In considering the renewal of a permission, particular attention will be paid to whether or not the proposed development now meets the relevant criteria.
- ~~6.42~~ 6.41 In some cases this will mean that an existing permission is not renewed, or that an application must be revised to take into account new policy requirements.

Housing Density

- H1.4** ~~Subject to criteria i to vii below, the Council will only permit proposals for residential developments with a capacity of 2 dwellings or more that, as a minimum, achieve a net density* of between 30 and 50 dwellings per hectare.~~

~~The Council will seek higher net densities on sites that have~~

- ~~a. very good or good accessibility to public transport options; and~~
- ~~b. are within town & district centres.~~

In areas that have good accessibility to public transport and are within 400m of at least two basic services, the Council's minimum net density standard for residential developments is 40 dwellings per hectare.

In areas that have:

- a. very good accessibility to public transport options; and
- b. are within 400m of at least two basic services; or
- c. are within Town & District Centres,

the Council's minimum net density standard for residential developments is 50 dwellings per hectare.

In considering whether or not a proposed density is acceptable, and whether or not there are ~~mitigating~~ particular circumstances that mean ~~that the specified standard~~ minimum density either should be exceeded or cannot be achieved, the following factors will be taken into account:

- i) the character of the surrounding area;
- ii) the need to create mixed communities;
- iii) the need to meet identified housing needs;
- iv) the shape, topography and setting of the site;
- v) the existence of natural features and areas of nature conservation value;
and
- vi) likely traffic generation; and
- vii) the location of the site in relation to public transport options and basic services.

- 6.43 6.42 This policy aims to support the UDP's urban regeneration and sustainability objectives by ensuring that developments in more sustainable locations are developed at higher densities. Government planning guidance suggests that sites developed at a net density of less than 30 dwellings per hectare (dph) represent an inefficient use of land. ~~As a minimum this density should be met on all sites, apart from where the proposal is for a single dwelling.~~

- 6.44 6.43 In order to make the most efficient use of land in sustainable locations, the Council will expect developers to pay particular regard to the availability of public transport options and basic services when considering the net density appropriate to a site. In areas with good accessibility to public transport and basic services developers should be aiming to achieve densities of 40 dph. Developments in locations with ~~good or~~ very good public transport accessibility and access to basic services, or are within Oldham Town Centre or District Centres, should reasonably be expected to achieve a net density of at least 50 dph.
- 6.45 6.44 Despite the need to meet minimum site densities, developments must still be sensitive to the particular circumstances of a site, avoid the appearance of being over-developed, and contribute to a mix of housing types within the area.
- 6.46 6.45 There are certain cases in which lower density development may be necessary: where the physical properties of a site may make it impractical to develop higher density housing; where the bid to create balanced communities indicates a need for lower density housing in an already densely developed area; and where meeting housing needs requires the development of large family homes.
- 6.47 6.46 It must, however, be noted that all developments should aim to meet at least the normal minimum net density of 30 dph. Only in exceptional circumstances, and by reference to the above criteria, will developments below this density be accepted.

Housing Choice and Diversity

- H1.5 On all sites of 0.4ha or greater, or where 10 or more dwellings are proposed, the Council will require developments to incorporate a variety of house types and sizes capable of accommodating a wide range of housing demands, including the demand for accommodation from both small and large households. As a matter of principle, planning permission will not be granted for uniform, homogeneous housing developments consisting of insufficiently diverse house types and sizes.**
- 6.47 The creation of mixed communities, reducing social distinctions and developing a housing stock which meets the needs of a wide range of individuals and households are key elements of government planning policy.
- 6.48 Although meeting these objectives will require the implementation of policies and initiatives which go beyond new house building, new housing that provides all sectors of the community (e.g. single people, small and large households, the elderly, the disabled, people of a range of incomes) with as much choice of types, sizes and locations as possible clearly has a key role to play.
- 6.49 To implement this policy, it is intended to negotiate with developers for a good mix of housing types and sizes rather than set prescriptive targets. Factors that will be taken into account will include:

- i) The population and household characteristics of the Borough;
In relation to this criterion, the main features of the Borough's population as evidenced by the 2001 census are:
 - A population density which is significantly higher than for England as a whole
 - Average household size which is higher than for England as a whole
 - Higher levels of overcrowding than for England as a whole
 - Relatively high proportion of people separated or divorced
 - Relatively high proportion of lone parent households with dependent children
 - Relatively high proportion of widowed people
 - Numbers of one person, married couple and cohabiting couple households in line with averages for England as a whole.
- ii) The housing character of the area surrounding the development;
- iii) UDP density policies;
- iv) UDP affordable housing policies where appropriate; and
- v) Site characteristics such as shape and topography.

6.50 However, as a general rule, housing developments should include a variety of:

- i) House sizes as defined by the number of bedrooms;
- ii) House types, e.g. terraced, semi-detached, detached, flats; and
- iii) Avoid the over reliance on flatted developments to meet the needs of smaller households.

PART 1 POLICY

MEETING THE NEED FOR AFFORDABLE HOUSING

H2 THE COUNCIL WILL ENCOURAGE THE PROVISION OF A MIXTURE AND RANGE OF HOUSE TYPES APPROPRIATE TO MEETING THE HOUSING NEEDS OF THE BOROUGH'S POPULATION.

6.48 6.51 The UDP and the Council's Housing Strategy share the objective of encouraging the development of new housing stock that combines a range of housing types to meet the various housing needs of the Borough's residents.

6.49 6.52 Nationally, the majority of houses are either detached or semi-detached properties, but in Oldham the housing stock is dominated by terraced properties. The 1991 Census showed that nearly half of the households in Oldham inhabited terraced housing compared with less than one-third nationally. These properties are particularly concentrated in the inner area of the Borough in wards such as Alexandra, Coldhurst, St. James', St Mary's, St. Paul's and Werneth.

- ~~6.50~~ 6.53 Between late 1998 and early 1999 a survey was undertaken to ascertain the housing needs of the Borough's population. It found that:
- an estimated 7,761 existing households inhabit unsuitable accommodation, mainly caused by overcrowding and poor repair;
 - of these households, 5,995 were considered to be in housing need;
 - the number of concealed and homeless households was estimated at 1,204;
 - housing need is particularly concentrated in the central Oldham wards, with between 12% and 20% of existing households in Coldhurst, St Mary's, Werneth and Alexandra in need;
 - there was a considerable need for properties with four or more bedrooms and a surplus of two bedroom homes; and
 - an estimated 4,000 new affordable dwellings were required to meet projected future housing need up to 2011.
- ~~6.51~~ 6.54 Demographic change over the period covered by this UDP will also inform any assessment of the need for affordable housing.
- ~~6.52~~ 6.55 The Centre for Urban and Regional Studies (CURS) has recently published a paper, "Changing Housing Markets and Urban Regeneration in the M62 Corridor", that identifies areas where there is a risk of low housing demand. The factors contributing to this low demand include:
- predominance of single tenures;
 - ~~monolithic~~ uniform provision, for example of two bedroom houses in one locality;
 - concentration of a particular dwelling type; and
 - lack of economic activity.
- ~~6.53~~ 6.56 From the above analysis it is clear that the general requirement is for a greater mix of house types, particularly semi-detached and detached, and for large family housing to meet very specific housing needs.
- ~~6.54~~ 6.57 This approach reflects government planning guidance, which encourages local authorities to create mixed and balanced communities and avoid the creation of large areas of housing with similar characteristics.
- ~~6.55~~ 6.58 Developers should therefore consider:
- a. whether a site can meet general housing needs within the Borough;
 - b. whether a site can meet housing needs specific to its locality;
 - c. whether a site can contribute positively to the mix of dwelling types that already exists in the locality;
 - d. whether a site should combine a mix of house types, for instance semi-detached and detached, and a mix of properties with different numbers of bedrooms; and
 - e. the need to avoid developing inappropriate types of home in areas of low housing demand.

- ~~6.56~~ 6.59 Policy H2.1 below gives more specific details on affordable housing requirements.
- ~~6.57~~ 6.60 This section of the UDP also sets out a policy for the assessment of planning applications for sites to be used by Gypsies or travelling showpeople.
- ~~6.58~~ 6.61 The 1968 Caravan Sites Act defines Gypsies as “persons of nomadic habit of life, whatever their race or origin”. At one time local authorities had a statutory duty to provide caravan sites for Gypsies but this was abolished by the Criminal Justice and Public Order Act 1994. The Government considers that many Gypsies may now prefer to provide their own sites rather than rely on local authority provision. Gypsy sites can now be provided by the local authority or through private means.
- ~~6.59~~ 6.62 As Oldham’s only official site for Gypsy caravans, at Ada Street, has closed and there are no other sites with planning permission in the Borough, there may be occasion over the plan period to determine an application for a new permanent site for Gypsy caravans.
- ~~6.60~~ 6.63 As many Gypsies are self-employed such a site may need to be suitable for mixed use.
- ~~6.61~~ 6.64 Travelling showpeople are self-employed business people who travel the country holding fairs, mainly during the summer. They need secure, permanent bases on which to live and to store and work on their equipment.

Part 2 Policies

Providing Affordable Housing

- H2.1** On all suitable residential sites of 1 hectare and above or 25 dwellings capacity and above, ~~the general presumption is that 25% of the site capacity should take the form of dwellings which meet identified affordable housing needs.~~ the Council will negotiate for the provision of affordable housing.

Within the context of the Borough of Oldham and the results of the housing needs survey, the term “affordable housing” is defined as “Housing affordable to those who cannot afford market priced housing either to rent or to purchase”.

In considering whether a private development site is suitable for the inclusion of an element of affordable housing provision, the Council will take into account:

- a. the proximity to basic services and access to public transport;
- b. whether there will be particular costs associated with the development of the site;
- c. whether the provision of affordable housing would prejudice other planning objectives with a higher priority; and
- d. the need to achieve a successful residential development.

The general presumption is that 25% of the site capacity should take the form of dwellings which meet identified housing needs. In agreeing the level and nature of provision the Council will take into account:

- i) the level and type of need to be met, including Borough-wide housing needs and whether the site could meet specific local needs;
- ii) the type of affordable housing offered and the needs it meets; and
- iii) the degree of affordability it represents.

The Council will use conditions or planning obligations to secure the provision, and to ensure that it is occupied initially and in perpetuity by people falling within particular categories of need for affordable housing.

The Council will negotiate with developers for the provision of affordable housing on the following allocated sites:

Affordable Housing Provision - Phase 1 Allocations					
Ref	Site	Type	Size (ha)	Indicative Capacity	Indicative Density
H1.1.1	Land at Hunt Lane, Chadderton	PDL	4.05	120	30
H1.1.2	Land off Fields New Rd/Ramsey Street, Chadderton	PDL	3.41	136	40
H1.1.4	High Barn Rd, Royton	GF	3.1	56	18
H1.1.5	Former Cape Mill, Refuge Street, Crompton	PDL	1.55	62	40
H1.1.6	St. Mary's Way, Oldham	PDL	2.56	102 112	40 44
H1.1.7	Block Lane, Oldham	GF	2.29	92	40
H1.1.11	Acorn Mill, St. John Street, Lees	PDL	0.23	35	152
H1.1.12	High Street/Hartshead St, Lees	PDL	0.52	26	50
H1.1.14	Lumb Mill, Huddersfield Road, Delph, Saddleworth	GF	1.4	15 20	-
M2	Bailey Mill, Oldham Rd/Delph New Rd, Delph, Saddleworth	PDL	1.4	60 50	43 -
H1.1.18	Frenches Wharf/Wellington Road, Greenfield, Saddleworth	PDL	4.76	50 70	-
M1	Andrew Mill, Manchester Road/Chew Valley Road, Greenfield, Saddleworth	PDL	1.34	40 30	30 -
H1.1.20	Rose Mill, Coalshaw Green Road, Chadderton	PDL	1.49	60 45	40 30
H1.1.21	Vulcan Street, Oldham	PDL	1.23	61	50

Affordable Housing Provision - Phase 2 Allocations					
Ref	Site	Type	Size (ha)	Indicative Capacity	Indicative Density
H1.2.1	Parkside Farm, off Chadderton Park Road, Chadderton	GF	0.94	38	40
H1.2.2	Rose Mill, Coalshaw Green Road, Chadderton	PDL	1.49	60	40
H1.2.3	Ashton Road, Woodhouses	GF	1.71	51	30
H1.2.10	Knowls Lane, Lees	GF	5.8	232	40
H1.2.12	Shaw Hall Bank Road, Greenfield, Saddleworth	GF	1.00	50	50
H1.2.14	Sandy Mill, Royton	PDL	1.59	64	40
H1.2.15	Jowett Street, Oldham	PDL	0.66	26	40
M4	Huddersfield Road/Dunkerley St, Oldham	PDL	2.61	50	-

- 6.62 6.65 Government planning policy contained in Circular 6/98, “Planning and Affordable Housing”, states that a community’s need for affordable housing is a material planning consideration and allows local authorities to develop their own policies to seek the provision of affordable housing on “suitable” sites.

- ~~6.63 The Council will negotiate with developers to include affordable housing within private development schemes. The amount achieved will depend on such factors as the level and type of need to be met, site suitability the type of affordable housing offered and the degree of affordability it represents. (Text moved to new paragraph 6.67).~~
- ~~6.64 In considering whether a private development site is suitable to combine affordable housing, the Council will take into account the criteria set out in the policy. (Text moved to new paragraph 6.66)~~
- ~~a. the proximity to basic services and access to public transport;~~
 - ~~b. whether there will be particular costs associated with the development of the site;~~
 - ~~c. whether the provision of affordable housing would prejudice other planning objectives with a higher priority; and~~
 - ~~d. the need to achieve a successful residential development.~~
- ~~6.65 Developers will be required to provide details of any “particular costs” referred to in item (b) and demonstrate to the Council’s satisfaction how these costs will affect their ability to deliver affordable housing. (Text moved to new paragraph 6.66).~~
- 6.66 In considering whether a private development site is suitable to combine affordable housing, the Council will take into account criteria (a) to (d) as set out in this policy. Developers will be required to provide details of any “particular costs” referred to in item (b) and demonstrate to the Council’s satisfaction how these costs will affect their ability to deliver affordable housing.
- 6.67 Where a site is considered to be suitable for the provision of affordable housing, the Council will negotiate with developers to include an element of affordable housing within private development schemes. The amount achieved Although the general presumption is that 25% of the site capacity should be developed as affordable housing, it is recognised that the level of provision agreed as appropriate will depend on such factors as the level and type of need to be met, site suitability, the type of affordable housing offered and the degree of affordability it represents.
- ~~6.66~~ 6.68 ~~The Housing Department’s~~ Council’s Housing Strategy also sets out priority needs for affordable housing. These include:
- a. mixed tenure development;
 - b. large family housing (4 bedrooms or more);
 - c. single person housing;
 - d. new housing in renewal areas;
 - e. supported housing; and
 - f. low-cost home ownership.

- ~~6.67~~ 6.69 The Council is currently assessing the current supply of supported housing stock and the level and nature of future needs. The results of this work will feed into a Supported Housing Strategy, which will be used to inform the implementation of this policy.
- ~~6.68~~ 6.70 The following areas of the Borough have been identified where there are specific affordable housing needs:
- a. Inner Oldham - large family housing
 - b. Royton, Saddleworth, and Shaw - 2 & 3 bedroom accommodation
 - c. Failsworth - 2 bedroom flats and properties for single people
- ~~6.69~~ 6.71 The Council will ensure that the benefits of affordable housing are enjoyed by initial and subsequent occupiers by using planning conditions or obligations to control occupancy. The Council will not impose additional occupancy controls where a Registered Social Landlord is to be responsible for the management of the affordable housing and this provides adequate control and occupancy. The following options for the provision of affordable housing on appropriate private development sites should be considered:
- a. rented accommodation managed by an Oldham Housing Investment Partnership (OHIP) approved Registered Social Landlord (RSL) or other Council approved RSL; and/or
 - b. owner occupied housing offered at a discount from market value under a resale covenant scheme.
- ~~6.70~~ 6.72 The preferred option is to develop affordable housing that is managed by a Registered Social Landlord. The Council works in partnership with six RSL's through the Oldham Housing Investment Partnership (OHIP):
- Selhal/Manchester Methodist Housing Group
 - Portico
 - Northern Counties
 - North British
 - ~~West Pennine~~ Regender
 - AKSA
- ~~6.71~~ 6.73 The sites identified under this policy are those the Council believes most likely to meet housing needs and to support a development capacity of at least 25 new homes.
- ~~6.72~~ 6.74 Up-to-date information on housing needs and progress in securing affordable housing will be reported as part of the annual housing land monitoring report referred to in Policy H1 and the annual housing strategy. ~~This report~~ These reports will also identify any changes in need that should be taken into account, either generally or in relation to any of the sites referred to above, in negotiating for affordable housing provision - including circumstances requiring the use of this policy to be ceased. It is also intended to produce Supplementary Planning

Guidance to provide additional detail on the mechanisms through which affordable housing can be delivered, managed and retained in perpetuity.

Caravan Sites For Gypsies Or Travelling Showpeople

H2.2 Caravan sites for Gypsies or travelling showpeople will only be permitted if all the following criteria are satisfied:

- a. it meets a demonstrated local need;**
- b. it is not located in the Green Belt;**
- c. it is located within a reasonable distance of existing local shops, community facilities and satisfactory public transport services;**
- d. it is suitable for the users to carry on their business activities, where appropriate;**
- e. it is, or can be, linked to infrastructure;**
- f. it has easy and safe access to primary and other main roads; and**
- g. it would not adversely affect the amenity of neighbouring properties and their users or the visual amenity of the area.**

~~6.73~~ 6.75 The UDP aims to create suitable living and, where appropriate, working environments for caravan site users while at the same time respecting the amenity of adjacent land users. The Council will take into account the Model Standards 1989: Permanent Residential Mobile Home Sites when assessing sites for continuous use.

~~6.74~~ 6.76 In demonstrating need, a combination of factors could come into play. These could include demand for a site in a particular area; availability of other sites within the wider sub-regional area and problems or pressures arising from the absence of an authorised site.

~~6.75~~ 6.77 Caravan sites for Gypsies and travellers should not be located within Green Belt. Development on this land is strictly controlled to protect its openness and visual amenity. In addition, Green Belt land tends to be more remote from basic services and facilities such as schools than urban areas of the Borough.

~~6.76~~ 6.78 Caravan sites need to be located on flat land which has convenient and safe access to the road network and is near to schools and other community facilities, and where water and sewerage facilities are available or can be supplied. As they are likely to combine living and working arrangements and may as a result generate noise, traffic and other disturbances, the amenity of neighbours will be a particular concern. Screening may be an important consideration, particularly when the site is at the edge of the urban area, or is used for storage.

~~6.77~~ 6.79 In drawing up this policy, the following national planning advice has been taken into account:

- a. PPG1 General Principles
- b. PPG12 Development Plans
- c. C22/91 Travelling Showpeople
- d. C1/94 Gypsy Sites and Planning

Lifetime Homes

H2.3 On all new residential developments of 0.4ha or greater, or 10 dwellings or over, a minimum of 10% of the site capacity should be built to Lifetime Home standards. In considering whether or not there are mitigating circumstances to be balanced against this requirement the Council will take into account the shape and topography the site.

~~6.78~~ As UDP housing policy aims to promote mixed communities *within* developments as well as encouraging a greater mix of properties in a general area, new schemes should contain a mix of housing types, sizes and affordability.

~~6.79~~ 6.80 The Council is committed to the development of sustainable and stable communities for the future. One way of achieving this is to design homes that individuals and families can continue to inhabit, with minimal alteration, at various stages of their lives and in a variety of personal circumstances – that is, Lifetime Homes.

~~6.80~~ 6.81 Building Regulations require developers to pay more attention to the accessibility of the homes they build. The Lifetime Homes concept, developed by the Joseph Rowntree Foundation, takes this requirement a step further to ensure that dwellings are built in a way that enhances their liveability, particularly, but not exclusively, for those who find their mobility is impaired as their life progresses. The Joseph Rowntree report “Designing Lifetime Homes” identifies sixteen standards that should be adhered to when designing Lifetime Homes. In summary, these are:

- i) Where adjacent to a home, car parking spaces should be capable of enlargement to 3300mm.
- ii) The distance from the car parking space to the home should be kept to a minimum & should be level/gently sloping.
- iii) The approach to all entrances should be level or gently sloping.
- iv) All entrances should be illuminated, have a level threshold and a covered main entrance.
- v) Communal stairs should provide easy access and lifts should be wheelchair accessible.
- vi) The width of the doorways and hallways should conform to the specifications set out in the above document.
- vii) There should be space for turning a wheelchair in living areas and adequate circulation space for wheelchair users elsewhere

- viii) The living room should be at entrance level.
- ix) In houses of 2 or more storeys there should be space on entrance level suitable for a convenient bed-space.
- x) There should be a wheelchair accessible entrance level WC, with drainage provision for the addition of a shower.
- xi) Walls in bathrooms/toilets should be capable of taking adaptations such as handrails.
- xii) The design should incorporate provision for a future stair lift and a suitably identified space for a through-the-floor lift.
- xiii) The design should provide for a reasonable route for potential hoist from main bedroom to bathroom.
- xiv) The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin
- xv) Living room window glazing should begin at 800mm or lower and should be easy to operate.
- xvi) Switches, sockets, ventilation and service controls should be at a height usable by all.

~~6.81~~ 6.82 The Council intends to see Lifetime Homes developed on a significant number of sites in the Borough and so will apply this policy to all large housing developments (i.e. those of 0.4ha or greater, or 10 dwellings or over). ~~with the capacity for ten or more homes and~~ In line with the Oldham Local Agenda 21 Plan, the Council will require a minimum 10% of their the site capacity to be developed to the appropriate standards. Lifetime Homes standard. The policy will be implemented through negotiation with developers on individual planning applications and through the use of planning conditions where appropriate and Section 106 obligations.

~~6.82~~ 6.83 The fact that the shape and topography of a site may affect ~~some of the ability of a development to accommodate the requisite number of~~ Lifetime Homes ~~standards~~ will be taken into account when assessing planning applications against this policy.

7 RETAIL AND LEISURE DEVELOPMENT

- 7.1 The retail sector is a dynamic and constantly evolving sector of the economy. For many years Oldham's Town and District Centres have been the hub of the community's shopping activity. However, the growing trend for out of centre shopping facilities to accommodate new retail formats, and the development of Internet shopping, is encouraging investment away from established shopping areas and posing a threat to their vitality and viability.
- 7.2 Out of centre shopping is geared towards car travel and although more and more people own vehicles, it is not accessible to all Oldham residents. If the growth of these developments were to go unchecked, key stores and traders could be lost from established centres and retail investment there could decline.
- 7.3 The UDP has a central role to play in guiding the location of new retail developments in the Borough to maintain and improve the role of Oldham Town Centre and the District Centres as key shopping destinations.
- 7.4 In drawing up its retail strategy for the UDP, the Council has taken into account the current Government advice set out in:
- a. Planning Policy Guidance Note 6* (Town Centre and Retail Developments 1996) PPG6 and subsequent Ministerial Statements clarifying retail policy
 - b. Planning Policy Guidance Note 13 relating to Transport
 - c. ~~draft~~ Regional Planning Guidance July 2001-March 2003
- 7.5 A prime objective of Government planning guidance in PPG6* is to focus retail and leisure development in existing Town and District eCentres and these are therefore the preferred location for developments that create a significant number of journeys. PPG6 recommends a plan-led approach to promoting development in town centres; a sequential approach towards the selection of development sites for retail and leisure; and support for local centres. In support, PPG 13* aims to reduce the length and number of journeys by motorised transport; encourage other means of travel; and reduce reliance on the private car. It is also keen to concentrate retail and other facilities in existing centres rather than out of centre sites.
- 7.6 Retail and leisure developments should be concentrated in existing centres where everyone has a chance to benefit from them, thanks to the choice of public transport by which these centres are generally served. An exception is made for small shops and leisure facilities that meet local needs.
- 7.7 The objectives of Council policy to control and guide retail development in Oldham are:
- a. to maintain the vitality and viability of Oldham Town Centre, the Borough's District Centres and local shopping facilities as locations for a wide range of shopping and other services that are easily accessible by the whole community;

- b. to limit non retail uses in main shopping areas while strengthening and safeguarding existing facilities that offer a range of community, shopping, and employment opportunities; and
- c. to protect local shopping facilities that provide for residents' essential day to day needs.

PART 1 POLICY

TOWN AND DISTRICT CENTRE SHOPPING AND LEISURE FACILITIES

S1 THE COUNCIL WILL ENSURE THAT THE TOWN AND DISTRICT CENTRES RETAIN THEIR VITALITY AND VIABILITY AS SHOPPING AREAS, BY:

- A. PROTECTING AND ENHANCING THE RETAIL FUNCTION OF THESE CENTRES; AND**
- B. CAREFULLY CONTROLLING THE TYPE, SCALE AND LOCATION OF RETAIL AND LEISURE DEVELOPMENT ELSEWHERE.**

TO THAT END, NEW RETAIL AND LEISURE DEVELOPMENT WILL ONLY BE PERMITTED ~~WITHIN THE TOWN AND DISTRICT CENTRES AND RETAIL PARKS INDICATED ON THE PROPOSALS MAP WHERE THERE ARE SUITABLE AND VIABLE DEVELOPMENT SITES OR BUILDINGS CAPABLE OF CONVERSION AVAILABLE~~ WITHIN THE FOLLOWING HIERARCHY, CONSIDERED SEQUENTIALLY, EXCEPT AS PROVIDED FOR IN THIS PLAN:

- I) TOWN CENTRE**
- II) EDGE OF TOWN CENTRE**
- III) DISTRICT CENTRE**
- IV) EDGE OF DISTRICT CENTRE**
- V) EXISTING OUT-OF-CENTRE RETAIL CENTRES THAT HAVE GOOD PUBLIC TRANSPORT ACCESSIBILITY, AS DEFINED ON THE PROPOSALS MAP.**

7.8 There are seven District Centres within the Borough. These are Chadderton, Failsworth, Huddersfield Road ("Hill Stores"), Lees, Royton, Shaw and Uppermill. They are identified on the Proposals Map. Alterations to the boundaries of some of the District Centres have been made as follows:

Shaw District Centre - extended to incorporate the library;

Uppermill District Centre - contracted to exclude areas that contain predominantly housing;

Chadderton District Centre - extended to ~~reflect its natural expansion~~ incorporate community facilities;

Huddersfield Road District Centre (“Hill Stores”) - extended to accommodate ~~demands for additional retail space within the previously compact centre and stimulate environmental regeneration~~ comprehensive redevelopment site involving opportunities for new build and refurbishment for a mix of uses to stimulate regeneration;

Failsworth District Centre - extended to reflect major redevelopment proposals.

Local shopping facilities have not been identified on the Proposals Map, but are defined within Policy S2.1.

~~7.9 The Proposals Map also identifies a site in Shaw that has planning permission for convenience retailing. There is a need for additional supermarket facilities in the area and the Council hopes to see this site developed for a large single convenience store.~~

~~7.10~~ 7.9 Town and District Centres provide the focus for a range of important facilities that are accessible to all residents in the Borough.

~~7.11~~ 7.10 The existence of shops is crucial to the success of other facilities in these centres and it is vital that this retail function is protected and improved. It is also important that leisure facilities are located so as to benefit ~~to~~ all Oldham residents and reduce the need to travel.

~~7.12~~ 7.11 The retail hierarchy seeks to focus new retail and leisure developments within or on the edge of the Town or District Centres. However, it is not always possible to locate large scale retailers of a restricted range of goods in Town or District Centres. New developments that cannot be located within or on the edge of the Town or District Centres or that are not aimed at purely local needs should be directed towards Alexandra and Centre (Elk Mill) Retail Centres, the Borough’s two existing out-of-centre retail parks that have good accessibility by public transport. By concentrating Concentrating out-of-centre developments in these in retail parks the Council aims locations offers the opportunity to avoid them being scattered across the Borough and to creates the potential for consumers to make linked trips. However, proposals for retail and leisure developments at the Retail Centres will be subject to the requirements of Policy S1.7. The Alexandra Retail Centre has been extended to include sections of the Oldham Loop rail line which may be disused as a result of conversion to Metrolink. When the final contract is awarded it will become clearer whether, and when, the land will become available for development and the Council wishes to make provisional the extension to the designation.

- 7.12 For the purposes of the sequential approach set out in PPG6 and subsequent Ministerial Statements clarifying retail policy, the Central Shopping Core, as defined on the Proposals Map, will be classed as the “town centre”. Consequently, the area outside the Central Shopping Core that is still within the Town Centre boundary, as defined on the Proposals Map, will be classed as “edge of town centre”.
- 7.13 In applying the sequential approach, the relevant centres in which to search for sites will depend on the nature and scale of the proposed development and catchment that the development seeks to serve.

Part 2 Policies

~~S1.1~~ Town Centre Shopping Core.

~~Within the central shopping core of the Town Centre, as shown on the Proposals Map, the following policy will apply:~~

~~Within the primary shopping frontages as shown on the Proposals Map and as described below, the Council will only permit development for non retail uses where 70% of the ground floor frontage will subsequently remain in retail use (Class A1 as defined by the Town and Country Planning (Use Classes) Order 1987):~~

- ~~a. the lower mall of the Spindles from the rotunda to the Peter Street escalators;~~
- ~~b. the upper mall of the Spindles from the rotunda to the Peter Street escalators;~~
- ~~c. the interior units of the Town Square Shopping Centre;~~
- ~~d. the external units of the Spindles to the north and east of the rotunda facing Market Place, together with No.1 Town Square, 21-41 Market Place and 2-6 Henshaw Street inclusive;~~
- ~~e. the south side of High Street, number 6-24, and the north side of High Street, numbers 1-23 inclusive, together with No.1 Church Lane.~~

- 7.13 The Town Centre is Oldham’s most important shopping destination and the part of the Borough most easily accessed by both public and private transport.
- 7.14 This policy is designed to protect and support its status by preventing the most important retail frontages in the Town Centre from being interrupted by an increasing number of non retail operations. While the Council recognises that banks, building societies, public houses and the like are generally complementary to the shopping uses, it believes their numbers should be limited within such a prime location for shopping.

- ~~7.15 The Council has established what are classified as “primary shopping frontages” within the Town Centre by taking into account the amount of A1 retail use within a specific length of shop fronts that border onto a street or mall, the type of outlets they contain, the number of national stores, and the number of pedestrians passing the frontages. The extent of primary shopping frontage identified in the central shopping core of the town centre has been limited to allow more of a mix of uses of premises not so identified.~~
- ~~7.16 The calculation of retail and non retail uses will be based on the total length of the primary shopping frontage including any blank elevations without shop fronts.~~

This policy and reasoned justification have moved to form part of a new policy S1.3.

Development Within The Central Shopping Core

- S1.1 Within the Central Shopping Core as defined on the Proposals Map, the Council will permit development of (including extensions to existing premises), or changes of use to, shops, financial and professional services, food and drink outlets, residential accommodation on upper floors, non-residential institutions and assembly and leisure facilities.**

Proposals for other uses will be permitted provided they do not undermine the vitality and viability of the Central Shopping Core.

The Council will expect the requirements of Policy S1.3 to be met.

- 7.14 The Council’s aim is to facilitate and maintain a diverse and vibrant shopping core area within the wider Town Centre. A range of uses can successfully complement the shopping offer and significantly enhance the attractiveness of the shopping centre in overall terms as a way of ensuring vibrancy at the heart of Oldham Town Centre.
- 7.15 Other uses may be appropriate as long as they do not harm the Central Shopping Core. The contribution that other uses may make to the vitality and viability of the Central Shopping Core will be assessed against the range of considerations listed in PPG6, including diversity of uses and pedestrian flows. Office uses will be permitted according to the requirements of Policy B1.5.
- 7.16 The Council will expect the requirements of Policy S1.3 on primary shopping frontages within the Central Shopping Core to be met when considering new planning applications.

Oldham Town Centre

~~S1.2 Within the Town Centre as defined by the Proposals Map, but outside the central shopping core, an application for a retail development will only be permitted where the proposed development is one of the following:~~

- ~~a. new shopping floorspace of less than 500 square metres gross; or~~**
- ~~b. a new retail store over 500 square metres gross selling primarily comparison goods where it can be clearly demonstrated that:
 - ~~i) there is a proven need for the floorspace;~~**
 - ~~ii) there are no suitable, viable and available alternative sites within the central shopping core; and~~**
 - ~~iii) that the cumulative effect of such development would not have a significant adverse impact on the vitality and viability of the central shopping core; or~~**~~**
- ~~c. where need exists, a new retail store over 500 square metres gross selling primarily convenience goods, to be limited by condition; or~~**
- ~~d. a builders' and plumbers' merchant, timber supplier, hire depot or other outlets providing a service mainly to the trade, subject to conditions regulating the goods sold and the hours of opening; or~~**
- ~~e. a car and caravan sales outlet or a tyre and exhaust centre;~~**

~~and the proposed development does not conflict with policies of the Town Centre section of this plan.~~

Development At The Edge Of The Central Shopping Core

- S1.2 Within the Town Centre but outside the Central Shopping Core as defined on the Proposals Map, the Council will permit development of (including extensions to existing premises), or changes of use to, shops, financial and professional services, food and drink outlets, residential accommodation, non-residential institutions and assembly and leisure facilities.**

Proposals for retail or leisure developments over 300 square metres gross will be required to demonstrate that:

- a. there is a proven need for the development;**
- b. there are no available, suitable and viable alternative sites within the Central Shopping Core;**
- c. the cumulative effect of such development would not have a significant adverse impact on the vitality and viability of the Central Shopping Core and District Centres; and**
- d. the proposed development does not conflict with the policies of the Town Centre section of this Plan.**

New retail stores over 300 square metres gross selling convenience goods which satisfy the above criteria will be limited by conditions relating to the amount of floorspace, size of unit and types of goods sold.

Proposals for business and industrial uses will be permitted in accordance with the requirements of Policy B1.5 and will be required to complement the vitality and viability of the Central Shopping Core and wider Town Centre.

Proposals for other uses will be permitted provided they do not undermine the vitality and viability of the wider Town Centre area and the Central Shopping Core

- 7.17 While the ~~e~~Central ~~s~~Shopping ~~e~~Core of Oldham Town Centre is the preferred location for retail activity, shopping facilities may still be acceptable outside this area, as it is acknowledged that part of the attraction of the Town Centre is the range of often specialised retailers located on the outside of the central shopping area.
- 7.18 Developers who ~~wish to~~ propose ~~major~~ retail developments over 300 square metres gross outside the Central sShopping eCore but within the wider Town Centre area will need to submit a retail capacity and impact study with their application, the basis and format of which should be agreed beforehand with the Council. Proposals will have to satisfy the tests of need, sequential approach, assessments of impacts and not conflict with the Town Centre section of this UDP. These tests will apply to proposals for shops selling convenience goods*.

comparison goods* or bulky goods* or any combination of these types of goods. Where both convenience and comparison goods are proposed to be sold within the same development, the applicant will be required to provide evidence on the need for each type of goods. This will be required to take into account quantitative and qualitative need, although the Council will place greater weight on quantitative need.

- 7.19 Convenience goods* stores of over ~~500~~ 300 square metres gross will be limited by percentage floorspace as to the amount of comparison goods* they can sell. The restriction will depend upon the scale of the proposal and local circumstances and will not normally exceed 25%, so as to protect the vitality and viability of the ~~e~~Central ~~s~~Shopping ~~e~~Core. Conditions will also be imposed on the size of the unit and any sub division of the unit.
- 7.20 Proposals for retail and leisure developments of 300 square metres gross or less are unlikely to have adverse impacts beyond general amenity, traffic and environmental considerations.
- ~~7.20~~ 7.21 Proposals for business and industrial uses within the wider Town Centre area will be required to complement the vitality and viability of the Central Shopping Core and will be considered against the requirements of Policy B1.5 in the Business, Industry and Local Economy section of this UDP. The contribution that proposals may make to the vitality and viability of the Central Shopping Core will be assessed against the range of considerations listed in PPG6, including diversity of uses and pedestrian flows. Planning applications for business and general industrial uses are more likely to be complementary than those for storage or distribution uses. Proposals for other uses will be permitted provided they do not harm the wider Town Centre area and the Central Shopping Core. For the purpose of this policy, other outlets that provide a service mainly to the trade refer to operations where trade customers account for a minimum of 65% of total turnover.

District Centre Shopping Primary Shopping Frontages

- S1.3** Within the primary shopping frontages of ~~District Centres as shown identified~~ on the Proposals Map and as described below, the Council will only permit ~~development for non-retail~~ proposals for changes of uses where 70% of the ground floor frontage will subsequently remain in retail A1, A2 or certain A3 (restaurants and cafes) use (~~Class A1~~ as defined by the Town and Country Planning (Use Classes) Order 1987) and provided they do not undermine the vitality and viability of the Town Centre or District Centre.

a. Within Oldham Town Centre

- i) the lower mall of the Spindles from the rotunda to the Peter Street escalators;
- ii) the upper mall of the Spindles from the rotunda to the Peter Street escalators;
- iii) the interior units of the Town Square Shopping Centre;
- iv) the external units of the Spindles to the north and east of the rotunda facing Market Place, together with No.1 Town Square, 21-41 Market Place and 2-6 Henshaw Street inclusive;
- v) the south side of High Street, number 6-24, and the north side of High Street, numbers 1-23 inclusive, together with No.1 Church Lane.

ab. ~~w~~Within Shaw District Centre:

- i) 64 - 88 Market Street inclusive;
- ii) 2-62 Market Street inclusive;
- iii) 3-57 Market Street inclusive; and
- iv) 2-18 Milnrow Road inclusive

bc. ~~w~~Within Royton District Centre:

- i) 2-28 Market Square inclusive;
- ii) 32-44 Market Square inclusive; and
- iii) all shop units in the shopping precinct block that faces north and east, fronting Market Square and Rochdale Road.

ed. ~~w~~Within Huddersfield Road District Centre (“Hill Stores”):

- i) 100-106b Huddersfield Road inclusive.

de. ~~w~~Within Chadderton District Centre:

- i) all shop units within the shopping precinct between Middleton Road and the Asda store to the north.

ef. ~~w~~Within Lees District Centre:

- i) 52 - 108 High Street and 1-9 Thomas Street inclusive.

The Council may impose planning conditions relating to the types of retail uses and opening hours of business.

- ~~7.13~~ ~~7.14~~ 7.22 The Town Centre is Oldham's most important shopping destination and the part of the Borough most easily accessed by both public and private transport. This policy is designed to protect and support its status by preventing the most important frontages in the Town Centre from becoming fragmented. The Council recognises the role that shops, financial and professional services, restaurants and cafes have in encouraging pedestrian footfall during the day and wishes to promote these activities within these prime locations.
- ~~7.15~~ 7.23 The Council has established what are classified as "primary shopping frontages" within the Town Centre by taking into account the type of uses within a specific length of shop fronts that border onto a street or mall, the type of outlets they contain, the number of national stores, and the number of pedestrians passing the frontages. The extent of primary shopping frontage identified in the Central Shopping Core of the Town Centre has been limited to allow more of a mix of uses of premises not so identified.
- ~~7.16~~ 7.24 The calculation of types of uses will be based on the total length of the primary shopping frontage including any blank elevations without shop fronts. When calculating the percentage for the purposes of interpreting the policy, the primary shopping frontage is taken to be the whole primary shopping frontage (as detailed in the policy) in which the unit is located and not the total of all primary shopping frontages within the Town Centre or District Centre. For example, Oldham Town Centre has five primary shopping frontages, not one.
- ~~7.21~~ 7.25 Primary shopping frontages within the District Centres have also been identified for protection from ~~non-retail~~ uses that may make them less attractive to shoppers.
- 7.26 Proposals for changes of use will have to both satisfy the percentage outlined in the policy, and not harm the vitality and viability of the relevant Town Centre or District Centre.
- ~~7.22~~ ~~The calculation of retail and non retail uses will be based on the total length of the primary shopping frontage, including any blank elevations without shopfronts.~~
- ~~7.23~~ 7.27 This policy does not apply to Failsworth or Uppermill. Failsworth District Centre will undergo major redevelopment during the period covered by this ~~review~~ of UDP and it would be inappropriate to identify primary shopping frontage at this point. Once the redevelopment is complete the Council will prepare Supplementary Planning Guidance that identifies and protects primary shopping frontage. A "Health Check" carried out by the Council in Uppermill in 2000 revealed there to be no particular concentration of passers by or retail outlets within the centre. Bearing in mind Uppermill's status as a popular tourist destination it is important to encourage a mix of uses that attract visitors as well as provide facilities for local people ~~and this can be best achieved through a more flexible approach.~~

- ~~7.28~~ The Council may attach planning conditions relating to the types of uses and opening hours to planning applications granted permission within the primary shopping frontages so as to secure the types of operators that will attract pedestrians during the day.

Food and drink premises

- S1.4 Outside the eCentral sShopping eCore of the Town Centre and outside District Centres, applications involving the sale of food or drink for consumption on or off the premises (Class A3 of the Town and Country Planning (Use Classes) Order 1987) will only be permitted subject to the following considerations:**

- a. no adverse impact from the proposal on the amenities of surrounding residential occupiers, including cumulative impact arising from other similar uses within the vicinity; and**
- b. the availability of safe and convenient facilities for car and cycle parking in compliance with the Council's parking policy and current parking standards; and**
- c. ~~the effect of the proposal on the free flow of traffic and pedestrians, and highway safety. it would have no adverse impact on the free flow of traffic and highway and pedestrian safety.~~**

Within a local shopping parade or a group of shops the Council will also expect the provisions of policy S2.1 to be met.

Where the Council considers the proposed development to be acceptable, conditions may be imposed to protect the amenity of residents. These conditions may include limitations on the opening hours of business, provision for the storage and collection of refuse and litter, and the need to satisfactorily deal with noise, fumes and smells.

- ~~7.24~~ 7.29 Food and drink outlets can generate considerably more pedestrian and vehicle activity than other retail premises, particularly if they offer takeaway facilities. The possibility of noise and other disturbance, particularly at the weekend and late at night, will need to be considered carefully.
- ~~7.25~~ 7.30 A concentration of food and drink premises in a locality may affect the safety of pedestrians by causing traffic congestion and the obstruction of nearby bus stops and lay-bys. Each application will therefore be assessed on its own merits.
- ~~7.26~~ 7.31 Within Town or District Centres, applications for food and drink developments will need to comply with the provisions set out in ~~policies S1.1 and policy S1.3~~ of this document UDP and appropriate policies in Section 3, Design of New Development.

Taxi and vehicle hire

S1.5 An application for a taxi or vehicle hire office outside the eCentral sShopping eCore of the Town Centre and outside the District Centres will only be permitted provided that all the following criteria are met:

- a. it would have no adverse impact on the amenities of surrounding residential occupiers, including cumulative impact arising from other similar uses within the vicinity; and
- b. off street car parking is available or there would be no adverse impact caused by on-street car parking; and
- c. it would have no adverse impact on the free flow of traffic and highway and pedestrian safety, ~~particularly on main roads.~~

Where the Council considers the proposed development to be acceptable, but is concerned that the vehicle hire office could be a source of nuisance to nearby residents, a condition may be imposed to restrict the hours of business operation.

~~7.27~~ 7.32 Applications for taxi and vehicle hire offices will be considered carefully as these businesses can generate significant levels of activity such as vehicle movements and considerable noise and disturbance, particularly during the weekends and late at night. Measures like the effective use of radio controlled cabs can help to reduce this type of nuisance in residential areas.

~~7.28~~ 7.33 These operations can also have implications for local traffic and although off-street car parking will not necessarily be a requirement of planning permission, the potential impact on local traffic flow, congestion and road safety will be taken into careful consideration.

Out of Centre Retail Development

S1.6 ~~A planning application for the development of one of the following uses will be permitted outside the Town and District Centres defined on the Proposals Map, subject to consideration of its traffic and environmental effects:~~

- ~~a. builders' and plumbers' merchants, timber suppliers, hire depots, cash and carries, and other outlets providing a service mainly to the trade, subject to conditions regulating the goods sold and the hours of opening;~~
- ~~b. car and caravan sales, petrol filling stations, tyre and exhaust centres;~~
- ~~c. nurseries and garden centres requiring large external storage and display areas; or~~
- ~~d. factory or farm shops.~~

- 7.29 ~~The principal objective of UDP retailing policy is to support the existing hierarchy of retail facilities while providing for acceptable levels of superstore or retail warehousing in recognised retail parks. This policy aims to accommodate retail activities that may be best located outside designated centres.~~
- 7.30 ~~The sale of products associated with industrial, horticultural and agricultural activity may be considered acceptable outside Town and District centres as long as it is ancillary to the main use of the premises. Small shops that sell mainly goods that are manufactured or produced on site may be considered acceptable. Applicants will need to demonstrate that the proposed use would:~~
- ~~a. be subsidiary to the main use of the site and its buildings;~~
 - ~~b. involve the sale primarily of products that are produced on site; and~~
 - ~~c. not cause any appreciable increase in traffic to the site.~~
- 7.31 ~~When granting permission under this policy the Council may attach conditions or expect applicants to enter into an agreement restricting the kind of goods they sell and preventing changes of use to other types of shop.~~
- 7.32 ~~As before, “outlets that provide a service mainly to the trade” refers to operations where trade customers account for a minimum of 65% of total turnover.~~

Development Within District Centres

S1.6 Within District Centres, the Council will permit development of (including extensions to existing premises), and changes of use to, shops, financial and professional services, food and drink outlets, residential accommodation, non-residential institutions and assembly and leisure facilities subject to the following considerations:

- a. it is consistent with the scale and function of the District Centre;**
- b. it would not undermine the vitality and viability of the District Centre;**
- c. the impacts on nearby residential amenity;**
- d. the effects of traffic generation on the highway network and the impacts on traffic movement and highway and pedestrian safety; and**
- e. the environmental effects on the locality.**

Proposals for business and industrial uses will be permitted in accordance with the requirements of Policy B1.5 and will be required to complement the vitality and viability of the District Centre.

Proposals for other uses will be permitted provided they do not undermine the vitality and viability of the District Centre.

The Council will expect the requirements of Policy S1.3 to be met.

- 7.34 The residents of Oldham are well served by District Centres that have been developed and established over a long period of time as focal points of existing communities and the public transport network. District Centres offer a wide range of retail, commercial and community services that complement the primary shopping function and enable people to make linked trips.
- 7.35 The policy aims to maintain and enhance the vitality and viability of the District Centres for the benefit of the community as a whole by permitting the development of a range of acceptable uses.
- 7.36 Proposals will be assessed against the range of criteria to ensure that the development is appropriate to the District Centre. They must be of a scale, and serve a function, that is appropriate to the role of the District Centre and must not negatively impact on its vitality and viability. Developments must not significantly impact on the amenity of nearby residents or the quality of the local environment by reason of noise, nuisance, litter and pollution. The Council will have regard to the traffic effects and impacts on highway and pedestrian safety when assessing new proposals.
- 7.37 Proposals for business and industrial uses will be required to complement the vitality and viability of the District Centre and will be considered against the requirements of Policy B1.5 in the Business, Industry and Local Economy section of this UDP. The contribution that proposals may make to the vitality and viability of the District Centre will be assessed against the range of considerations listed in PPG6, including diversity of uses and pedestrian flows. Planning applications for offices are more likely to be complementary than those for general industrial or storage and distribution uses.
- 7.38 Other appropriate services, including cultural facilities, taxi or vehicle hire and amusement centres, will be judged on the merits of each proposal and the impact that it would have on the District Centre.
- 7.39 The Council will expect the requirements of Policy S1.3 on primary shopping frontages within District Centres to be met when considering new planning applications.

Development outside Town or District Centres. Developments Outside the Town Centre and at the Edge Of or Outside the District Centres

S1.7 Outside the Town and District Centres and at the edge of or outside the District Centres, and where the proposed development is not one of the uses listed in S1.6 or does not comply with S2.3 and S2.4, the Council will not permit a development proposal for any form of retail or large to medium scale leisure development, including extensions to existing premises, unless:

- a. a clearly identified need has been established for the proposal; and**
- b. there is no suitable, viable and available development site, or building suitable for conversion, within the following hierarchy, considered sequentially:**
 - i) Town Centre**
 - ii) edge of Town Centre**
 - iii) District Centre**
 - iv) edge of District Centre**
 - v) within a retail park as defined on the Proposals Map; and (Moved in a modified form to policy S1).**
- b. there is no sequentially preferable and viable development site or building capable of conversion available; and**
- c. on assessment of the following considerations, the proposal is judged to be acceptable:**
 - i) the impact on the vitality and viability of any nearby Town and District eCentres including the cumulative impact of other retail permissions both within and outside the Borough;**
 - ii) the accessibility of the site by a choice of means of transport including public transport;**
 - iii) the likely changes in travel patterns over the catchment area;**
 - iv) the effects of traffic generation on the highway network and the impact on amenity, traffic movement and road safety; and**
 - v) the environmental effects on the locality of the proposal.**

For a retail or leisure proposal at the edge of an established Town Centre or District Centre but separated from the main centre by a highway, the Council will need to be satisfied that pedestrian flows can be safely accommodated between the proposed development and the existing centre, with any necessary improvements to be carried out at the developer's expense.

The Council may impose planning conditions on new shops relating to the amount of floorspace, size of unit and types of goods sold to control retail developments across the Borough.

~~7.33~~ 7.40 Developers of retail and leisure facilities ~~with floorspace of over 2500 square metres gross~~ will be ~~expected~~ required to submit evidence to ~~support~~ enable the Council to consider all of the above ~~conditions~~ criteria. ~~Similar assessments may occasionally be necessary for smaller developments that are considered likely to impact on a District Centre, dependent upon the size and nature of the development in relation to the centre. A retail capacity and impact study will be expected to be submitted by the developer, the basis and format of which should be agreed beforehand with the Council. Proposals will have to satisfy the test of need, sequential approach and assessments of impacts. These tests will apply to proposals for shops selling convenience goods, comparison goods or bulky goods or any combination of these types of goods.~~

~~7.34~~ 7.41 While the Council recognises that edge of centre or out of centre developments have a part to play in meeting the demands of consumers, existing centres must be safeguarded for the benefit of less mobile consumers and the community as a whole. With this in mind, it will not support proposals that are likely to significantly detract from the trading potential, of or investment in established centres or to undermine its strategy of ~~developing~~ maintaining the vitality and viability of the Town and District Centres.

~~7.35~~ In line with Government advice in PPG 6* the Council will assess the impact of a proposed development on the vitality and viability of an existing centre in terms of:

- ~~a. the threat development would pose to the strategy for the Town Centre;~~
- ~~b. the likely effect on future private sector investment;~~
- ~~c. changes to the quality, attractiveness and character of the centre, and to its role in the economic and social life of the community;~~
- ~~d. changes to the physical condition of the centre;~~
- ~~e. changes to the range of services that the centre will continue to provide;~~
- ~~f. likely increase in the number of vacant properties in the primary retail area;~~
~~and~~
- ~~g. where leisure operations are concerned, the implications for the centre's evening economy.~~

Moved to new paragraph 7.44

~~7.36~~ 7.42 Where a retail or leisure development is proposed in an edge of centre or out of centre location the applicant will be required to provide evidence that there is a need for the development, ~~they propose. Although no definition of "need" has been provided in Government Guidance, (This will be expected~~ required to take into account quantitative, and qualitative, ~~geographic, regenerative and commercial~~ need. Where both comparison and convenience goods are proposed to be sold within the same development, the applicant will be required to provide evidence on the need for each type of goods. The Council will place greater weight on evidence of quantitative need.

- ~~7.37~~ 7.43 Proposals for new retail or leisure developments ~~with floorspace in excess of 2,500 square metres gross, and in some cases for smaller schemes too,~~ will be ~~expected~~ required to provide evidence that ~~they have adopted~~ a sequential approach to the site selection process has been adopted. ~~and~~ The applicant will be required to demonstrate that in doing so, they have considered changes to their format that may allow them to ~~be accommodated on~~ operate from an existing site in a more central location have been considered. The Council may consider it appropriate in some instances to assemble a suitable site by using its powers of Compulsory Purchase.
- ~~7.35~~ 7.44 In line with Government advice in PPG 6* the Council will assess the impact of a proposed development on the vitality and viability of an existing centre in terms of:
- a. the threat development would pose to the strategy for the Town Centre;
 - b. the likely effect on future private sector investment;
 - c. changes to the quality, attractiveness and character of the centre, and to its role in the economic and social life of the community;
 - d. changes to the physical condition of the centre;
 - e. changes to the range of services that the centre will continue to provide;
 - f. likely increase in the number of vacant properties in the primary retail area; and
 - g. where leisure operations are concerned, the implications for the centre's evening economy.
- 7.45 The Council will assess the accessibility, impact on travel and car use and environmental impacts of a proposed development to gauge its sustainability. Proposals should be genuinely accessible by means of transport other than the car and therefore located where public transport is sufficiently frequent, reliable and convenient. They should also be easily and safely accessible to pedestrians, cyclists and people with sensory or mobility impairments. Where new development is proposed on sites that do not fully meet these criteria, planning permission will require that adequate provisions are made in line with UDP transport policy and this would be incorporated into a Section 106 agreement. Account will also be taken of the impact on travel and car use patterns, including the likely proportion of customers who would arrive by car and the catchment that the development seeks to serve, and whether the proposal will ensure access to all customers, facilitate more linked trips and help achieve a reduction in the number of motorised trips. The impact of the proposal on the environment will also be assessed.
- 7.46 Proposals for sport and recreation developments, including stadia, which will generate significant numbers of trips will be assessed against the requirements of Policy R2.2.
- ~~7.38~~ 7.47 Planning permission for shops in retail parks or other out of centre sites will be conditioned to restrict the range of goods to be sold in accordance with the schedule set out in Appendix D unless other material considerations dictate

otherwise. Restrictions may also be imposed on the total floorspace and minimum size of the unit.

~~7.39 The developer will also be expected to provide a comprehensive retail impact analysis, the basis and format of which should be agreed beforehand with the Council.~~

~~7.40 In PPG 6* the Government advises that new retail and leisure developments should be genuinely accessible by means of transport other than the car and therefore located where public transport is sufficiently frequent, reliable and convenient. They should also be easily and safely accessible to pedestrians, cyclists and people with sensory or mobility impairments. Where new development is proposed on sites that do not fully meet these criteria, planning permission will require that adequate provisions are made in line with UDP transport policy and this would be incorporated into a Section 106 agreement.~~
Moved to new paragraph 7.45.

~~7.41 A large scale leisure scheme is defined as a facility over 2,500 square metres gross that would serve the whole Borough, for example a multi-screen cinema, bowling alley or family entertainment complex. Such facilities would be expected to be located somewhere that is accessible to the majority of the Borough's population. The Town Centre would be deemed the most appropriate location.~~

~~7.42 A medium scale leisure facility is one which has a floor area of 1000–2500 square metres gross, and may be a gym, swimming pool, sports courts, nightclub, or children's play gym, for example.~~

Development adjacent to Town or District centres

~~**S1.8 The Council will only permit a retail proposal adjacent to an established Town Centre or District Centre, but separated from the main centre by a highway, where:**~~

- ~~a. it is satisfied that pedestrian flows can be safely accommodated between the proposed development and the existing centre, with any necessary improvements to be carried out at the developer's expense; and~~
- ~~b. where appropriate, the requirements of policy S1.7 are met.~~

Moved to form part of new policy S1.7

~~7.43~~ 7.48 Although it is accepted that shopping facilities on sites immediately adjacent to at the edge of established centres may add value to the centres themselves, it is essential that the above requirements relating to pedestrian flows be met if the new development is to become a safe and effective addition to existing facilities.

Customer facilities

~~S1.9~~ S1.8 In determining a planning application for a retail development with a gross floorspace of 1000 square metres or ~~more~~ greater, the Council will require the provision of:

- a. toilet facilities for customers, including those whose mobility is impaired;**
- b. baby changing facilities for use by customers of both genders with young children; and**
- c. facilities for domestic waste recycling as required by the Council.**

~~7.44~~ 7.49 Larger retail developments should make provision for the needs and convenience of all their customers, including the mobility impaired and those with young children, by providing certain facilities and services for their convenience.

~~7.45~~ 7.50 Large stores will be required to support the Council's commitment to energy efficiency and recycling by providing domestic waste recycling facilities in line with the current Waste Recycling Plan. These stores generate a significant amount of domestic waste themselves and can also provide a convenient location for recycling facilities.

PART 1 POLICY

LOCAL SHOPPING AND LEISURE FACILITIES

S2 THE COUNCIL WILL SEEK TO ENSURE THAT PEOPLE'S NEED FOR SMALL SCALE, LOCAL RETAIL AND LEISURE FACILITIES IS CATERED FOR BY PROTECTING EXISTING FACILITIES, AND PERMITTING THE PROVISION OF NEW LOCAL RETAIL AND LEISURE FACILITIES IN ACCORDANCE WITH THE POLICIES SET OUT WITHIN THIS PLAN.

~~7.46~~ 7.51 The Council recognises the contribution that local shops and leisure facilities make to the Borough by supplementing those that are available in the Town Centre, District Centres and out-of-centre retail parks. They provide a convenient local facility for "top-up" shopping, thereby reducing the need to travel to larger retail outlets, and are particularly valuable to less mobile members of the community. Local shops can also provide a community focus and strengthen local identity.

~~7.47~~ 7.52 Small scale leisure facilities are also valuable in a local area and can help to reduce the need to travel for recreational purposes.

Part 2 policies

Local shops

S2.1 Outside the Town and/or District Centres, the Council will not permit the change of use of a retail unit which is located within a shopping parade or a group of shops unless:

a. ~~at least 3 units or more~~, or at least 75% of the frontage, which ever is the greater, would subsequently remain in A1 use; or

b. it can be demonstrated that there is no proven demand for retail uses.

~~7.48~~ 7.53 Less mobile members of the community such as the visually and physically impaired, the elderly, mothers with young children and those who do not have ready access to private transport need, and regularly use local shopping facilities. Local shops also provide more mobile shoppers with a convenient “top-up” facility. As previously stated, they also have a positive effect on the area and community as a whole by providing a focus for activity.

~~7.49~~ 7.54 For the purpose of this policy a “shopping parade” is defined as a series of shops purpose built to provide local facilities, and “group of shops” refers to four or more adjacent or closely associated shop units.

~~7.50~~ 7.55 Evidence of no proven demand for retail uses is likely to include proof that the unit has stood vacant for at least six months and that estate agents have been unsuccessful in their attempts to sell or let the property during that time.

Protection of local shop premises

S2.2 Outside the Town and/or District Centres, the Council will not permit the change of use of an individual shop catering for the day to day needs of the surrounding area unless it can be proven that these needs can still be met by other local shopping facilities.

~~7.51~~ 7.56 Individual shops outside Town and District Centres can provide essential facilities for less mobile people and within more rural areas. Day to day needs can be met by small food stores, newsagents, Post Offices, pharmacies and other small scale shops of a local nature. The Council will therefore resist any applications that would result in the loss of such provision unless there is evidence that the need can still be met elsewhere within the community. This policy applies to premises currently or most recently used as a shop catering for day to day needs.

~~7.57~~ The existence of alternative shops within an easy walking distance of approximately 400 metres of the existing shop will be sufficient to demonstrate that the need for local shops can be met elsewhere within the community.

New shops serving local needs

S2.3 Outside the Town and District eCentres, but within the urban area, the Council will permit the provision of a shop ~~that does not exceed~~ 300 square metres gross or less subject to the following considerations:

- a. the impact of the proposal on the amenities of surrounding residential occupiers; ~~and~~**
- b. the effect of the proposal on the free flow of traffic and on highway and pedestrian safety, ~~particularly on main roads~~;**
- c. proposals within approximately 400 metres of a shopping parade or group of shops should be located within or at the edge of these nearby local shopping facilities, if there are suitable and viable premises available;**
- d. where vacant retail premises are available within approximately 400 metres of the proposal, the applicant will have to demonstrate why these premises cannot be used; and**
- e. proposals within a row of terrace residential properties will be restricted to the end property.**

The Council may impose planning conditions on the types of goods sold from new shops to control retail developments across the Borough.

~~7.52~~ 7.58 Units that do not exceed 300 square metres gross are acceptable for local shopping facilities subject to the ~~considerations~~ criteria set out in ~~a. and b.~~ above, and may be occupied by food stores, newsagents, Post Offices, pharmacies, advice centres and other small scale services ~~that benefit the local community of a local nature.~~ Applications for stores with floorspace in excess of 300 square metres gross will only be considered on their merits.

7.59 Proposals for new shops should be located within or at the edge of a shopping parade or group of shops if there are suitable and viable premises available. Encouraging new shops to locate within close proximity of existing local shops will help maintain the vitality and viability of these existing facilities and encourage opportunities for people to undertake linked local shopping trips. Exceptions to this will be where the proposed location is more than an easy walking distance from nearby local shopping facilities. New shops that cannot be located near existing local shopping facilities will be permitted so as to ensure the local needs of people across the Borough are satisfied.

7.60 For the purpose of this policy a “shopping parade” is defined as a series of shops purpose built to provide local facilities and “group of shops” refers to four or more adjacent or closely associated shop units.

- 7.61 If there are vacant retail premises available within approximately 400 metres of the proposal, the applicant will have to demonstrate why these premises cannot be used. This is to avoid the proliferation of vacant retail units across the Borough.
- 7.62 New shops that are proposed within a row of terrace residential properties will be restricted to the end property so as to reduce the impacts on residential amenity of existing properties.
- 7.63 The Council may impose planning conditions on the types of retail uses that will be permitted for new shops so as to avoid inappropriate retail developments across the Borough. Planning conditions could include restrictions on the goods to be sold.

Local leisure facilities

- S2.4 Outside the Town and District eCentres, but within the urban area, the Council will permit the provision of a ~~small-scale~~ leisure facility ~~that does not exceed 1000~~ 500 square metres gross or less subject to the following considerations:**
- a. the accessibility of the site by a choice of means of transport;**
 - b. the impact of the proposal on the amenities of surrounding residential occupiers; and**
 - c. the effect of the proposal on the free flow of traffic and on highway and pedestrian safety, ~~particularly on main roads.~~**
- ~~7.53~~ 7.64 Small scale leisure facilities can, if conveniently located for home or workplace, reduce the need to travel. Such a facility would involve a total floorspace not exceeding ~~1000~~ 500 square metres gross and may be a small gym or exercise studio that caters for a purely local need.

8 OLDHAM TOWN CENTRE

- 8.1 Oldham Town Centre is the main focus of the commercial, civic, cultural, educational and social life of the Borough. An attractive, accessible and vibrant Town Centre also does much to attract inward investment and promote civic pride and confidence in the area as a whole, since it is in many ways the public face of the Borough.
- 8.2 ~~The Oldham Partnership's "Oldham Framework" identifies the need to further develop and strengthen the role of Oldham Town Centre as a key means of improving the economy and status of the Borough locally and nationally.~~
- 8.3 ~~The Oldham Corporate Plan also recognises the priority of creating a successful and attractive town centre that will improve the Borough's competitiveness and help to tackle social exclusion.~~
- 8.4 8.2 The Council's strategy for the Town Centre, as expressed in this plan, is in line with Government planning policy, as expressed in PPG6* "Town Centres and Retail Developments". It is aims to encourage the broadest possible mix of appropriate new development into the Town Centre, where high standards of urban design will be essential, and ensure that this is supported by an efficient transport infrastructure and an attractive environment. As part of this ~~plan~~ strategy it also intends to restrict planning permission for certain types of development outside the Centre.
- 8.5 8.3 Wherever possible the Council aims to locate major new developments which would serve the whole Borough and are likely to generate a significant number of journeys, within or adjoining the Town Centre where they will be most accessible to the Borough's population by means other than the private car. The Council considers the Town Centre to be the most beneficial location for many retail, leisure, educational, cultural and office uses.
- 8.6 8.4 The following planning objectives have been established for the Town Centre:
- a. to build on its retail strengths while protecting the vitality and viability of the existing central shopping core;
 - b. to diversify the range of facilities and attractions it contains;
 - c. to increase Town Centre-based employment;
 - d. to promote good access by all methods of transport, but to make the improvement of non-car based options a priority;
 - e. to create a safe, secure and attractive public realm* with particular emphasis on the safety and convenience of pedestrians;
 - f. to facilitate, where appropriate, a significant amount of additional greening, including provision for local wildlife;
 - g. to enhance its image, appearance and local distinctiveness;
 - h. to extend the active core of the Town Centre to the south of Union Street and regenerate the Mumps area; and
 - i. to preserve and enhance its architectural and historic heritage.

- 8.7 8.5 As well as promoting appropriate high quality new development in the Town Centre, the Council is also committed to working in partnership with the business community and other relevant parties to further strengthen and improve the Centre, particularly by means of town centre management. The Oldham Town Centre Partnership will be a key organisation in the achievement of this.
- 8.8 8.6 The Council is also committed to a rolling programme of improvements to the public realm, including the enhancement of streetscapes and conservation areas, and the creation of new public spaces.
- 8.9 8.7 In line with recommendations in PPG 6* and in consultation with other parties with an interest in the Town Centre, the Council ~~is currently preparing~~ intends to prepare a Town Centre Strategy that ~~offers~~ will incorporate broad corporate consensus on aims, objectives and initiatives for the Town Centre that extend beyond town planning considerations.
- 8.10 8.8 To monitor trends and measure progress a Town Centre “Health Check” is carried out periodically by the Council. Other sections of the revised draft UDP include policies that relate to the control of development in the Town Centre.

PART 1 POLICY

THE ROLE OF THE TOWN CENTRE

- TC1 THE COUNCIL WILL SEEK TO SUSTAIN AND ENHANCE THE TOWN CENTRE’S ROLE AS A SUB-REGIONAL SHOPPING CENTRE ~~AND AS.~~ IT WILL BE THE MAIN FOCUS OF SHOPPING BUSINESS, CULTURAL, EDUCATIONAL, COMMUNITY AND LEISURE ACTIVITY IN THE BOROUGH. DEVELOPMENTS IN OLDHAM TOWN CENTRE WILL BE REQUIRED TO ACHIEVE A HIGH STANDARD OF URBAN DESIGN.**
- 8.11 8.9 The Council regards it as essential to sustain and enhance the vitality and viability* of Oldham Town Centre as the main shopping centre in the Borough, a key location for employment and for a wide range of facilities and services that are frequently used by people from across the Borough as a whole.
- 8.12 8.10 The Town Centre is the most accessible location within the Borough, particularly for those people who do not have access to a private car and those who choose to use public transport.
- 8.13 8.11 It is a key focus of community life; attracts a great deal of pedestrian activity and has an important role in defining the image of the Borough as a whole. In recognition of this, and in line with Government policy as expressed in PPG 6 – “Town Centres and Retail Developments” the Council is above all determined to ensure that all new developments incorporate high standards of urban design that enhance and extend the public realm in and around the development site.

- 8.14 8.12 Major development proposals, particularly those that involve large space users, will need to adopt a flexible approach to their format that respects the character and urban form of the Town Centre, creates new public spaces, maintains high levels of pedestrian permeability* and allows pedestrians safe, convenient and attractive routes overlooked by active frontages (shopfronts, windows and entrances).
- 8.15 8.13 Developments either within or affecting the Town Centre Conservation Area must achieve a high standard of design that preserves or enhances its character and appearance, in line with policies contained in Section 12, Conservation of the Historic Environment. The coverage of the Town Centre Conservation Area is shown on the Town Centre Inset Map on the Proposals Map.
- 8.16 8.14 Wherever appropriate, new developments must also contribute to the further greening of the Town Centre, by adding landscaped areas and street trees.
- 8.17 ~~To aid interpretation of this policy, the Council is preparing supplementary planning guidance* that will take the form of an urban design framework for the Town Centre. The design of all new development must complement the Council's ongoing programme of public realm improvements.~~

Part 2 Policies

Allocated sites

- TC1.1 **A site at Clegg Street, including that comprises the former bus station and the listed former Town Hall building, is allocated for comparison retail use on the Proposals Map (Town Centre inset) for retail and/or a range of other appropriate town centre uses.**
- 8.18 8.15 The Council has identified a need for limited additional comparison floorspace that should be met within the early part of the plan period. This site, located within the Centre's designated shopping core, is available and considered to be both suitable and viable for ~~the proposed retail use~~ particularly comparison retail. The site includes the former Town Hall building, which is listed and must be substantially retained and restored as part of any proposed development. Planning permission has previously been granted for 130,000 square feet of new retail floorspace on the site and Listed Building consent for a conversion has already been obtained. Improvements to the public space in front of the Town Hall will also be a requirement of any scheme.
- 8.19 ~~8.16 Appropriate secondary~~ A range of uses appropriate to the Central Shopping Core other than, or additional to, retail may be acceptable as part of a mixed use scheme for this site as part of a scheme that secures the future of the listed Town Hall.

8.17 Other than retail, appropriate uses may include food and drink, financial and professional services, offices, non-residential institutions, assembly and leisure facilities and residential.

TC1.2 A site at Union Street is allocated on the Proposals Map (Town Centre inset) for a new cultural quarter to comprise a new life long learning centre, art gallery, museum and theatre together with appropriate complementary uses which may include retail, food and drink, offices, workshops, residential and car parking.

8.20 8.18 During the period covered by this draft UDP the Council aims to create a new “quarter” within the Town Centre to bring together a range of new cultural and community facilities. It has allocated this site, which includes the existing grade II listed Library, as a suitable location and will encourage a mixed use development that can optimise the vitality and viability of the area.

8.21 8.19 The development of this site will contribute significantly to the necessary diversification of Town Centre attractions and facilities and ~~together with the redevelopment of the adjoining site (see policy TC 1.3) it will help to further~~ regenerate this part of the centre.

8.22 8.20 The scale, format and type of any proposed retail use must be complementary to the cultural function of the site, ~~which lies within the area covered by the approved Union Street South Planning Brief (October 2000).~~ and consistent with the Council’s planning policies on retail development.

~~TC1.3 A site at Union Street is allocated on the Proposals Map (Town Centre inset) for a mixed use development which may include retail, leisure, food and drink, residential and office uses planned in association with new car parking, highway infrastructure and public spaces.~~

~~Retail floorspace will only be permitted subject to compliance with retail policy S1.2 which may restrict the scale of provision and the range of goods that may be sold.~~

8.23 ~~The Council intends that this important site should accommodate a mixed use development that will complement the adjoining cultural quarter and enhance the vitality and viability of this part of the Town Centre. High standards of urban design will be essential and developers will need to make provision for new public car parking, necessary highway infrastructure and new public spaces and routes.~~

8.24 ~~The site lies within the area covered by the approved Union Street South Planning Brief (October 2000).~~

Town Centre car parking

TC1.4 TC 1.3 The Council will restrict the provision of any further car parking within a central zone of the Town Centre, as defined on the Proposals Map.

Proposals for new permanent stand alone car parks will not be permitted within this zone.

Proposals for dedicated car parking to serve new development or existing businesses within this zone, including change of use, will be limited to a maximum provision of 50% of the Council's normal maximum standard for the use in question, and subject to consequential traffic flows not prejudicing the safety, convenience and amenity of the pedestrian environment. Any proposed scheme must make full provision for parking for the disabled, and secure covered parking for cycles and motorcycles in accordance with the Council's approved minimum standards.

Proposals for the removal of existing car parking within this zone will be permitted.

8.25 8.21 In the interests of pedestrian safety and convenience and to reduce environmental pollution the Council aims to minimise the amount of traffic entering the central zone of the Town Centre. To this end, it does not intend to permit any additional free standing car parking facilities within this zone and will severely restrict the provision of dedicated parking with new developments or for existing businesses. Proposals that involve the removal of any existing car parking will be permitted as long as the development itself is in line with other policies and provisions set out in UDP. Proposals to use land awaiting development as a temporary car park may be considered acceptable.

TC1.5 TC 1.4 Proposals for additional car parking will be permitted in areas outside of the proposed central zone subject to meeting the following criteria:

- a. in the case of stand alone car parks and those serving retail, cultural or leisure uses, that the car park is primarily intended to accommodate short-stay use and that it will be generally reasonably available for short stay public use by all sectors of the general public at all times (at a price in line with charges for equivalent parking on Council run car parks at the time in question);**
- b. that the design of the car park is considered satisfactory in terms of the relevant design policies of the plan;**
- c. that the car park is located and designed to give convenient and safe pedestrian access to adjoining parts of the town centre;**

- d. that the car park:**
 - i) would have a safe vehicular access to the public highway, and**
 - ii) would be located and designed so as to minimise the scale and extent of additional vehicle movements within the centre;**
- e. that the proposed level of car parking provision would not exceed the Council's approved maximum standards; and**
- f. that full provision is made for parking for the disabled and for secure covered parking of cycles and motor-cycles in accordance with the Council's approved minimum standards.**

Where the pedestrian links referred to in (c) above are considered to be inadequate, the Council may ~~require a developer to enter into~~ seek a Section 106 obligation with the developer to fund their improvement to a satisfactory standard.

Proposals for stand alone car parks will only be permitted subject to a need for the facility having first been established to the satisfaction of the Council.

- ~~8.26~~ 8.22 It is accepted that an adequate supply of accessible and conveniently located car parking must be maintained for the foreseeable future to safeguard the viability, vitality and competitiveness of the Town Centre. For this reason, some additional provision may need to be made during the period covered by this plan.
- ~~8.27~~ 8.23 However, the Council is anxious to guard against over provision of car parking and the associated wasteful use of land and to encourage the efficient use of parking by ensuring that major car parks serve the centre as a whole and can be used by both shoppers and other Town Centre visitors who require short stay parking.
- ~~8.28~~ 8.24 Car parking need will be assessed on the basis of the available provision and use of existing car parks at the time of the application and will take into account the findings of user surveys on the perceived adequacy of car parking supply.
- ~~8.29~~ 8.25 The Council will require that any proposed new car parking area be located outside the central zone of the Town Centre with reasonably direct vehicular access to adjoining perimeter distributor roads, safe, convenient pedestrian links to adjoining areas of the Centre and prioritised pedestrian crossing points across roads.

Pedestrian permeability and the public realm

TC1.6 TC 1.5 Major ~~All~~ development proposals involving a site area in excess of 0.1 hectares within Oldham Town Centre shall be designed to make a positive contribution to maintaining and, where possible, increasing pedestrian permeability and enhancing the quality and the extent of the public realm. To this end, such developments will, where reasonably practicable and desirable, be required to both maintain and enhance existing provision and/or incorporate provision for new public spaces and/or routes as an integral part of the proposals.

~~In exceptional cases, where it is agreed that such on-site provision would not be appropriate, alternative provision shall be made for new off-site provision or the enhancement of the existing public realm in the vicinity of the development site. Where direct provision is not to be made a developer will be required to pay a financial contribution in lieu of such provision or enhancements.~~

~~Smaller developments should make such provision as can reasonably be achieved given the scale and nature of development involved.~~

- 8.30 8.26 Major Town Centre developments should use good urban design to improve pedestrian permeability and the extent and quality of the surrounding public realm. This will both benefit the development and contribute to the vitality and viability of the Town Centre as a whole.
- 8.31 8.27 New public space may include squares, courtyards, gardens, parks, including play facilities, streets and passageways. ~~8.32 Proposals within this category should aim to allocate a minimum of 20% of the site's developable area to new public space, which~~ The proposed space must be appropriate to its context, safe, secure, attractive, and accessible to all sectors of the population. As Oldham Town Centre ~~holds~~ occupies an elevated and exposed position, it may be appropriate to consider the provision of shelter. Wherever possible and appropriate, the inclusion of trees, planting and green areas should be a design priority.
- 8.33 ~~In exceptional circumstances where it is considered inappropriate to include public realm improvements within the development of the site itself, the Council will require proposals for these works to be carried out off site or else suggest a financial contribution in lieu of works. The scale of off site provision or financial contribution will be proportionate to the size of the development site and be calculated to reflect the notional cost, including land value, of the public space that is not provided on site. Either will be secured through a Section 106 agreement in line with the Council's published code of practice.~~
- 8.34 ~~For the purposes of this, and other policies in this section of the plan, major developments are defined as those relating to a site area in excess of 0.4 hectares.~~

- 8.28 Where appropriate and where consistent with the tests in Circular 1/97 (Planning Obligations), the Council will seek to facilitate delivery of any public realm provision or enhancements through the medium of a Section 106 Planning obligation.

Diversity and vitality.

- ~~TC1.7~~ **TC 1.6 Proposals for developments of more than 5,000 square metres gross floorspace and/or a site of 0.4 hectares or more will be required to demonstrate that the format, use and hours of operation of the proposed development will ensure that it will contribute to the diversity and vitality of that part of the Town Centre in which it is located. This may be achieved by incorporating a suitable mix of uses into the development.**

- ~~8.35~~ 8.29 The Council wishes to ensure that major new developments increase activity, diversity and vitality both in their immediate area and in the Town Centre as a whole, for as much of the twenty four hour period as possible. In line with PPG 6* advice it will, therefore, discourage large scale, single use developments that would not achieve this aim. Where practicable and appropriate, developments should optimise the mix of uses included and create lively street frontages.

Residential development within the Town Centre.

- ~~TC1.8~~ **TC 1.7 The Council will permit residential development within the Town Centre where this would not be likely to restrict the operation of existing or proposed business uses.**

- ~~8.36~~ 8.30 The Council is keen to create more opportunities for Town Centre living. Town Centre dwellers benefit from their proximity to the workplace, shops and leisure facilities and have less need to travel. The presence of people in the Town Centre at all hours of the day and night will enhance its vitality, improve security and create demand for additional services, particularly outside normal shop and office hours. This kind of development will also allow the re-use of floorspace above shops.

9 COMMUNITY AND EDUCATION FACILITIES

- 9.1 ~~The “Oldham Framework” aims to create confident communities and quality neighbourhoods and there can be no doubt that a strong, well-used network of community services that offers support to all of its people is an essential asset to any sustainable community.~~
- 9.2 ~~To achieve this aim, the Framework sets the task “To develop and maintain a range of community facilities that are accessible to all Oldham residents”. This Section aims to use the planning system to improve, protect and make new provision for community facilities in the Borough.~~
- 9.3 9.1 Although the direct provision of community facilities is beyond the scope of the development plan system, the UDP is able to establish policies for land use that will guide service providers when they introduce or change services, and create a basis for assessing the impact of the physical development of community facilities on adjacent land users.
- 9.4 9.2 A key message of this section is that community facilities, including education services, should be located in the most accessible and sustainable locations appropriate to the facility and its client group. The more difficult it is to reach these services, the less likely people are to use them, particularly the more vulnerable members of the community.
- 9.5 9.3 Additionally the development or improvement of community facilities, like any other development, should be carried out in a way that causes the least damage to the local environment and to the amenity of neighbouring users.
- 9.6 9.4 For UDP purposes, the term “community facilities” should be taken to include: education facilities; facilities associated with social service provision; health and medical centres; nursing homes; child care facilities including private nurseries; libraries and arts centres; community centres and halls; religious buildings; and special needs housing involving communal living and/or supported accommodation. It encompasses facilities that are ~~publicly provided and those which are privately funded and developed,~~ developed, owned and managed by the public, voluntary and private sectors.
- 9.7 9.5 The overall objectives of UDP policy for Community ~~Facilities~~ and Education Facilities are:
- to provide a framework for the use of land for new or improved community and education facilities;
 - to safeguard land and buildings used for community or educational purposes until it becomes clear that they are no longer required for that purpose; and
 - to enable greater use to be made of existing facilities where this would not adversely affect their primary use.

PART 1 POLICY

NEW AND IMPROVED EDUCATION AND COMMUNITY FACILITIES

- CF1 THE COUNCIL SUPPORTS THE DEVELOPMENT OF NEW AND IMPROVED EDUCATION AND COMMUNITY FACILITIES, INCLUDING DUAL USE, AND WILL USE THE DEVELOPMENT PLAN SYSTEM TO GUIDE NEW FACILITIES TO THE MOST APPROPRIATE LOCATIONS. THE COUNCIL WILL PROTECT THE SITE OF EXISTING FACILITIES UNLESS IT IS CLEAR THAT THE SITE CANNOT BE UTILISED FOR ALTERNATIVE OR FUTURE COMMUNITY USES.**

- 9.8 9.6 The provision of adequate education and community facilities is an important means of reducing disadvantage and improving the quality of life in the Borough. The Council will look favourably on proposals for new or improved community facilities that do not create any conflict with local amenity or environment. A particular concern is that these facilities should be located where they are most accessible to the people at whom they are aimed.

Part 2 Policies

Education Facilities

- CF1.1 The following sites are proposed for the development of educational facilities during the plan period:**

CF1.1.1 Blackshaw Lane, Heyside (Replacement school)

CF1.1.2 Platting Road, Lydgate (New playing fields)

- 9.9 9.7 The Council wishes to see the above sites developed during the Plan period.

New and Improved Community and Education Facilities

- CF1.2 ~~Proposals for new and improved community facilities will be considered against the following factors:~~**

~~a. The location of the proposed facility in relation to the geographical spread of its client group;~~

~~b. Accessibility by means other than the private car, including public transport;~~

~~c. In the case of residential homes and specialist housing, access to shops and local services;~~

~~d. Accessibility of the proposed use for the mobility impaired;~~

- ~~e. Impact on residential amenity and the local environment arising from the size and scale of the development and its use, including the intensity of use and hours of operation; and~~
- ~~f. Traffic generation, car parking provision and highway safety.~~

Planning permission for new and improved education and community facilities, including health facilities, will be granted provided that the development:

- a. Is appropriately located in relation to the geographical spread of its client group;**
- b. Has, as a minimum, satisfactory accessibility* to public transport options and is accessible to pedestrians and cyclists;**
- c. In the case of residential homes and specialist housing has access to shops and local services;**
- d. Will not have an unacceptable impact on residential amenity* and the local environment arising from the size and scale of the development and its use, including the intensity of use and hours of operation; and**
- e. Will not have an unacceptable impact on traffic generation or highway safety.**

- 9.10 9.8 In examining proposals for new community facilities it will often be necessary to consider the needs of those using the facilities and to assess whether these are met by the nature of the proposed development and its location.
- 9.11 9.9 The general aim should be to develop community and educational facilities in locations that are accessible by public transport, walking ~~or~~ and cycling. This is particularly important for facilities that generate a large number of journeys such as schools and other education establishments. Community services should ideally be developed in close proximity to ~~other~~ basic facilities such as pharmacies, food shops and post offices.
- 9.12 9.10 Where facilities are designed to serve a larger catchment area, in the first instance development opportunities within Town or District Centres should be considered. This approach will also meet the objective of maintaining the vitality and viability of these centres.
- 9.13 9.11 While community facilities are supplied for the benefit of everyone, people who live and work closest to them can be disturbed and inconvenienced by, for example, noise, litter, parking, hours of operation and increased traffic. For this reason account will be taken of the likely effect of proposed community and education facilities on the local environment and amenity*, particularly those in or near to residential areas.

- 9.14 9.12 A travel plan may be necessary to support proposals for the development of education or healthcare facilities (see Policy T2.2 T3.2 - Developments with Major Transport Implications).

~~Loss of Education and Community Facilities~~

Change of use from Education and/or Community Facility

- CF1.3 ~~Proposals which involve the loss of an educational or community building, either in whole or in part, should be accompanied by statement that shows the applicant has considered the following factors:~~

- ~~a. the reason for the facility becoming surplus to the requirements of the existing use;~~
- ~~b. the re-use of the site for alternative education or community facilities;~~
- ~~c. the ability of the site to meet future education and community needs; and~~
- ~~d. the impact of the proposed development on any remaining educational or community facilities taking into account physical proximity and amenity issues.~~

Planning permission for proposals involving a change of use from educational or community facilities, either in whole or in part, will only be granted where the applicant can demonstrate to the Council's satisfaction that the facility is genuinely redundant and surplus to future requirements, or where appropriate alternative provision is proposed. An exception to this policy may be permitted where the redevelopment of the facility for a non-community or education use would achieve broader planning objectives.

- 9.15 9.13 It is essential that sufficient facilities are retained to meet the existing and future needs of the community and education service and evidence that any facility held for these purposes is genuinely redundant and surplus to future requirements will be required before it is released for alternative development.

- 9.16 9.14 ~~Where it is proposed to demolish an existing facility and to redevelop for an alternative use, the above factors will be considered in relation to both the facility itself and the land upon which it is sited. Where it is proposed to redevelop, for an alternative use, the whole or part of an existing facility, or where the facility has been demolished but a vacant site remains, in order for the Council to determine whether the facility and site is genuinely redundant and surplus to future requirements, the applicant should submit as part of the planning application a statement detailing the following factors:~~

- ~~a. The reason for the facility becoming surplus to the requirements of the existing user;~~

- b. The potential for the building(s) to meet future education and community needs including those generated by alternative education or community uses which are appropriate to the size and function of the facility;
- c. The potential for the re-use of the site for alternative education or community facilities; and
- d. The impact of the proposed re-development on any remaining educational or community facilities taking into account physical proximity and amenity issues.

9.15 Further, where there is claimed potential for reuse, the Council will need to be satisfied that the use proposed has a realistic prospect of coming forward i.e. that there is a practical plan, including appropriate management and financial arrangements, in place to bring forward the reuse.

9.16 Although the reuse of community and education facilities and sites is important it is recognised by this policy that there may be circumstances where other planning objectives may outweigh the reuse, for example the reuse of a listed building for residential development may be more appropriate if this was considered to be the best way of securing its long term future.

Dual Use

CF1.4 ~~Proposals for the dual use of educational facilities and playing fields that involve additional development will be considered against the following factors:~~

- ~~a. the physical and amenity impact of the proposed development upon operation of the existing use;~~
- ~~b. the physical and amenity impact of the proposed development on adjoining land users; and~~
- ~~c. the type and scale of mitigation works required to ensure that the proposal does not harm the amenity of adjoining land users, particularly existing residents.~~

Planning permission for proposals involving the dual use of educational facilities and playing fields and which involve additional development will be granted, provided that the development would not have an unacceptable physical and amenity impact on both the existing users and users of adjoining land.

9.17 By allowing community and other groups to use education facilities and playing fields outside school hours it is possible to use land more efficiently and to make new or improved local facilities available in easily accessible locations. It is important, however, that new development or more intensive use of existing facilities is not detrimental to local amenity, particularly in residential areas. An assessment against ~~the above criteria~~ this policy may mean that proposed

schemes will need to be amended to minimise any nuisance or disturbance, for example any floodlighting should be carefully located and shielded.

Developer Contributions to New Teaching Spaces

CF.1.5 Where proposals are submitted for ~~housing~~ significant residential developments, and schools in the surrounding area are unable to satisfactorily accommodate the additional demands, a commuted sum will be sought from the developer for the provision of additional, extended or improved teaching spaces facilities such that the demands placed on the education system by a particular development can be accommodated. This policy will be applied to developments of 10 dwellings or 0.4 ha (net) or more consisting of housing or flats that have 2 bedrooms or more. For the purposes of this policy, “significant” is defined as applying to sites of 50 dwellings or 1.5 hectares and above. This policy will not be applied to specialised schemes where the occupiers will not place current or future requirements on local educational facilities. In applying this policy, regard will be had to:

- a. The nature of the proposed development, in terms of size of dwellings as defined by the number of bedrooms;
- b. The capacity of schools local to the proposed development site; and
- c. The economics of development.

9.18 Large new residential developments, defined for the purposes of this policy as 100 dwellings or 3 hectares (net) and above, consisting of family homes can place additional demands on existing education facilities, a particular problem ~~when~~ where a local school is schools are already at or close to capacity. For the purposes of this policy, “local” is taken to include those schools where it is likely that families with children of school age living at the development site would choose to educate their children. The site area threshold in this policy does not apply to the mixed use sites allocated in policy B1.3.

9.19 Creating additional local school places in such circumstances may be a sustainable method of meeting this extra demand. Where ~~necessary~~ monitoring indicates that additional educational infrastructure is necessary to accommodate demand arising directly from a proposed residential development, the Council will negotiate with ~~developers~~ the applicant for the provision of a commuted sum towards the development of new, extended or improved facilities ~~or improvements to existing ones~~. Sums of money generated in this way may be used directly or combined to fund the new ~~or improved~~ facilities.

9.20 The Council will produce supplementary planning guidance which will explain in detail the mechanisms for setting the level of contributions, how the contributions will be managed and how school roles will be monitored. The generation and management of commuted sums will be strictly controlled using the Council’s established and published guidelines.

10 RECREATION AND OPEN SPACE

- ~~10.1 Open space and recreation facilities are essential to people's health and well being. They contribute towards quality of life, have a key role to play in urban renaissance* and sustainable development*, make towns and cities more attractive places to live, and promote social inclusion* across all sectors of the community.~~
- ~~10.2 Recreation facilities come in a variety of forms including formal sports pitches, playgrounds and swimming pools. The past decade has seen a growth in more wide ranging recreational pursuits, with skateboarding, gyms, and leisure clubs becoming increasingly popular. This section aims to protect and improve the provision of these valuable facilities in the Borough in order to meet the recreational needs of all members of the community.~~
- ~~10.3 With regard to open space, this section aims to protect and enhance spaces that have been identified as making an important contribution towards the Borough's environment. These include urban parks and gardens, informal open spaces, and amenity green space*. The Oldham Green Space Strategy sets out the objectives for the future development of all green spaces throughout the Borough.~~
- ~~10.4 Recreational sites that are also valuable wildlife habitats are protected by policies within Section 11, Open Environment. The nature conservation value of such sites will, wherever possible, also be enhanced as part of any open space improvement.~~
- ~~10.5 The Council's main planning objectives for recreation and open spaces are to:~~
- ~~a. provide a wide range of recreation facilities that are accessible to all residents of the Borough;~~
 - ~~b. protect existing recreation facilities and open spaces from inappropriate development;~~
 - ~~c. improve the quality of open spaces throughout Oldham;~~
 - ~~d. create a network of open space and recreation routes across the Borough;~~
 - ~~e. maximise opportunities to create recreational facilities on the urban fringe;~~
 - ~~f. increase the amount of recreation provision in Oldham by providing new sites where resources permit;~~
 - ~~g. encourage a more efficient use of land by promoting sites that cannot be used for other purposes to be developed for recreational purposes and;~~
 - ~~h. encourage the linking of new recreation sites with public transport facilities.~~
- ~~10.6 The policies and proposals contained in this section take into account the following Government advice:~~
- ~~a. PPG1 General Policy and Principles;~~
 - ~~b. PPG12 Development Plans;~~
 - ~~c. PPG17 Sport and Recreation; and~~
 - ~~d. PPG17 (Draft) Sport, Open Space and Recreation.~~

PART 1 POLICY

PROTECTION AND ENHANCEMENT OF EXISTING FACILITIES

- R1** ~~THE COUNCIL WILL PROTECT FROM INAPPROPRIATE DEVELOPMENT LAND, BUILDINGS AND ROUTES USED FOR RECREATION PURPOSES AND OPEN SPACES, AND WHERE POSSIBLE SEEK THEIR IMPROVEMENT.~~
- 10.7** ~~PPG17* recommends that local authorities incorporate within their development plans policies that protect existing areas of open space including recreational routes, unless it can be demonstrated that they are surplus to requirements. Not only do recreation facilities improve people's quality of life, but they can also contribute to sustainability* objectives such as promoting social inclusion*, improving biodiversity*, protecting natural resources, and encouraging the diversification of the local economy.~~
- 10.8** ~~As some areas of the Borough are already identified as having a shortage of open space, it is essential that any existing sites are protected as far as possible from further development.~~
- 10.9** ~~PPG 17 also recommends local authorities to set targets for the provision of recreation facilities throughout their area, based on relevant national standards. Using the National Playing Fields Association (NPFA) standards, the Council has set a target of achieving 2.4 hectares of open space per 1000 population, which includes:~~
- ~~a. 1.2 hectares of sports pitches* per 1000 population;~~
 - ~~b. 0.6 hectares of children's play space* per 1000 population; and~~
 - ~~c. 0.6 hectares of informal recreational open space* per 1000 population;~~
- 10.10** ~~The Council will seek to achieve these targets through its own improvement schemes and through contributions from new developments (see Policy R2.1). A three tiered structure of LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Areas for Play) will guide the provision of children's play space and informal recreation across the Borough. It is the Council's objective that all homes should be within the safe walking distance recommended by the NPFA, of open space facilities that fall into each of the above categories. Further guidance, including the identification of areas of the Borough that have a shortage in particular recreation facilities is to be published in the form of supplementary planning guidance*.~~
- 10.11** ~~The Council's objectives for improving recreational routes across the Borough including the rights of way network, are set out in its Milestones Strategy and the forthcoming Rights of Way Improvements Plan.~~

Part 2 Policies

Protection of Existing Facilities

R1.1 ~~The Council will not permit development which would result in the loss of any of the following recreational facilities unless alternative equivalent facilities are provided in a suitable location, within a period of time acceptable to the Council. This applies to all sites that are currently or were most recently identified as being used for the following purposes:~~

- ~~a. open space used for recreational purposes (includes playing fields, school fields, other formal sports pitches, playgrounds and informal grassed areas);~~
- ~~b. amenity open space; (includes formal gardens and landscaped areas);~~
- ~~c. allotments;~~
- ~~d. recreational routes including waymarked footpaths, linear recreational routes and bridleways; and~~
- ~~e. ponds.~~

~~Exceptions to this policy will only be permitted where development can satisfy both of the following criteria:~~

- ~~i) in the case of a) and c) it is located in an area of surplus supply (as identified in Supplementary Planning Guidance) and is not valued by the community; and~~
- ~~ii) any development will contribute towards the improvement in the quality of the overall supply of recreation facilities in the Borough.~~

10.12 PPG17 underlines the importance of protecting all recreation facilities and open space (including those that are privately owned), as once an area used for recreational purposes is lost, it may be difficult to replace. This policy reflects a key finding of the sustainability appraisal carried out during the preparation of this review of UDP, that whenever the future of a recreation facility is considered, its value to the community should be clearly taken into account.

10.13 Recent government guidance has also strengthened the protection of playing fields from development. Playing fields may now only be developed where it can be demonstrated that sport and recreation uses can best be retained or enhanced through the development of a small part of the field.

10.14 To aid their protection, the Council has identified all open spaces over 0.4 ha on the Proposals Map, excluding those located within the Green Belt which are also protected under the policies contained in Section 11, Open Environment. Although sites under 0.4 hectares are not shown on the Proposals Map they are

~~still protected by this policy, which applies to both public and privately owned facilities.~~

- ~~10.15 Recreational routes are important in providing green, visual and access links between open spaces and they also have a role in linking urban areas to nearby countryside. They may also provide corridors for wildlife within the urban area. The following strategic recreational routes are identified on the Proposals Map:~~

- ~~a. Huddersfield Narrow Canal, (Ref RR1);~~
- ~~b. Rochdale Canal (RR2);~~
- ~~c. Oldham Way (RR3);~~
- ~~d. Pennine Bridleway (RR4);~~
- ~~e. Pennine Way (RR5);~~
- ~~f. Hunt Lane Cycleway (RR6);~~
- ~~g. Oldham – Lees cycleway (RR7);~~
- ~~h. Greenfield – Uppermill recreation route (RR8);~~
- ~~i. Royton Junction disused railway (RR9);~~
- ~~j. Oldham – Bardsley Cycleway (RR10); and~~
- ~~k. Delph Donkey recreation route (RR11).~~

- ~~10.16 These routes are regarded as the most important strategic recreation routes within the Borough and by identifying them on the Proposals Map, the Council hopes to assist their protection. This policy also protects other recreational routes not shown on the Map, including cycle routes that are currently being developed as part of the emerging Oldham Cycling Strategy (see Policy T1.4).~~

- ~~10.17 While this policy aims to protect existing recreation sites, circumstances exist where the relocation of a recreation facility can prove beneficial. Examples of this include where a site will be more widely used or where it becomes more accessible by modes of transport other than the private car, as a result of its relocation. Any relocation proposals will need to demonstrate that the overall quality of recreational provision within the Borough will be improved.~~

Improvement of Existing Facilities

- R1.2 The following sites are identified as recreation sites to be improved during the plan period:**

- a. The Huddersfield Narrow (Ref RR1) and Rochdale (RR2) Canals;**
- b. Pennine Bridleway (RR4);**
- c. Delph Donkey recreational route (RR11);**
- d. Alexandra Park;**
- e. Snipe Clough;**
- f. Copster Hill Park, Copster Hill;**
- g. Sacred Heart School, Derker;**
- h. Bulleote Green, Royton;**
- i. Aere Lane, Derker;**
- j. Waterhead Park, Waterhead;**
- k. Stoneleigh Park, Derker;**

- ~~l. Granby Street, Hollinwood; and~~**
- ~~m. Sholver Millennium Green, Sholver;~~**

~~The Council also has an objective of improving the Rights of Way network in the Borough as set out in the Council's Milestones Strategy and the forthcoming Rights of Way Improvement Plans.~~

- ~~10.18 In addition to protecting recreation facilities from development, it is important that the best use is made of existing recreation sites. This policy identifies those sites to be improved over the plan period, by the Council and other private and voluntary organisations. Improvements planned for other areas of open space are set out in the Council's Green Space Strategy. This policy reflects the fact that although there needs to be a sufficient quantity of recreation provision throughout the Borough, the quality of facilities is also an important factor that needs to be considered.~~

~~PART 1 POLICY~~

~~PROVISION OF NEW AREAS OF OPEN SPACE~~

- ~~R2 THE COUNCIL WILL SEEK THE PROVISION WHERE APPROPRIATE OF NEW AREAS OF OPEN SPACE AND OTHER RECREATION FACILITIES.~~**

- ~~10.19 This policy aims to create new recreation facilities, where opportunities arise and resources permit, to ensure that all members of the community have access to a wide range of recreation sites ranging from local, to strategic level facilities. This policy also includes schemes that will deliver further or improved amenity green space*.~~

~~Part 2 Policies~~

~~New Recreation Sites~~

- ~~R2.1 The following sites are identified on the UDP Proposals Map as new recreation sites:~~**

- ~~• Sam Road, Diggle~~**

- ~~10.20 Certain areas of the Borough would benefit from new recreational developments and the completion of proposals for the above site will help to achieve the targets set out in policy R1. The site at Diggle has been chosen on the basis that it is accessible to the local community, e.g. it is within safe walking distance. There are likely to be further new recreation sites completed during the period covered by the UDP but at the current time no definite schedule exists for their implementation.~~

Open Space and New Residential Developments

R2.2 ~~The Council will require that all new residential developments of 5 or more dwelling units contribute to the provision of public open space.~~

~~For developments of 30 or more dwelling units, on-site provision of public open space will be required.~~

~~For developments of 5 to 29 dwelling units (inclusive), where there is an identified local deficiency of public open space, there will be a requirement for on-site provision unless, in the view of the Council, there are specific reasons why it is either not practical or undesirable to do so.~~

~~In those instances where either all or part of the calculated requirement for on-site provision of public open space is not to be provided on site, a developer will be required to pay a commuted sum in lieu of such provision which the Council will use to fund the provision of new open space, or to enhance the quality of existing public open space in the general locality of the development site.~~

~~Any open space to be provided on the development site shall be designed and located to optimise its accessibility, attractiveness and safety. Part of the provision shall be suitable for, and laid out as, children's play space.~~

~~10.21 All new residential developments create increased pressure on existing recreation resources including open spaces. It is important that new developments make a contribution towards open space provision by way of actual provision on site, or a commuted sum towards the improvement or provision of open space off site from the development. The provision of open space as part of a new residential development is in addition to the design requirements for landscaping etc. set out in Policy D1.1.~~

~~10.22 New residential development will be required to make provision for new public open space at a rate of 25m² per dwelling (1 or 2 bed units) and 35m² per dwelling (3 bed units or larger). In those instances where on site provision is not to be made, the commuted sum payable in lieu will be based on:~~

~~a. the cost of laying out the area of public open space that would otherwise have been provided on site; and~~

~~b. the cost of maintaining such an area of open space for a period of 12 years.~~

~~10.23 In those instances where on site provision is to be made, a commuted sum equivalent to the cost of 12 years maintenance of the public open space will still be a requirement. The rates on which the calculation of the relevant elements of the commuted sum will be based, will be published in the form of supplementary planning guidance. The figures in lieu of on site provision will be based on notional provision that includes the cost of play equipment.~~

10 OPEN SPACE, SPORT AND RECREATION FACILITIES

- 10.1 This Chapter relates to natural and hard surfaced open spaces, and to indoor / built sport and recreational facilities.
- 10.2 Whilst found primarily in the urban areas of the Borough, the countryside also contains important sport and recreation facilities, to which these policies also apply.
- 10.3 The availability of open spaces and sport and recreation facilities, whether outdoor or indoor, underpins people's quality of life. They are essential to health and well- being, providing an antidote to stress and an opportunity for a variety of 'health orientated' activities. They have a key role to play in delivering a variety of the Government's wider objectives including urban renaissance, sustainable development, social inclusion and community cohesion. They can also support economic growth, combat the effects of pollution, enhance the image and appeal of the Borough for residents, workers, investors and visitors, and provide an educational resource across all sectors of the community. Participation in sport and the availability of facilities is also held to be a contributory factor in reducing crime. Open spaces can act as catalysts for wider community initiatives, and can also increase opportunities for nature conservation and appreciation.
- 10.4 The Government acknowledges in Planning Policy Guidance Note (PPG) 17 that all forms of open space have a primary function, but that they usually serve other purposes in addition, for which they may also be publicly valued. Some can be valuable for dedicated active or formal sports pursuits, and also at the other end of the spectrum, for non-organised, passive recreation through providing informal natural and landscaped areas. Policy R1 seeks to protect the broad range of types of open space which have public value.
- 10.5 They also perform other functions of a non-recreational nature as follows:
- a. strategic functions: defining and separating urban areas and local communities from roads, linking the urban area with the countryside and providing for recreational needs over a wide area, acting as a buffer between incompatible uses, and providing a sense of place and identity;
 - b. urban quality: helping to support regeneration, providing visually attractive green spaces close to home and cleaner environments, making use of derelict sites and contributing to the setting of buildings and areas;
 - c. promoting health and well being: providing opportunities for exercise and relaxation;
 - d. habitat and havens for fauna and flora: enabling through routes from one habitat to another, helping to contribute to achieving objectives set out in Oldham's Biodiversity Action Plan, and fostering interest in nature conservation;
 - e. as a community resource: supplying places for community and cultural events, fairs, festivals and fetes, meeting places, an outdoor classroom for biological and ecological studies, and a place to keep livestock or grow food;

- f. visual amenity: providing a pleasing outlook and attractive views for residents and visitors, variety in the urban scene or a positive element in the landscape, and landscape features worthy of retention.
 - g. Sustainable means of transport: providing a network of key cycling and footpath routes, reducing dependency on non-sustainable means of transport.
- 10.6 Open spaces that are used for both recreational and non-recreational functions, are often those of most public value. A key feature of successful green spaces is their capacity to provide multiple benefits to urban communities.
- 10.7 Sport and recreational facilities within the urban areas, whether in public or private ownership, are coming under increasing pressure from development, primarily due to the desire for urban renewal and the protection of the Green Belt. The Council's main planning objectives for open spaces, sport and recreation facilities are, therefore, to:
 - a. ensure that land is provided for a wide range of open space, sport and recreation facilities which meet the needs and expectations of all residents of the Borough and are accessible to all residents, workers and visitors;
 - b. protect from inappropriate development existing open spaces, sport and recreation facilities that are of public value to residents;
 - c. maintain and enhance the quantity, range and quality of open spaces and sport and recreational facilities throughout the Borough;
 - d. protect and maximise opportunities for a network of open spaces and recreation routes across the Borough that contribute to sustainable transport;
 - e. support suitable recreation activity in the urban fringe;
 - f. increase the amount of sport and recreation provision in the Borough by providing new sites where resources and opportunities permit;
 - g. encourage a more efficient use of land by promoting sites that cannot be used for other purposes to be developed as open space and / or for sport and recreational purposes, and using brownfield sites in preference to greenfield sites;
 - h. encourage the accessibility of existing and new open space, sport and recreation facilities by public transport; and
 - i. ensure that the use of sport and recreational facilities does not result in loss of amenity or have a detrimental impact on residents, neighbouring uses, the character of the area, or harm nature conservation and biodiversity.
- 10.8 The Oldham Greenspace Strategy will be an important strategy for future action. It will set out the priorities, objectives and aspirations for the future development, improvement, management and operation of all greenspaces under the control of the Authority throughout the Borough.
- 10.9 The policies and proposals contained in this section take into account the following Government advice:
 - a. PPG1 General Policy and Principles;
 - b. PPG12 Development Plans;
 - c. Revised PPG17 Planning For Open Space, Sport and Recreation, and 'Assessing Needs and Opportunities: A Companion Guide to PPG17;
 - d. RPG13 Regional Planning Guidance for the North West (2003); and

e. Circular 1/97 Planning Obligations.

PART 1 POLICY

MAINTAINING SUPPLY THROUGH THE PROTECTION AND IMPROVEMENT OF EXISTING OPEN SPACE, SPORT AND RECREATION FACILITIES.

R1 THE COUNCIL WILL PROTECT FROM INAPPROPRIATE DEVELOPMENT THE FOLLOWING TYPES OF OPEN SPACE AND LAND, BUILDINGS AND ROUTES USED FOR SPORT AND RECREATION PURPOSES WHICH ARE CONSIDERED TO BE OF PUBLIC VALUE, OR ARE POTENTIALLY PUBLICLY VALUABLE, AND WILL WHERE APPROPRIATE REQUIRE THE IMPROVEMENT OF EXISTING FACILITIES WHICH PERFORM AN OPEN SPACE, SPORT OR RECREATION FUNCTION:

- A. PARKS AND NON – DOMESTIC GARDENS;**
- B. NATURAL AND SEMI-NATURAL URBAN GREENSPACES;**
- C. GREEN CORRIDORS;**
- D. OUTDOOR SPORTS FACILITIES;**
- E. AMENITY GREENSPACE;**
- F. PURPOSE MADE RECREATION FACILITIES FOR YOUNG PEOPLE;**
- G. ALLOTMENTS, COMMUNITY GARDENS AND URBAN FARMS;**
- H. CEMETERIES, CHURCHYARDS, AND OTHER BURIAL GROUNDS;**
- I. CIVIC AND MARKET SQUARES; AND**
- J. INDOOR BUILT FACILITIES USED FOR SPORT AND RECREATION.**

TO THAT END, THE DEVELOPMENT OF OPEN SPACES, SPORT OR RECREATIONAL FACILITIES FOR ALTERNATIVE USES WILL NOT BE PERMITTED, EXCEPT AS PROVIDED FOR ELSEWHERE IN THIS PLAN. THE COUNCIL WILL SEEK TO MAINTAIN A SUPPLY OF OPEN SPACES, SPORT AND RECREATION FACILITIES THROUGH NEW AND IMPROVED PROVISION, IN ACCORDANCE WITH IDENTIFIED STANDARDS.

10.10 The table in Appendix E illustrates the broad range of open spaces that may be of public value within each category above, and to which the policies contained in the Section should apply.

10.11 PPG17 advises that policies should protect open spaces and sport and recreation facilities that are of high quality, or of particular value to the community. In terms of built facilities, it is also proposed to protect the most accessible ones, which will probably be those located in the Town Centre or District Centres or within schools.

- 10.12 Some open spaces or sport and recreation facilities will be more valuable to the community than others, and this may be difficult to assess. Generally value will depend on the quality of a facility and in most cases how accessible it is. The level of usage, irrespective of the quality of facilities or level of maintenance, is also an indication of the facility's value. A highly accessible facility, even if it is of poor quality, may be immensely valuable. However, under-use is not necessarily an indication of a lack of demand. Exceptionally, poor accessibility may also be a cause of value, for example in the case of a wildlife habitat which may be sensitive to disturbance or use.
- 10.13 Some open spaces, sport and recreation facilities within the typology lie within areas allocated for other purposes in the RUDP or on previously developed land which the Council intends to safeguard for development. The establishment and protection of open space and sport and recreation facilities must not prejudice other objectives of the UDP.
- 10.14 The Council will undertake a 'Local Assessment of Needs' for open space, sport and recreation facilities. This will involve, firstly, identifying local needs, and carrying out a comprehensive audit of existing facilities. An analysis of the information from both will enable the Council to set local standards where appropriate for the types listed in the typology. Only when this is completed will it be possible to fully implement the provisions of revised PPG17. Applying the locally derived standards will enable the identification of surpluses and deficits in provision - areas that are most valuable and as such should be protected, those that can be released for alternative uses, and those that could be improved. Standards for relevant types of provision will relate not just to a required quantity, but also to the quality and, in most cases, the accessibility of provision. Revised PPG17 now places as much emphasis on the quality of what is provided, and how accessible facilities are, as has previously been put on the quantity of facilities. The Council will seek to incorporate these standards into a future review of the Plan as part of the statutory procedure.
- 10.15 As part of the overall open space assessment, a comprehensive Playing Fields Strategy (PFS) is already being prepared for the Council. It will essentially determine whether the existing stock is adequate to meet pitch sport needs. This Strategy and action plan will sit alongside the UDP, providing a robust framework within which to implement policies on playing field provision and protection.
- 10.16 In the absence of a robust and up to date local assessment of needs and locally derived standards of provision, the Plan sets out an interim position for the purposes of maintaining provision and determining the value of open space and sport and recreation facilities. The Council will continue to apply quantitative standards as follows:
- i) 1.2 hectares per 1000 people of sports pitches, equivalent to 7 football or rugby pitches and 3.5 cricket pitches per 12,000 people; and

- ii) 1.2 hectares per 1000 people of other open space, of which 0.8ha should be suitable for formal or informal children’s play. This standard also includes open space for non-pitch sports such as tennis, and amenity open space.

- 10.17 The Council’s standards for open space, sports and recreation provision are based on the updated standards of the National Playing Fields Association (NPFA) of 2.4 hectares per 1000 people, but differ in including amenity open space. This reflects the fact that open space can have more than one function, and is adopted as an interim position until local standards are established through the needs assessment and audit.
- 10.18 Outdoor children’s play includes designated areas providing a range of facilities, and casual playing space within areas of amenity open space. A three tiered structure of designated areas, containing a range of equipped facilities and in locations based on certain walking times, will guide the provision of children’s equipped and informal play space across the Borough. Local Areas for Play (LAPS) are small areas for infant school aged children, 1 minute from home. Local Equipped Areas for Play (LEAPS) are for ‘juniors’ and offer play equipment within 5 minutes walk from homes. Neighbourhood Equipped Areas for Play (NEAPS) should serve older children over a larger residential area within a 15-minute walk, and have a greater variety of facilities. It is the Council’s objective that all homes should be within the safe walking distances of each type of facility within the hierarchy, as recommended by the NPFA.
- 10.19 The Council’s standard for the provision of non-pitch open space⁴ is 1.2 hectares per 1000 people. This equates to 12 square metres per person. The same standard is applied to the provision of open space in new residential development, and to support the requirement for additional or improved provision on or off-site. Sports pitches are excluded from this requirement, because their provision is considered on a Borough-wide basis, rather than site by site. This is because most participants in formal sport are willing to travel a longer distance to facilities.
- 10.20 Incidental landscaping such as grass verges and “space left over after planning” does not count towards this provision. This may be the subject of design requirements for landscaping set out in the Design Section.
- 10.21 This standard guides the protection and maintenance of supply when considering planning applications for the development of a particular piece of open space within a neighbourhood, based on the Council’s 1994 assessment of open space within the Borough. The standard may also be used by the Council as a check for its own schemes for new provision.
- 10.22 As some areas of the Borough are already identified, using the above standards, as having a shortage, particularly of play open space, it is essential that any existing sites within areas of deficiency be protected as far as possible from further development, and that priority is given to improving the existing stock.

⁴ Here “non-pitch open space” refers to all open space other than sports pitches.

- 10.23 All open spaces are protected, other than as allocated for other uses in the policies of this Plan.
- 10.24 The Proposals Map shows all those publicly accessible open spaces above 0.4 hectares within the urban areas that were included in the 1994 open space survey. Sites not indicated on the Proposals Map for reasons of visual clarity, but to which policies still apply, include open spaces and facilities within the Green Belt, those designated as Local Green Gaps, and those within the boundaries of Green Corridors and Links. Policies will also apply to any new, replaced or exchanged areas of open space secured during the plan period through development proposals, to meet the Council's standards and recreational strategies.
- 10.25 It is important to protect recreational routes, which provide links between open spaces within the urban areas, and between the urban areas and the countryside. They provide opportunities for walkers, cyclists, horse-riders and other non-motorised traffic to travel on green transport networks, thereby improving accessibility and encouraging sustainable recreational activity. They may also provide corridors for wildlife within the urban area. The following strategic recreation routes within the Borough are identified on the Proposals Map.
- Huddersfield Narrow Canal (Ref RR1);
Rochdale Canal (RR2);
Oldham Way (RR3);
Pennine Bridleway (RR4);
Pennine Way (RR5);
Hunt Lane Recreation Route (RR6);
Oldham – Lees Recreation Route (RR7);
Greenfield - Uppermill Recreation Route (RR8);
Royton Junction Recreational Route (RR9);
Oldham Bardsley Recreational Route (RR10);
Delph Donkey Recreation Route (RR11);
Crompton Circuit (RR12), and
Beal Valley Way (RR13).
- 10.26 This policy also protects other recreational routes not shown on the Map, including cycle routes that have been developed as part of the adopted Oldham Cycling Strategy (see Policy T1.4).
- 10.27 The Council's objectives for improving recreational routes across the Borough, including the rights of way network, are set out in the Council's Rights of Way Improvements Plan, which covers the period 2002 – 2007.

Part 2 Policies

Maintaining Supply through the Protection and Improvement of Existing Open Space, and Outdoor Sport or Recreation Facilities.

R1.1 **The Council will only permit development which would result in the loss of an open space as defined in Policy R1 (A-I), that is currently or was most recently used as open space, or for sport or recreation, provided that the development will deliver a benefit to the local community that would outweigh the harm resulting from the loss of open space; and**

- a. a replacement facility, is provided by the developer on another site prior to the use of the existing site / facility being terminated, which is at least as accessible to current and potential users, and at least equivalent in terms of usefulness, attractiveness and quality to the existing; or**
- b. if replacement on another site is neither practicable nor desirable, a contribution is made by the developer to the Council for new provision or the improvement of existing open space or outdoor sport and recreation facilities within an appropriate distance from the site, or within the site, to remedy such an identified deficiency in quantity or quality of such, the scheme to be agreed with the Local Planning Authority; or**
- c. a mixture of both a. and b.**

Exceptions to the policy will only be permitted where:

- i) the open space, sport or recreation facility, is not valued by the community as demonstrated by the applicant through an independent assessment; or**
- ii) the proposed development comprises a small scale structure or an engineering operation which is ancillary or complementary to the recreational use of the site or its open space function, and the character is maintained; or**
- iii) the proposed development is for a new outdoor or indoor sport or recreation facility which is of sufficient benefit to the development of sport and recreation, or to the open space function, to outweigh the harm resulting from the loss of the existing open space, and it could not be reasonably located elsewhere, and does not result in a known deficiency in the open space in the area.**

This Policy does not apply to playing fields, or land which is allocated for built development under any policy of this Plan, or proposals that relate to cleared sites on previously developed land where there is a clear intention for future development.

In respect of on or off-site replacement or enhanced open space and / or recreational facilities, all of the following will apply:

- iv) The Council's standards of provision will be applied;**
- v) The developer will be expected to enter into a Section 106 planning obligation with the Council, where appropriate, in order to secure the provision and funding;**
- vi) Unless other ways of securing the maintenance of the open space are agreed with the Council, the developer will normally be expected to enter into a Section 106 planning obligation with the Council relating to the dedication and ongoing maintenance of the facility; and**
- vii) The location and design of any new, replacement or enhanced open space and facilities should comply with the provisions of Policy R2.2.**

10.28 PPG17 underlines the importance of protecting all open spaces, in either public or private ownership, which might have community or public value. This is irrespective of whether the public has access to them, and can include 'previously developed' sites. PPG 17 suggests that these may include small areas of open space in urban areas that provide an important local amenity and offer sporting or recreational opportunities, those that offer a community resource and can be used for informal events, or open space that particularly benefits wildlife and biodiversity. Once an open space, sport or recreational facility is lost, it may be difficult to replace. Exercising control in this way is a means of maintaining a supply and distribution of facilities, and enhancing provision.

10.29 Any potential loss of open space should be weighed against the wider benefits being offered to the community. For example, the benefits from redeveloping a site as part of a comprehensive housing renewal scheme, or allowing an employment generating use on a site, at the same time as creating opportunities to incorporate replacement and improved open spaces / facilities within developments on better sites, or on more accessible nearby sites, could outweigh the harm resulting from the loss of the open space. As to whether it is considered that the development will deliver a benefit to the local community that would outweigh the harm resulting from the loss of the open space, each application would have to be considered on its own merits.

10.30 Relocating a recreational facility to other (vacant) land that is otherwise unsuitable for development, can prove beneficial to the public, particularly where the alternative replacement facility would be of a higher quality, safer and / or accessible to more users than the open space to be developed for another use.

10.31 Poor quality facilities, like too few, can also restrict opportunities for use. Improvements in the quality of existing facilities can make real differences in the actual usefulness of open spaces. Partial development of an open space to

improve the remainder, or complete redevelopment with replacement, and / or enhancement elsewhere, might result in a facility which is likely to be more widely used, because it is better in quality, more accessible or safer. Poor accessibility and the real or imagined threat to personal safety and security are reasons why open spaces are not used to their full potential. Any relocation proposals need to demonstrate that the overall quality and quantity of recreational provision within the Borough will be improved.

- 10.32 The initial presumption is for the developer to make new provision. The details of the replacement facility to be provided by the developer on another site will be a matter for negotiation between the developer and the Council. Provision will be secured by a ‘Grampian’ condition and Section 106 agreement between the Council and developer where appropriate. The amount and type will be negotiated with the Council, having regard to achieving the Council’s approved targets of provision. Any replacement would have to be at least equivalent in terms of usefulness, attractiveness and quality to that which it is replacing.
- 10.33 Exceptionally the Council may accept that it is not practicable or desirable for the developer to provide a replacement facility. In this case, the developer would have to ask the Council to undertake works to compensate for the loss of open space. This could be the provision of new facilities elsewhere, or improvements to existing facilities. The developer would then be required to pay a capital sum to the Council and expected to enter into a Section 106 planning obligation to secure the funding. The Council will, in assessing whether a replacement facility or the enhancement of existing facilities is most appropriate, refer to the standards of provision, and the latest survey, which reveals known deficiencies or surpluses in the locality.
- 10.34 The Council could target resources to existing areas of greatest need. For example, support could be directed to the Council’s forthcoming ‘Strategic Plan for Greenspace’ as referred to in the Greenspace Strategy. Alternatively, the Council may also wish to consider upgrading the strategic recreational routes listed in 10.25 above, or playing fields identified in the Council’s Playing Field Strategy (which could increase playing capacity), cycle routes identified in the Network Plan of the Council’s approved Cycling Strategy, or any other site, (including the provision of ancillary or complementary facilities) to which the Council considers the contribution should be directed, in accordance with Circular 1/97.
- 10.35 The capital sum payable to the Council for the replacement provision will be based on the laying out costs of the particular type or types of provision that the developer would otherwise have provided on another site. Sites that are to be replaced will vary in usefulness, quality and attractiveness and therefore the cost of replacing will vary from site to site. To ensure that a consistent formula is applied, the rates on which the calculation of the relevant elements of the capital sum received from the developer are based, will be set out in the forthcoming supplementary planning guidance. This document will also contain other ‘best practice’ guidelines that the Council must adhere to when spending developer’s contributions.

- 10.36 Maintenance is critical to the success of sustainable new or enhanced provision. If the Council is to take on the maintenance responsibility, developers will be required to commute a sum to pay for it, secured through a Section 106 planning obligation.
- 10.37 The developer will have to commute a sum to the Council, equivalent to a reasonable period of annual maintenance of at least 12 years. To ensure that a consistent formula is applied, the rates (£/sq m) on which the calculation of the relevant elements (surfacing, equipment, fencing etc) of commuted sums for maintenance are based, will be published in supplementary planning guidance (SPG). The SPG will also refer to the conditions that will be applicable prior to the Council adopting and taking over the management and maintenance responsibility of the site.
- 10.38 The Council would allow an exception to the policy where the applicant could demonstrate through an independent assessment that the community does not value a site. A methodology acceptable to the Council would have to be used.
- 10.39 The starting point for any assessment would clearly have to be local need and the value that the community assigns to a particular facility. An assessment of value should address where possible:
a. accessibility, including the cost where relevant of using a facility;
b. quantitative deficiency by primary purpose;
c. quality;
d. usage;
e. potential for use for other purposes within the typology; and
f. potential to fulfil other functions and wider benefits that open space can perform.
- 10.40 It should also demonstrate that the alternative use delivers a community or public benefit and has the support of the community. In the case of playing fields, support from Sport England would also be required.
- 10.41 Small-scale structures referred to in the Policy, which are ancillary to the use of the site for sport and recreation, or to the open space function, would include for example, toilets, refreshment facilities, changing blocks and small buildings for storing maintenance equipment or housing interpretation centres.
- 10.42 New sports and recreation facilities, the community benefits of which clearly outweigh any harm resulting from the loss of the open space, will be permitted. The developer would have to demonstrate this, and also demonstrate that they could not be reasonably located on a suitable accessible site elsewhere. The exception to the policy would only apply if the loss of the open space did not lead to a deficiency of open space in the area.
- 10.43 This policy will not apply to certain Council-owned previously developed sites where there is a clear intention as expressed through for example, a Council minute, committee resolution, or policy, that it is intended for some future development. Often, these sites have been landscaped following clearance or

reclamation. However, it was not intended that these temporarily landscaped sites should necessarily be protected as open space or for recreational purposes in perpetuity. The degree of investment and quality of the site, and the fact that the Council may maintain the site, has no bearing regarding any indication of intention, or presumption that the site shall be retained as open space.

Protection of Indoor Sport and Recreation Facilities

R1.2 The Council will refuse proposals for the redevelopment or change of use of buildings currently or most recently used for sport and recreation as defined in Policy R1, either in whole or part, that lie within the Town Centre, District Centres or within schools, for alternative uses which would result in the loss of indoor sport and recreation facilities unless:

a. it has been demonstrated through an assessment that the premises or part of the premises are:

- i) demonstrably no longer needed; or**
- ii) surplus to requirements; or**
- iii) uneconomical to maintain or repair; or**
- iv) no longer viable;**

and the community is supportive of the proposals; or

b. the Council considers that the development would deliver a benefit to the local community that would outweigh the harm resulting from the loss of premises used for sport and recreation.

10.44 The past decade has seen growth in more wide-ranging sport and recreational pursuits, with built facilities such as gymnasiums becoming increasingly popular.

10.45 This policy aims to protect a series of core facilities such as municipal and commercial swimming pools, leisure centres, indoor sports halls including those in schools to which the public has access, indoor bowls and tennis centres, ice-rinks, community centres and village halls. The Policy focuses on the more strategic facilities, owing to their size or location or, in the case of school-based facilities, their wide distribution. These types of facility will not be provided exclusively by the public sector.

10.46 Unlike open spaces, built facilities can be replaced or relocated more readily elsewhere into other premises, unless the facility requires a specialist type of building. However, it is essential that sufficient facilities be retained to meet the existing and future needs of the community. PPG17 advises that recreational buildings and land should not be built on, (or used for an alternative purpose), unless an assessment has been undertaken by an applicant for planning permission to clearly show them / it to be surplus to requirements.

10.47 The applicant should submit as part of the planning application, a statement detailing the reason for the facility no longer being needed, for example it may

no longer be fashionable. Alternatively, a facility could become surplus to requirements because it may be preferable to use a better, more accessible one. It would have to be demonstrated that the premises were uneconomical to maintain or repair, or no longer viable. In all cases, the statement would also have to detail the potential for the premises and site to meet future recreational needs, and the level of support by the community for the alternative proposals.

The Protection of Playing Fields

R1.3 The Council will not permit the development of playing fields for alternative uses unless:

- a. the proposed development is ancillary to the use of the site as a playing field and does not adversely affect the quantity or quality of pitches and their use; or**
- b. the proposed development only affects land which is incapable of forming a playing pitch or part of one; or**
- c. the playing field that would be lost as a result of the proposed development would be replaced by a field or fields of equivalent or better quantity and quality in a suitable location; or**
- d. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field.**

Exceptions to the policy may be permitted where the applicant can demonstrate through an independent assessment that the field or part of it is surplus to requirements in terms of its present primary purpose and considering all its other open space functions, and the alternative proposals are supported by the local community.

The provision of replacement or enhanced open space and/or recreational facilities must meet the requirements of policy R1.1 iv) to vii).

10.48 Pitches and playing fields (especially secondary school fields) are major users of land and serve formal and informal sport and recreational purposes. Increasing pressure to develop playing fields for alternative uses has been a high profile issue for a number of years. Recent Government guidance has therefore further strengthened the protection of playing fields from development. School sport is considered to have an impact on raising standards, improving behaviour and increasing school attendance. Additionally, PPG17 advises that playing fields must not be regarded as previously developed land.

10.49 Playing fields may not now be developed for another use unless it can be demonstrated that there would be no detriment to existing provision. A playing field is currently defined in planning legislation as ‘the whole of a site that encompasses at least one playing pitch for formal sport. A pitch is a delineated

area which, together with any run-off area, is 0.4 ha or greater, and which is used for football, American football, rugby, cricket, hockey, lacrosse, rounders, softball, Australian football, Gaelic football, shinty, hurling, polo, or cycle polo. A playing field may of course include other sport and recreation facilities, (for example a long-jump or bowling green), and perform other functions of open space.

10.50 The Playing Fields Strategy will help determine and guide decisions on any proposal to use a playing field or part of one for an alternative use. Any fields, or parts of fields lost to development will have to be replaced, unless the Playing Fields Strategy reveals that there would be no deficiency as a result.

10.51 It is a statutory requirement for local planning authorities to consult Sport England, the Government's advisors on matters of sport, on development proposals affecting all playing fields (even if the application site does not include the pitch element of the field). The same applies to sites of 0.4 ha or greater, which have been used as a playing field within the last 5 years. The threshold is imminently to be lowered to 0.2 ha thus bringing smaller fields and pitches within the ambit of the consultation process.

PART 1 POLICY

THE PROVISION AND IMPROVEMENT OF OPEN SPACES, SPORT AND RECREATION FACILITIES

R2 THE COUNCIL WILL, WHERE APPROPRIATE, REQUIRE THE PROVISION OF NEW AND / OR THE IMPROVEMENT OF EXISTING OPEN SPACES AND SPORT OR RECREATION FACILITIES THROUGH NEW DEVELOPMENTS.

10.52 PPG17 advises that provision should be made for local sports and recreation facilities where planning permission is granted for new developments. This policy aims to ensure that new residential developments that create a demand for open space, sport or recreation facilities contribute towards meeting that demand. As far as possible, all members of the community should have access to a wide range of open spaces and recreation sites ranging from local, to strategic level facilities. This can be through both increased provision and through improvements to the quality of existing facilities.

Part 2 Policies

Requirement for New and Improved Open Space, Sport and Recreation Facilities and Residential Developments.

R2.1 The Council will require a residential development of 5 or more dwellings (including dwellings created by change of use) to provide public open space and / or sports and recreation facilities.

For developments of 30 or more dwelling units, there will be a requirement for the on-site provision of public open space, and / or outdoor sport and recreation facilities, examples of which are listed in Policy R1.

For developments of 5 to 29 dwelling units inclusive, there will be a requirement for on-site provision unless, in the view of the Council, there are exceptional circumstances that mean it is neither practicable nor desirable to do so. In this case, one of the following alternatives will be required:

- a. the provision of open space, sport and recreation facilities by the developer on another site which should be at least as accessible to the occupiers of the new dwellings, and convenient for existing residents in the area, and at least equivalent in terms of usefulness, attractiveness and quality, as if provision were being made on-site; or**
- b. if it is agreed that provision on another site is neither practicable nor desirable, the developer will be required to make a payment to the Council in lieu of the capital costs of the provision, for the Council itself to use the funds to provide the additional facilities or to improve existing facilities in the general locality of the development site; or**
- c. a mixture of both approaches to be agreed with the Local Planning Authority.**

In the case of a phased development of a single development site, the Council will use an assumed capacity for the whole site to assess any requirement for the provision of open space and sport and recreation facilities. Individual phases of the development, even if taken in isolation they are below the relevant policy thresholds, will then be required to make a pro rata contribution to the provision of the open space requirement accruing to the whole site.

The required amount of provision in any instance shall be calculated in accordance with the Council's standards.

Proposals requiring a new or improved open space, or sport or recreation facility must include adequate provision for its proper maintenance for an agreed period and this will be secured through a Section 106 planning obligation.

The location and design of any new, replacement or enhanced open space or sport and recreational facilities on or off-site should comply with the provisions of Policy R2.2.

- 10.53 All types of new residential developments create increased pressure on existing open spaces as a resource for sport and recreation and for amenity. Additional residents to an area must not put strain on existing facilities; at the same time the needs of the new residents must be met. New residential development should also incorporate a good structure of greenspace and plants, as part of good urban design. For these reasons it is important that new developments should make a realistic contribution towards an appropriate open space provision and / or sport and recreation facilities. Even individual new dwellings and small developments can cumulatively result in pressure on existing facilities.
- 10.54 All developments to which this policy applies should normally include on-site open space provision, to facilitate urban greening and the creation of an attractive residential environment, and ensure an adequate supply of children's play space. Provision of publicly available and usable open spaces for children's play, amenity purposes or non-pitch sports should normally be made at a rate of not less than 30 square metres per dwelling, to meet the Council's standard of provision of 1.2 ha per 1000 persons. The Council will negotiate with the developer the type of open space required in any particular case. The details, such as location within the site, design, equipment where relevant, drainage and maintenance arrangements will need to be agreed beforehand with the Council and secured by planning condition or, where appropriate, a Section 106 planning obligation.
- 10.55 In the case of smaller developments of 5–29 dwellings, the initial presumption is for on-site provision. However, the Council may permit the developer to provide some or all of the required open space, sport or recreation facilities off site, where one of the following applies:
- i) it is considered that more community or public benefit would be derived if the provision were off-site;
 - ii) there is already a known surplus of provision close to the proposed development and a known deficiency can be met elsewhere;
 - iii) there is unsuitable topography on site; or
 - iv) due to the restricted size of the site, it might not be viable or desirable to provide a usable open space, sport or recreation facility.
- Again, a planning condition or, where appropriate, a Section 106 planning obligation will be required to secure off-site provision.
- 10.56 Where the developer is to provide off-site open space and/or facilities, the location of new facilities will be negotiated with the local planning authority. Such provision should be in the locality, (i.e within 400 metres walking distance), and be accessible to the occupiers of the new development, and thereby principally of benefit to the development itself. In some instances, consideration may also be given to providing new facilities in adjacent neighbourhoods where there is a known deficiency.

- 10.57 Where the Council is satisfied that the developer is unable to provide open space or sport or recreation facilities either on or off-site or that it is not desirable to do so, it may exceptionally agree to carry out alternative works, effectively on a developer's behalf, as in R2.1 b). This will be subject to the developer paying a commuted sum in lieu of providing and maintaining the required level of open space provision.
- 10.58 Funds from the developer could be used to either form new, more accessible areas or facilities, or to improve existing areas, making them more attractive, usable and safe. Alternatively, funds could be used to support the Council's Strategic Plan referred to in the Greenspace Strategy for required works that are nearest to the development site. The Council may also wish to consider upgrading the strategic recreational routes listed in 10.25 above, playing fields identified in the Council's Playing Field Strategy, cycle routes identified in the Network Plan of the Council's approved Cycling Strategy, or any other site (including the provision of ancillary or complementary facilities) to which the Council considers the contribution should be directed, in accordance with Circular 1/97.
- 10.59 The Council will refer to its own interim standards of provision of open space as a guide to the amount required and location of new provision or sites that should be improved.
- 10.60 Contributions will be secured through a Section 106 planning obligation. The capital sum payable to the Council in lieu of the developer carrying out the works will be based on the cost of the developer laying out the area / facility that would otherwise have been provided on or off-site. Supplementary planning guidance (SPG) will be produced setting out the scale of charges and rates levied (£ / m² by item of provision, based on the size of each dwelling, as measured by the number of bedrooms). The SPG will also give guidance regarding how the capital sums payable to the Council shall be spent.
- 10.61 The amount of open space or sport or recreation provision normally required will be not less than 30 square metres per dwelling, based on average household size. However, the need for open space or sport or recreation facilities may vary with the type of development, for example, sheltered housing is unlikely to generate the same level of need for open space for children's play as a development containing large family homes.
- 10.62 In these cases, a variation of the normal requirement for open space provision may be negotiated with the developer, having regard to the number of people likely to live in the proposed development, and the open space standard of 1.2 ha per 1000 people.
- 10.63 Maintenance is critical to the success of sustainable new or improved provision. If the Council is to take on the maintenance responsibility, developers will be required to commute a sum to pay for it, secured by a Section 106 planning obligation.

- 10.64 The developer will have to commute a sum to the Council, equivalent to a reasonable period of annual maintenance of at least 12 years, including provision for adjustments. To ensure that a consistent formula is applied, the rates (£/m²) on which the calculation of the relevant elements of commuted sums for maintenance are based, will be published in forthcoming supplementary planning guidance (SPG). The SPG will also refer to the conditions that will be applicable prior to the Council adopting and taking over the management and maintenance responsibility of the site.

General Criteria Relating to New, or Improved Open Space, Outdoor and Indoor Sport and Recreation Facilities.

- R2.2** **The Council will only permit new open spaces, or outdoor or indoor sport or recreation facilities, subject to the following:**

- a. new open spaces and sport or recreation facilities with a gross area or floor space greater than 500 square metres, shall have at least basic* accessibility to public transport, and in the case of new built facilities, shall be located in the Town Centre or District Centres and be located in accordance with policies for retail and leisure development; and**
- b. in the case of sport and recreation developments and stadia that will generate a significant number of trips and accommodate large numbers of spectators, or will also function as a facility for community based sports and recreation, but which are not mixed with other entertainment, retail or leisure uses, it can be demonstrated that:**
 - i) there is a clearly defined need for the development; and**
 - ii) the site has good* access to public transport, or the proposed development is accompanied by improvements to public transport facilities; and**
- c. adequate provision is made for safe recreational routes for walkers, cyclists and horse riders by retaining, where necessary through diversion, and improving if required, existing routes, and where reasonably practicable, incorporating new routes into the scheme; and**
- d. the proposals support social inclusion and community cohesion and, where appropriate, assist deprived communities; and**
- e. there is no unacceptable impact on highway safety in terms of traffic generation, parking or servicing; and**
- f. the location and design of the open space and / or sport and recreation facilities delivers a high standard of accessibility, visual amenity, safety and security, habitat value, incorporation of natural features, durability and ease of maintenance.**

- 10.65 This policy deals with the general principles regarding the provision of all new open space, sport and recreation facilities.
- 10.66 One of the Government's broader objectives is to promote more sustainable development. One way is by ensuring that open space, sports and recreational facilities are easily accessible by walking and cycling in order to minimise the number of trips using a motorised vehicle, and that more heavily used or intensive sports and recreational facilities are planned for locations well served by public transport.
- 10.67 It is important that larger open spaces and sport or recreation facilities with an area of 500 square metres or greater or a gross floor area of 500 or greater, for example anything larger than a small gym, that will attract visitors from a wider area than their immediate locality, shall be within 400 metres of a bus route with a service running Monday to Saturday.
- 10.68 These built sport and recreation facilities should be located in the Town or District Centres. Being more intensive recreational uses, the Council will only permit them where their location will be of benefit to most users and contribute to the vitality and viability of Oldham Town Centre, or the District Centres.
- 10.69 Some sport and recreational facilities attract large numbers of visits and use land intensively. These leisure facilities should normally follow the principles of need and sequentiality as guided by PPG6*. Exceptionally, however, where proposed stadia and developments requiring large amounts of land do not contain other leisure, retail or entertainment uses, the sequential approach may not be required, because of the potential difficulty in finding larger amounts of land within or on the edge of the Town Centre.
- 10.70 In providing new sports and recreation facilities, developers should where possible retain any existing recreational routes and create new ones. This will not only provide facilities for sport and recreation, but it will also help to fulfil the broader objective of encouraging an extended sustainable transport network.
- 10.71 Providing opportunities for sport and recreation is thought to play a part in community cohesion, providing focal points for interaction and allowing people to engage with the wider community. People should not be disadvantaged by restricted access to open space, sport and recreation facilities.
- 10.72 The Council will require planning applications to include full details of the location, size and form of the proposed open space, sport and recreational facilities.
- 10.73 Design will vary according to the intended function of the facility. The conservation value of sites which contain trees, valuable wildlife habitats, are rich in biodiversity or contain archaeological features will, wherever possible, be enhanced and incorporated as part of any improvement scheme. Improving local biodiversity through design is covered more fully in the Design Section of the

Plan. Schemes should deliver a high standard of visual amenity and make a positive contribution to the public realm. Schemes should be designed with durability in mind so as to minimise levels of maintenance required. Access for future maintenance should also be a consideration.

- 10.74 In cases where facilities have more than a visual function, they should be convenient and accessible for all intended users. They should be subject to natural surveillance, and where possible not tucked away where they are less likely to be used. Schemes should be designed so as to minimise the risk of crime where possible.
- 10.75 New, replacement or extended provision in accessible locations close to homes should not have a detrimental impact on the communities that the proposals are intended to benefit, or detract from the distinctive character of any area. An example could be the potential visual intrusion or light pollution caused by floodlighting, or noise generated by users of an all-weather pitch. Unsympathetic development could also detract from the distinctive landscape qualities, particularly in rural areas as detailed in the Council's Landscape Character Assessment. This could also have a detrimental impact on nature conservation. Equally, 'noisy' or other intrusive sport and recreation activities could, if unsympathetically sited, conflict with other recreational users and residents of the countryside where peace and quiet is generally expected. These matters are dealt with in more detail elsewhere in the Plan.

11 OPEN ENVIRONMENT

- 11.1 The term “open environment” embraces all the undeveloped areas of the Borough which, although shaped by years of human activity, remain “natural” open spaces, much valued by the people of Oldham and by visitors to the area. This section replaces the Land Resources and Open Environment sections of the last UDP.
- 11.2 The best known open spaces in the Borough are probably those in the open countryside areas in the east, but equally important open areas can be found right across the Borough, on the fringes of the built up area and within the urban areas themselves.
- 11.3 Although the open environment is valuable to individuals in many different ways, it can generally be said to provide:
- a. an attractive setting for Oldham’s urban areas, contributing to quality of life, boosting local pride, and attracting investment into the Borough;
 - b. an important agricultural resource;
 - c. valuable natural wildlife habitats that contribute to the range of plant and animal species living in the area (known as biodiversity); and
 - d. an important recreational and educational resource for residents and visitors alike.
- 11.4 The policies contained in the section aim to protect and enhance the open environment and to prevent any unrestricted development that could threaten its character. They relate to Green Belt, Local Green Gaps, Land Reserved for Future Development, agricultural land and buildings and nature and landscape.
- 11.5 The UDP does not cover the part of Oldham Borough that falls within the Peak District National Park.
- 11.6 The policies and proposals contained in this section take into account the following Government advice:
- a. PPG 2 Green Belts
 - b. PPG7 The Countryside-Environmental Quality and Economic and Social Development
 - c. PPG9 Nature Conservation
 - d. PPG1 General Policy and Principles
 - e. PPG12 Development Plans and Regional Planning Guidance
- 11.7 A number of other documents have also been taken into account:
- a. ~~strategic guidance in draft~~ Regional Planning Guidance for the North West, March 2003,
 - b. Oldham Woodland Strategy
 - c. Oldham Biodiversity Action Plan

- d. good practice advice from The Countryside Agency, English Nature, and the Royal Town Planning Institute.

PROTECTING OPEN LAND

PART 1 POLICY

GS2 OE1 THE FOLLOWING OPEN LAND RESOURCES WILL BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT:

- A. THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A), EXCEPT WHERE OTHER SUSTAINABILITY CONSIDERATIONS SUGGEST OTHERWISE;**
- ~~D.~~ B. THE GREEN BELT;**
- ~~E.~~ C. LOCAL GREEN GAPS; AND**
- ~~F.~~ D. LAND RESERVED FOR FUTURE DEVELOPMENT.**

~~2.9~~ 11.8 For the Council's land use strategy to be effective, the allocation of sites in sustainable locations to meet development needs must be complemented by the protection of important open land resources in the urban parts of the Borough and in the countryside. Open land, for the purposes of the Plan, is land that is predominantly undeveloped, including open countryside.

11.9 Agricultural land is classified according to the extent to which its physical and chemical characteristics limit its use for food production. The best and most versatile agricultural land (grades 1, 2 and 3a) is that which is best suited to adapting to the changing needs of agriculture. Revised national guidance on protecting agricultural land, contained in PPG7*, advises local planning authorities to look first at previously developed land and sites within existing urban areas, to determine whether there is a need to consider the development of greenfield land, including best and most versatile agricultural land, at all. If the use of agricultural land is unavoidable to meet development needs, then poorer quality land should be used as a general rule, but agricultural land value should be weighed against other sustainability considerations (e.g. accessibility, infrastructure, biodiversity, landscape quality, etc). Thus a poor quality piece of land which has, for example, high biodiversity value may merit stronger protection than a better quality piece of land with no biodiversity value. This is significant for Oldham because most agricultural land in the Borough falls within the grades 3b, 4 and 5, reflecting the upland nature of the area. There may therefore be areas where the land has been well managed and contributes to the quality of the environment, which should be given equal protection from development to best and most versatile agricultural land.

~~2.12~~ 11.10 The fundamental aim of Green Belt* policy - to prevent urban sprawl by keeping land permanently open – is central to the Council's own strategy of directing development to urban areas and protecting open land. The 1984 Greater Manchester Green Belt Local Plan established boundaries for Green Belt

in the area and since then the Borough Plan and UDP have incorporated detailed local boundaries, which are shown on the Proposals Map. All of Oldham's open countryside falls within the Green Belt and must be protected for its beauty; the diversity of its landscape and historic character; the wealth of its natural resources; and its ecological, agricultural, recreational and archaeological value, as well as for its own sake.

- ~~2.13~~ 11.11 Alongside Green Belt the UDP identifies two additional types of valuable open land: Local Green Gaps, which separate built up areas or provide an important visual break within a built up area, are given ~~equivalent~~ similar protection to Green Belt; and Land Reserved for Future Development ~~beyond the period covered by the UDP~~, which is allowed protection until such time as the plan is reviewed. ~~for the term of the Plan.~~ The part two policies that follow give more detail about what might be considered to be appropriate development in the open land areas of the Borough.

GREEN BELT AND OTHER OPEN LAND

- ~~11.8~~ 11.12 The Green Belt around Oldham is well established and generally very effective. Most of the pressure for development within the Green Belt has been from relatively small scale developments such as the re-use of redundant agricultural buildings and the development of small greenfield sites, particularly for single dwellings. These pressures are likely to continue throughout the period covered by this UDP. In addition, changes within the agricultural sector will inevitably lead to some farmers seeking alternative uses for their land.
- ~~11.9~~ 11.13 As part of the UDP review, an assessment has been made of the sites previously allocated as "Other Protected Open Land", which in most cases falls between the urban area and the Green Belt. These sites were protected from inappropriate development either because they were earmarked to meet possible longer term development needs or because of their value as urban open space. In the last UDP, these sites were given the same level of protection as Green Belt to ensure their future availability and help to protect the Green Belt itself. Some of these sites remain reserved for possible future development beyond the current Plan period. Others have been allocated as Local Green Gaps or Recreational Open Spaces.
- ~~11.10~~ 11.14 This section aims to protect open parts of the Borough from inappropriate development, while still making sufficient sites available to meet future development needs.

~~See Policy GS2 – General Strategy for the Part I policy relating to Green Belt land.~~

Part 2 Policies

Criteria for development in the Green Belt

OE1.1 Within the Oldham Green Belt identified on the Proposals Map, development will only be permitted where:

- a. it does not conflict with the purposes of the Green Belt which are:
 - i) to check the unrestricted sprawl of large built up areas;
 - ii) to prevent neighbouring towns from merging into one another;
 - iii) to assist in safeguarding the countryside from encroachment;
 - iv) to preserve the setting and special character of historic towns and villages; and
 - v) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land;
- b. it maintains the open character and, where possible, enhances the appearance of the surrounding area;
- c. it is appropriate in terms of its siting, scale, materials, design and landscaping and does not detract from the visual amenities of the Green Belt; and
- d. it, or associated activities including traffic, would not harm people's enjoyment of the countryside.

~~11.14~~ 11.15 Government guidance in PPG2* recommends that Green Belts should be permanent and, once established, altered only in exceptional circumstances. Their boundaries should be clearly defined using, where possible, easily recognisable features such as roads, streams, tree belts and woodland edges. This review of the UDP has, therefore, made only two changes to the Green Belt boundary:

- a. a small area has been removed from the Green Belt at Lower Fullwood, Shaw. ~~to reflect the fact that, as a warehouse now exists there, the land no longer performs a Green Belt function;~~ This is because an extension to an existing mill was approved in February 1997, the extension being on Green Belt land. Although contrary to Green Belt policy, this was approved on the grounds that exceptional circumstances existed, in this case the safeguarding of existing jobs and the creation of new jobs at the site. The site clearly no longer performs a Green Belt function therefore it has been removed from the Green Belt.
- b. a small area has been added to the Green Belt at Waterside Mill, Greenfield, ~~to give the Green Belt a more defensible boundary along the rear fence line of a new development.~~ This is because housing development has taken place on land adjacent to the Green Belt boundary leaving a strip of unallocated land between the rear fence line of the new development and

the Green Belt boundary. It is felt necessary to add this strip to the Green Belt in order to create a more defensible boundary as recommended in PPG2.

- ~~11.16~~ The Proposals Map also identifies two locations for possible future development within the Green Belt at Diggle: one for a park and ride facility at the proposed Diggle station and the second for future works to the rail line at Tunnel End. The details of both are set out in Section 4, Transport, policy T1.1.
- ~~11.12~~ 11.17 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The Council's main concern in determining applications for development in the Green Belt is, therefore, to ensure that land is generally kept open and protected from development which is inappropriate in, and harmful to, the Green Belt. Such development should not be approved except in very special circumstances, which will only exist if the harm caused to the Green Belt is clearly outweighed by other considerations.
- ~~11.13~~ 11.18 The Council also considers that the visual appearance of the landscape is intrinsic to the special character of the Green Belt. For this reason, it wishes to protect the visual quality of the Green Belt where this is high, and to improve it where to do so would not be in conflict with the underlying aims of Green Belt policy.
- ~~11.14~~ 11.19 Green Belt land adjoins the fringes of many urban areas of the Borough. It provides access to the countryside and to outdoor sport and recreational facilities, helps to preserve wildlife habitats and attractive landscapes, and safeguards land for agriculture, forestry and related activities.
- ~~11.15~~ 11.20 New buildings appropriate in the Green Belt, such as small stables, can be made more sensitive to their surroundings if they are sited carefully and designed and constructed in materials that are in keeping with their rural setting and appropriate to their use. Where possible, new buildings should be grouped with existing ones rather than located in isolated or prominent positions. The addition of planting that is appropriate to the area should be provided where this would help to minimise their impact.
- ~~11.16~~ 11.21 This policy applies both to applications for new development and for changes of use to existing buildings.

New Building in Green Belt

OE1.2 The construction of a new building in the Green Belt will not be permitted unless:

- a. it is clearly needed in connection with agriculture or forestry, or**
- b. it is an essential facility for one of the following:**
 - i) an outdoor sport or recreation facility (such as small stables, golf course, country park or other park);**
 - ii) a cemetery;**
 - iii) another open use of land which preserves the openness and visual amenity of the Green Belt and does not conflict with the purposes of including land in it; or**
 - iv) c. it is acceptable under the provisions of policies OE1.3 to OE1.6 1.7.**

~~11.17~~ 11.22 The construction of new buildings is generally considered to be inappropriate within the Green Belt. However, those associated with uses which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it may be acceptable.

~~11.18~~ 11.23 Agriculture and forestry are traditional Green Belt uses. They make an important contribution to the rural economy and help to secure the proper management of Green Belt land.

~~11.19~~ 11.24 As cemeteries and outdoor recreation and sports facilities involve a low ratio of buildings to land area, they can normally be accommodated in the Green Belt without adversely affecting the rural character of an area. The Council accepts that these uses may require the construction of ancillary buildings in order to operate effectively. However, the acceptability of such buildings will depend on whether they are essential, as required by the policy, on their being small scale and appropriate to the type of use proposed, and on their potential impact on the open character and appearance of the area. Where small scale ancillary facilities are proposed, applicants will be required to demonstrate that these are essential to the operation of the land use proposed and could not be provided by re-use of an existing building.

Domestic extensions in the Green Belt

OE1.3 The Council will only permit a planning application for an extension to an existing dwelling within the Green Belt where:

- a. the proposal does not result in disproportionate additions over and above the size of the original dwelling; ~~and~~**
- ~~b. the extension is not designed in such a way as to readily facilitate the sub-division of the property into two or more dwellings where this would lead to an unacceptable dispersal of activity or would conflict with the~~**

~~openness and visual amenity of the Green Belt and the purposes of including land in it.~~ *(An amended version of this para. has moved to OE1.4)*

- ~~11.20~~ 11.25 A sizeable extension can have as much visual impact on the Green Belt as a new house and, therefore, such developments must be strictly controlled. Extensions may be acceptable where they are appropriate in scale and design to the original building and do not adversely affect the openness or visual amenity of the Green Belt. As a guide, a disproportionate extension will usually be one which increases the volume of the original building by more than one third.
- ~~11.21~~ 11.26 Where an existing dwelling, because of its visual impact, harms the character and appearance of the Green Belt, the Council will, in determining an application for proposed extensions or alterations, seek where possible to secure an improvement in the external appearance of the building as a whole and its immediate surroundings. This may involve imposing planning conditions upon any approval granted or negotiating a Section 106 agreement. Development should make a positive contribution to improving the visual amenity of the Green Belt rather than compound the adverse effects of unsympathetic developments of the past.
- ~~11.22~~ ~~Existing extensions may themselves be the subject of planning applications for re-use as dwellings or other purposes that would, as new developments, be inappropriate in the Green Belt. However if the extension is considered to be acceptable in its own right, the subdivision of the extended building into more than one dwelling could make better use of an existing building and contribute to the need for additional homes in the Borough. This benefit in sustainability terms must be weighed against the potential dispersal of activity away from urban areas to car dependent locations which is inconsistent with UDP policy on accessibility. (Last two sentences moved, in modified form, to para.11.28)~~
- ~~11.23~~ ~~The creation of additional households by subdividing existing dwellings can lead to intensified use of the area around the property as each is likely to require a private garden and space for parking, dustbin and clothes drying facilities and possibly separate access. Additional activity, including car traffic, is also likely to be generated. This intensification of use and increased activity resulting from sub-division could be detrimental to the openness and visual amenity of the Green Belt. (Moved to para.11.29)~~
- ~~11.24~~ ~~With this in mind the Council will base its assessment of applications for the subdivision of dwellings in the Green Belt on:~~
- ~~a. the potential impact on the Green Belt of any associated use of land around the building, including the provision of access, parking and servicing, means of enclosure or separation, and the level of increased activity resulting from the intensification of use; and~~
 - ~~b. whether basic services like primary school, grocery shop, post office etc. can reasonably be reached from the building without the use of a car. (Moved in modified form to para. 11.31)~~

- ~~11.25~~ ~~Within the Green Belt, policy objectives relating to Green Belt should take precedence. Where the Council considers the subdivision of a property to be inappropriate it may refuse the proposal, impose conditions, or else enter into a Section 106 agreement that restricts the future use of the building. (Moved to OE1.4)~~
- ~~11.26~~ 11.27 “Original” means in relation to a building existing on July 1st 1948 as existing on that date, and in relation to a building built on or after July 1st 1948, as so built. This is in line with the definition of ‘original’ in the Town and Country Planning (General Permitted Development) Order 1995.

Sub-division of Existing Dwellings in the Green Belt

OE1.4 The sub-division of existing dwellings in the Green Belt will be permitted unless:

- a. it would necessitate ancillary development which would conflict with the openness and visual amenity of the Green Belt and the purposes of including land in it, or**
- b. in the case of dwellings which have previously been substantially extended, it would result in further extensions other than those of a minor nature.**

In all cases, proximity of the additional dwelling, or dwellings, to basic services will be a material consideration, and development in inaccessible locations will not be permitted.

- 11.28 The subdivision of existing dwellings in the Green Belt is acceptable in principle as it should not involve major external alterations to buildings and should therefore not affect the openness or visual amenity of the Green Belt. Further, the subdivision of the extended building into more than one dwelling could make better use of an existing building and contribute to the need for additional homes in the Borough. This benefit in sustainability terms must, however, be weighed against the potential dispersal of activity away from urban areas to car-dependent locations which is inconsistent with UDP policy on accessibility.
- ~~11.23~~ 11.29 The creation of additional households by subdividing existing dwellings can lead to intensified use of the area around the property as each is likely to require a private garden and space for parking, dustbin and clothes drying facilities and possibly separate access. Additional activity, including car traffic, is also likely to be generated. This intensification of use and increased activity resulting from sub-division could be detrimental to the openness and visual amenity of the Green Belt. The extension of the curtilage as part of any sub-division would also generally be considered to be inappropriate (see OE1.5 on garden extensions in the Green Belt).

~~11.30~~ Policy OE1.3 does not permit disproportionate extensions to existing dwellings in the Green Belt. If an existing dwelling has already been substantially extended, further extensions to the property, as sub-divided, will be resisted unless they are very minor, such as porches. Planning permissions to sub-divide properties may be subject to conditions to remove permitted development rights in order to ensure that further development can be carefully controlled.

~~11.24~~ 11.31 The Council will, therefore, base its assessment of applications for the subdivision of dwellings in the Green Belt on:

- a. the potential impact on the Green Belt of any extensions, or any associated use of land around the building, including the provision of access, parking and servicing, means of enclosure or separation, and the level of increased activity resulting from the intensification of use; and
- b. whether basic services like primary school, grocery shop, post office etc. can reasonably be reached from the building by foot, cycle or by public transport.

11.32 Within the Green Belt, policy objectives relating to Green Belt should take precedence. Where the Council considers the subdivision of a property to be inappropriate it may refuse the proposal, impose conditions, or else enter into a Section 106 agreement that restricts the future use of the building.

Garden extensions in the Green Belt

~~OE1.4~~ **OE1.5 An extension to the curtilage of an existing dwelling in the Green Belt will be considered inappropriate.**

~~11.27~~ 11.33 Proposals to extend the curtilage – the associated land that surrounds a building - of existing or replacement dwellings will be considered inappropriate as this can have a significant impact on the openness and visual amenity of the Green Belt. While the built element of the development can be carefully controlled by the planning process, the way gardens are laid out cannot, and local experience has shown that such extensions can introduce unacceptable urban elements into the rural landscape such as hard landscaping, garden structures or car parking.

Replacement dwellings in the Green Belt

~~OE1.5~~ **OE1.6** Where an existing dwelling in the Green Belt is in use as such, or would not require planning permission to be so used, its replacement will only be permitted where either:

- a. ~~its structural condition is such that repair is impracticable; it is substantially intact but repair is impracticable, or~~
- b. it is of poor visual quality and detracts from the character and appearance of the surrounding area;

and all the following criteria are satisfied:

- i) the proposed replacement dwelling is not significantly larger than the dwelling which it replaces;
- ii) the form, bulk and general design of the replacement dwelling are in keeping with its surroundings; and
- iii) the proposed dwelling is served by the same access as the previous dwelling.

~~11.28~~ **11.34** The policy aims to ensure that a replacement dwelling does not have a greater impact on the Green Belt than that which it replaces and that, where appropriate, it enhances the visual amenity of the Green Belt.

~~11.29~~ **11.35** When the Council permits a replacement dwelling that is larger than the original building, it may withdraw permitted development rights. As a guide, the Council would consider a disproportionately large dwelling to be one which exceeds the volume of the original building by more than one third.

~~11.30~~ **11.36** The policy applies only to dwellings which are substantially intact. For guidance, a dwelling would be considered to be substantially intact when it still has its walls and roof largely in place, but may have, say, some missing windows or small holes in the roof. The onus would be on the applicant to demonstrate why rebuilding is considered to be necessary, rather than repair of the existing structure, as sensitive renovation of dwellings generally tends to result in development which is more in keeping with the character of the area than new structures. This policy does not cover dwellings that are not of permanent ~~and substantial construction or that have deteriorated to the extent that they could only be used again after complete or substantial reconstruction,~~ or former dwellings that have been abandoned. Planning permission will not be granted for the replacement of these properties.

~~Change of Use~~ Re-use of existing buildings in the Green Belt

~~OE1.6~~ OE1.7 Within the Green Belt a proposal for the re-use of an existing building will only be permitted where all the following criteria are satisfied:

- a. in the case of residential conversions, the applicant has demonstrated that the building is unsuitable for other appropriate Green Belt uses or for employment generating uses which are appropriate in the Green Belt, or has made every reasonable attempt to secure an appropriate employment-generating re-use, including tourism, and the application is supported by a statement of the efforts which have been made;**
- b. the form, bulk and general design of the building is in keeping with the surroundings;**
- c. the building is of permanent and substantial construction and is capable of conversion without major or complete reconstruction or alteration;**
- d. the building is large enough for the proposed use without the need for extensions other than those of a minor nature;**
- e. the proposal respects any features of historic or architectural interest of the original building;**
- f. any associated use of the land surrounding the building including the provision of access, creation of a residential curtilage, means of enclosure, parking and servicing would not conflict with the openness and visual amenity of the Green Belt and the purposes of including land in it;**
- g. the proposed use is compatible with the existing or permitted uses of adjoining buildings; and**
- h. acceptable provision is made for access, parking and servicing.**

~~11.34~~ 11.37 In line with Government aims to support the rural economy by protecting the stock of non-residential buildings in countryside areas, the Council prefers to see rural buildings re-used for economic purposes, including tourism. This will also help to promote more sustainable rural lifestyles than those likely to be achieved when living in converted buildings remote from basic services and job opportunities. Any employment-generating uses must, however, be appropriate to the Green Belt and should not have a greater impact than the present use on the openness of the Green Belt, nor should they compromise the purposes of including land in it.

~~11.32~~ 11.38 Residential conversions can be less effective in retaining the original character of a building and, in some cases, can be detrimental to the openness

and visual amenity of the Green Belt through the provision of driveways and curtilages. For this reason, residential conversion will be strictly controlled.

- ~~11.33~~ 11.39 The Council has no wish to retain, beyond their useful working life, buildings with little architectural quality or those that are of an inappropriate design for their setting. However, if proposals for such properties satisfy all the other criteria set out in policy ~~OE1.6~~ OE1.7, approval may be granted subject to appropriate design modifications.
- ~~11.34~~ 11.40 The Council will take advice from the Council's Economic Development Officers in assessing information received in support of applications for the conversion of buildings to residential use. For guidance, the Council will expect applicants to explain how they have marketed the building for economic uses, where, through which outlets or media, and for what period of time. The marketing period expected will be a minimum of six months.
- 11.41 There may be instances where it is obvious that a building is clearly unsuitable for other Green Belt uses or for employment generating uses which are appropriate in the Green Belt, for example, it could be a very small building attached to an existing dwelling, in which case the Council will not insist on evidence being provided as required under criterion a. Proposals will be assessed on a case by case basis in relation to this requirement.

Major Developed Site in the Green Belt

OE1.8 Robert Fletcher (Greenfield) Ltd. is allocated on the Proposals Map as a major developed site in the Green Belt (Reference OE1.8.1). Proposals for the comprehensive redevelopment of this site will be permitted, provided that they will:

- a. be for a mix of uses that includes employment-generating uses (B1 and/or B2), and tourism or leisure uses appropriate to the location; and**
- b. have no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible have less; and**
- c. contribute to the achievement of the objectives for the use of land in Green Belts; and**
- d. not exceed the height of the existing buildings; and**
- e. not occupy a larger area of the site than the existing buildings, unless this would achieve a reduction in height which would benefit visual amenity; and**
- f. deliver environmental improvement.**

The Council may permit a limited number of live/work units to be included in the mix of uses where it is satisfied that this is necessary to deliver a mixed scheme. The live/work units and other elements of the site should be developed broadly in tandem in accordance with a phasing scheme to be agreed with the Council. This is in order to guarantee the delivery of non-residential uses. Office development that generates significant numbers of trips must comply with the locational criteria in policy B1.5 a) in the Business, Industry and Local Economy Section.

- 11.42 National planning policy guidance on Green Belts recognises that the Green Belt may contain major developed sites, such as factories or hospitals. Annex C of PPG2 enables local authorities to identify such sites as major developed sites in the Green Belt in the development plan and include a policy, which may permit comprehensive redevelopment of such sites, provided that certain criteria are met.
- 11.43 The mill formerly occupied by Robert Fletcher (Greenfield) Ltd is considered appropriate for designation at this time, for the following reasons:
- i) it is a large complex of mill buildings in the Green Belt, covering approximately 5.4ha;
 - ii) production at the mill has recently ceased and therefore in order to find viable new employment-generating uses and prevent dereliction or pressure for non-employment uses, greater flexibility in terms of replacing buildings may be needed during this plan period; and
 - iii) its unique location adjacent to the Peak District National Park and below the popular attraction of Dovestone Reservoir means that it offers an excellent opportunity for environmental improvements to reduce the impact of the current buildings on the openness and visual amenity of the Green Belt.
- 11.44 The Council's objectives for the site are to secure employment-generating uses, and to see the tourism potential of the location exploited in a sensitive and appropriate way. Clearly the employment generating elements will need to be compatible with an overall mix of uses. Any redevelopment must deliver environmental improvements, without adding to the impact on the openness of the Green Belt, and the purposes of including land within it.
- 11.45 The Council expects to see at the site a mix of uses that makes good use of its unique location. Employment-generating uses will be considered against the relevant policies of the plan and retail uses are explicitly excluded from the mix, other than to meet local needs.
- 11.46 The relevant area for the purposes of criterion e. is the aggregate ground floor area of the existing buildings (the footprint) excluding temporary buildings, open spaces with direct external access between wings of a building, and areas of hard standing. The character and dispersal of proposed redevelopment will be considered as well as its footprint, in order to protect the character and

appearance of the Green Belt. The site should be considered as a whole regardless of whether all the buildings are to be redeveloped.

11.47 If a proposal includes a residential element, the Council will expect it to be accompanied by a development appraisal showing how this element relates to the delivery of the overall mix of uses. Any such residential element should be in the form of live/work units.

11.48 Any application will also be considered against the other relevant policies of the plan, including OE1.1 Criteria for development in the Green Belt and NR2.2 Flooding and Flood Protection, as part of the site lies within a flood risk area.

Land Reserved for Future Development

~~OE1.7~~ **OE1.9 Areas of land reserved for possible future development needs are identified on the Proposals Map. Planning permission will be refused for all development on these sites except development which would be permissible if it were in the Green Belt, by virtue of the relevant policies of this plan, and which would not prejudice the later comprehensive development of such land.**

~~11.35~~ 11.49 The 1986 Borough Plan established areas of land that were reserved to meet possible future development needs and this was incorporated into the UDP in 1996. The former designation of “Other Protected Open Land” was intended to protect two types of land not included within the Green Belt:

- areas of open land that did not serve a Green Belt function but which were valuable as open spaces; and
- areas of land that did perform a Green Belt function but which were earmarked for development, if needed, at a future date beyond the period covered by the UDP. These areas are also known as “safeguarded land” or “white land”.

~~11.36~~ 11.50 This approach has led to some confusion, as the previous UDP made no distinction between the two types of Other Protected Open Land. This policy rationalises the approach by addressing the need to have land that is safeguarded for possible future development needs so as to allow for some degree of permanence in Green Belt boundaries. The other category of Other Open Protected Land is now identified as Recreational Open Space, or, in the case of farmland or informal recreational land that provides important breaks between built up areas, as Local Green Gaps. These areas are protected by the recreation policies and Local Green Gap policies of the plan.

~~11.37~~ 11.51 In future reviews of the UDP, land that is reserved for possible future development will be the first to be considered for development if allocated sites and stocks of brownfield land are insufficient to meet needs. Draft Regional Planning Guidance states that there will be no need to review Greater Manchester Green Belt boundaries before 2011. If at a future Plan review any reserved site were to be considered for development, the Council would expect

relevant policies of the plan to be applied to its development, including those relating to design, protection of amenity and species and habitat protection. If the Borough's stock of land reserved for possible future development is still unused at this point it may be more appropriate to carry out a comprehensive review of both reserved and Green Belt land to ensure that any future large scale greenfield development is directed to the most sustainable locations.

- 11.38 11.52 Areas formerly identified as Other Protected Open Land in the 1996 UDP have been allocated as follows:

Former OPOL reference	Location	Allocation
OL01	Land at Foxdenton Lane, Chadderton	Part Local Green Gap, part Land Reserved for Future Development
OL02	Clayton Playing Fields, Chadderton	Recreational Open Space
OL03	Ryefields Drive, Uppermill	Part Local Green Gap, part Land Reserved for Future Development
OL04	Dacres, Greenfield	Local Green Gap
OL05	Roundthorn/Holts (Nether Lees)	Local Green Gap (including area west of Lees Brook Mill previously unallocated)
OL06	Stoneswood, Delph	Local Green Gap
OL07	Stonebreaks, Springhead	Local Green Gap
OL08	Crowley Lane, Higher Barrowshaw	Recreational Open Space
OL09	Wall Hill, Dobcross	Local Green Gap (including former housing allocation H52 and part of area previously allocated as H22))
OL10	Land north of Fernhurst Mill, Chadderton	Recreational Open Space
OL11	Ainsley Wood, Delph	Local Green Gap (including area north of Ammons Way, previously unallocated).
OL12	Haven Lane North, Moorside	Land Reserved for Future Development
OL13	Haven Lane South, Moorside	Land Reserved for Future Development
OL14	Oldham Edge, Oldham	Local Green Gap (including area south of Salmon Fields previously unallocated)
OL15	Cowlishaw, Shaw	Land Reserved for Future Development Local Green Gap

OL16	Bullcote Lane, Royton	Part Local Green Gap, part ROS, part allocated for business and industry, part allocated for PEZ and part <u>Land Reserved for Future Development</u>
OL17	Land at Greenacres, Lees	Local Green Gap (including area east of Lynwood Drive previously unallocated, but excluding the area adjacent to the disused railway line, now occupied by an industrial building)
OL18	Shawside, Shaw (Moss Hey)	Part Land Reserved for Future Development, part Local Green Gap.
OL19	Alexandra Park, Oldham	Recreational Open Space
OL20	Simkin Way (formerly Selbourne Street), Bardsley	Local Green Gap
OL21	Long Clough, Chadderton	Unallocated, but identified as green corridor
OL22	Royley Clough, Royton	Part Recreational Open Space, part Local Green Gap
OL23	Cowhill, Chadderton	Local Green Gap
OL24	Moston Brook, Failsworth	Part Local Green Gap, part Land Reserved for Future Development
OL25	Hole Bottom Clough, Failsworth	<u>Part Local Green Gap, rest unallocated but with part identified as green corridor</u>
OL26	Thornley Brook East, Lees	Local Green Gap
OL27	Land at Sholver	Recreational Open Space
OL28	Land off Warren Lane	Part Land Reserved for Future Development, part Recreational Open Space
OL29	Land South of Oaklands Road, Grasscroft	Local Green Gap
Not previously numbered OL30	Land at Summershades Lane, Grasscroft	Land Reserved for Future Development <u>Local Green Gap</u>

Local Green Gaps

~~OE1.8~~ **OE1.10** The Council will protect Local Green Gaps, as identified on the Proposals Map, which provide significant open areas between, or on the edge of, built up areas of the Borough. ~~Planning permission will be refused for all development on these sites except for development which would be permissible if it were in the Green Belt, by virtue of the relevant policies of this plan.~~

Planning permission on these sites will only be permitted if:

- a. it is development which would be permissible if it were in the Green Belt, by virtue of the relevant policies of this plan, or
- b. it is appropriate, small scale development, which by its nature and design would not significantly affect the openness, character or visual amenity of the Green Gap, either individually or cumulatively with other development.

In the case of new buildings permitted by b. above, these will only be permitted where they are ancillary to existing buildings within the Local Green Gap and will be grouped close to such buildings. Where appropriate, development will be screened or landscaped in order to minimise its impact on the adjoining area.

~~11.39~~ 11.53 This policy aims to protect stretches of open land in the Borough that, although they do not serve all the purposes of the Green Belt, are locally important because they help to preserve the distinctiveness of an area. These open areas provide attractive settings for local communities, help to separate built up areas and may provide links between urban areas and the countryside or other green corridors. Many also offer opportunities for informal recreation; provide wildlife habitats; contribute to the diversity of animal and plant species and can be used as an educational resource.

11.54 Whilst the aim of this policy is to protect these green gaps, in recognition of their local significance, there may be instances in which small scale development might be appropriate, for example, development which is ancillary to existing buildings within the green gap, or development which enhances and promotes the use of the green gap, such as visitor facilities, if such development can be satisfactorily accommodated without harming the overall integrity of the green gap. The Council, in considering proposals for such developments, will consider their visual impact on the Green Gap and will resist developments which, cumulatively, would harm the integrity or character of the Green Gap. Criterion b. therefore allows limited, small scale new building over and above that allowed by Green Belt policy.

AGRICULTURAL LAND AND BUILDINGS

- ~~11.40~~ 11.55 Lying on the urban fringe of Greater Manchester, Oldham's agricultural land has a range of functions, but its use for purposes other than agriculture and forestry is constrained by strict policies on Green Belt, Local Green Gaps and Land Safeguarded for Future Development.
- ~~11.41~~ 11.56 Agricultural land is still used, to a varying degree, for food production and comprises mainly sheep farming and some beef and dairy farming. It provides the landscape setting for the Borough's settlements, supports some wildlife habitats of national and international importance and is a valuable recreational and leisure resource for residents and visitors alike. In some parts there is evidence of the neglect and vandalism characteristic of the urban fringe, and in others conflicts arise between farming and residential uses.
- ~~11.42~~ 11.57 Land in the urban fringe is often underused and alternative activities must be supported to generate sufficient income to manage the landscape. Much of the land is marginal to conventional agricultural production with large areas used for keeping horses. The promotion of localised organic farming, the cultivation of trees, horticulture and permaculture* would be more sustainable means of creating jobs, encouraging wildlife and helping to create a more diverse landscape. In the urban fringe, policies favour sustainable uses such as farm diversification, smallholdings, leisure, education and wildlife schemes, and there is also potential for tourism development. A community forest initiative is currently being pursued around the fringe of Oldham linked to multiple use for forestry-related businesses including leisure, tourism and education, and possibly biomass* energy schemes.
- ~~11.43~~ 11.58 The Council is required to take account of the need to maintain an efficient and flexible farming industry and to provide policy guidance on planning applications for any agricultural development that is not classed as permitted development*. The agricultural economy has suffered in recent years with livestock farmers particularly badly hit. The future of agriculture could involve a shift to organic smallholdings, intensive indoor livestock farming or niche markets resulting in little or no extensive livestock farming left in the Borough. As most farm holdings are marginal and part time, the impact of this is more likely to be physical, affecting the look of the landscape, than social or economic.
- ~~11.44~~ 11.59 Farm diversification can provide additional income to support farm holdings and contribute to the rural economy. The plan sets out criteria to be used in the consideration of applications for farm-based diversification.
- ~~11.45~~ 11.60 This section aims to protect and improve areas of open land in Oldham by encouraging a healthy, sustainable agricultural sector.

Part 2 Policies

Farm Diversification

~~OE1.9~~ **OE1.11** The Council will permit a proposal for limited non-agricultural development on a farm holding where this would:

- a. not result in the irreversible loss of agricultural land which the Council considers worthy of protection;
- b. not harm the amenity of environmentally sensitive developments including residential properties, schools, hospitals and certain sensitive industrial processes by reason of noise, vibration, odour, atmospheric pollution or other nuisance;
- c. safeguard the open character and landscape quality of the land;
- d. make a positive contribution to the continued viability of the farm holding;
- e. not harm the holding's continued viability through fragmentation or severance;
- f. not conflict with the purposes of the Green Belt nor adversely affect its openness or amenity; and
- g. not harm people's enjoyment of the countryside.

~~11.46~~ **11.61** Farming plays an important, though declining, role in shaping and maintaining the fabric of the Borough's countryside. Policy ~~GS2~~ **OE1** protects the best and most versatile agricultural land. Subject to other planning considerations, as outlined, the Council will support farm diversification that will help to sustain a farm holding and thereby maintain the management of the landscape. The loss of part of a farm holding could affect the viability of the remainder, hence the criterion preventing severance or fragmentation. Where appropriate, proposals may be required to be accompanied by a statement as to how the development will affect farm structure and viability and a business plan to show how the diversification will support the existing holding.

~~11.47~~ **11.62** The Government is encouraging farmers to explore diversification proposals such as small-scale horse-based enterprises. This type of business is likely to become increasingly popular in an area like Oldham, boosting outdoor recreational opportunities, particularly in the urban fringe. However such uses are also likely to lead to more activity, particularly by vehicles, than would be generated by purely agricultural practices and account must be taken of the degree to which this could affect the openness and amenity of the Green Belt.

~~11.48~~ 11.63 As all the Borough's agricultural land falls within Green Belt, Land Reserved For Future Development or Local Green Gaps, all proposals for development must comply with the relevant policies.

~~11.49~~ 11.64 This policy aims to encourage diversification of the rural economy and land use, particularly in the urban fringe, where it can enhance tourism, recreational or educational opportunities, but to do so in a way that maintains the open character of the land, its wildlife habitats and food producing capabilities. The Council will assess all proposals for diversification in line with OE2.1 on Landscape and policies OE2.3 and OE2.4 on Habitat and Species Protection.

New Agricultural or Forestry Buildings

~~OE1.10~~ **OE1.12 Agricultural or forestry buildings and plant which require planning permission will only be permitted where all the following criteria are satisfied:**

- a. the building or plant is necessary and specifically designed for the purposes of agriculture or forestry;**
- b. the siting, design and external appearance of the building or plant and any access thereto would not detract from the appearance of the surrounding area; and**
- c. the development would not have an adverse impact on the amenities of any neighbouring dwelling unconnected with the farm or forestry enterprise.**

The same criteria will be applied to applications for agricultural or forestry buildings not requiring planning permission.

~~11.50~~ 11.65 The visual quality of the urban fringe is important, but so is the ability of farm holdings to operate efficiently. The UDP needs to guide the siting and design of agricultural buildings, which can be industrial in character. The woodland strategy encourages the development of forestry-related businesses and although this may not be achieved in the short term, such industry could become a feature of rural areas of the Borough in the future.

~~11.51~~ 11.66 The local planning authority must check the lawfulness of developments to be carried out under agricultural permitted development rights. The local planning authority must be notified in advance when these rights are to be used in the development of new farm buildings; significant extensions; new access roads, excavations, deposits or fish tanks.

~~11.52~~ 11.67 Where planning permission is required for new buildings or plant, applicants will be required to demonstrate the need for the development by supplying evidence of how it will contribute to the operational needs of the farm or forestry business.

NATURE AND LANDSCAPE

~~11.53~~ 11.68 This section covers the natural environment of all parts of the Borough, not just the most attractive or valuable areas. It includes the countryside, river valleys, designated wildlife habitats, areas where protected species live, areas of geological significance, and “wilded” and other natural sites within the urban area. Natural resources such as minerals, water and air are covered in Section 13. Policies relating to trees, and the creation and protection of habitats on development sites, can be found in Section 3. Policies on recreation are covered in Section 10. The objectives of this section of the review of the UDP are to:

- a. conserve and enhance the biodiversity and geology of the Borough; and
- b. conserve and enhance the landscape value of the Borough.

~~11.54~~ 11.69 The Council will achieve these objectives by ensuring that necessary development does not unduly harm the landscape and wildlife of the Borough.

PART 1 POLICY

OE2 THE COUNCIL WILL PROTECT FROM INAPPROPRIATE DEVELOPMENT AND CONSERVE AND ENHANCE THE LANDSCAPE QUALITY AND NATURAL ENVIRONMENT OF THE BOROUGH. TO THAT END, IT WILL:

- A. WORK TOWARDS A COUNTRYSIDE CHARACTER APPROACH TO APPLICATIONS FOR DEVELOPMENT WHICH AFFECT THE LANDSCAPE IN ANY OPEN PART OF THE BOROUGH, TO ENSURE THAT NEW DEVELOPMENT REINFORCES OR, WHERE APPROPRIATE, ENHANCES THE LOCAL LANDSCAPE CHARACTER AND QUALITY;**
- B. PROTECT AND ENHANCE THE BIODIVERSITY AND GEOLOGICAL INTEREST OF THE BOROUGH, INCLUDING SITES IDENTIFIED FOR THEIR BIOLOGICAL AND GEOLOGICAL SIGNIFICANCE, THROUGH THE CONTROL OF DEVELOPMENT;**
- C. WORK TOWARDS EXTENDING AND JOINING UP THE NETWORK OF GREEN CORRIDORS WITHIN THE BOROUGH, IN ORDER TO ASSIST THE MOVEMENT OF WILDLIFE AND PROVIDE RECREATIONAL OPPORTUNITIES AND;**
- D. PROTECT EXISTING TREES AND WOODLAND AND AIM TO INCREASE THE TREE COVER OF THE BOROUGH BY SECURING PLANTING WITH NEW DEVELOPMENT.**

~~11.55~~ 11.70 A pleasant and distinctive landscape is essential to quality of life and can help to attract economic investment. This review adopts a different approach to

landscape from the previous UDP. This countryside character based approach follows guidance from the Government and Countryside Agency about moving away from local landscape designations. It replaces the blanket Special Landscape Area and offers the following benefits:

- a. it is more informative to developers, taking a more analytical approach to identifying components of the landscape that are special to that area;
- b. it helps to reinforce local distinctiveness by being more specific about design requirements for a particular area, rather than simply stating that designs should be ‘good’; and
- c. it applies to all open areas in the Borough and, by aiming to protect the best areas and enhance those not currently recognised as Special Landscape Areas, should improve design standards across the board.

A large part of the south eastern part of the Borough is visible from the Peak District National Park which is of strategic importance for recreational purposes and the beauty of its landscape. The Council will have regard to the need to control development on open land in this Borough which would be highly visible from the National Park.

~~11.56.~~ 11.71 The undeveloped areas of the Borough provide valuable wildlife habitats and encourage diversity of animal and plant species. They also provide opportunities for environmental education and informal recreation. The concept of biodiversity* has been incorporated into UDP for the first time and refers to the variability among living organisms on earth or any part of it. The richness of the natural world not only underpins human survival but also adds significantly to our quality of life. The focus should be extended from protecting the rarest species and most special habitats to maintaining as rich a variety of flora and fauna as possible in the Borough and beyond. A Biodiversity Action Plan for Oldham is being ~~produced~~ developed to identify species and habitats that are of conservation importance on a local and national scale. The Plan sets targets for reducing the decline in certain species and habitats found locally, for example skylarks, water voles and ponds. Nature conservation sites of local, national and international importance that support a range of wildlife species are found within the boundaries of the Borough. The Oldham BAP was drawn up in line with the UK BAP and was tailored to local circumstances. A BAP for Greater Manchester has also been prepared.

~~11.57~~ 11.72 Green corridors are a special feature of the Borough, thanks mainly to its river valleys, canals and features such as Oldham Edge, and are valuable both for wildlife and recreation. By linking together habitats they help to support a richer diversity of species than would exist in isolated natural areas and, because of their proximity to major residential areas, they allow local people a break from the pressures of urban living. The Council is in the process of developing a ‘Green Space Strategy’ to co-ordinate the planning, design, management and implementation of green space in Oldham. This policy supports its principle of establishing accessible green spaces and networks across the Borough.

~~11.58~~ 11.73 Woodlands and trees are of particular ecological, recreational, educational and landscape value, within both the urban and rural environment. Currently only approximately 3% of the Borough is wooded, and the new Woodland

Strategy aims to increase this figure to 5% by 2010. To achieve this, a high priority must clearly be attached to the protection, natural regeneration, enhancement and replacement of trees and wooded areas, and to additional planting. Supplementary Planning Guidance is to be produced on countryside character (policy OE2.1) that will help to indicate where tree planting will and will not be appropriate.

- ~~11.59~~ 11.74 Development proposals can often lead to conflict between recreational objectives and those of nature conservation. In such situations, the retention of the biodiversity of the site will be a material consideration.

Part 2 Policies

Landscape

- OE2.1 The Council will protect local distinctiveness. To this end it will require applicants to demonstrate how any proposed development in or adjacent to open land areas of the Borough conserves and/or enhances the quality and character of the landscape. Development proposals which would ~~clearly intrude~~ adversely impact on the landscape will not be permitted unless it can be demonstrated that the benefits of the development outweigh the benefits of conserving the landscape.**

- ~~11.60~~ 11.75 This policy will be supported by the preparation of Supplementary Planning Guidance that will map the different Countryside Character Areas of the Borough, and highlight the characteristics and features that make each distinctive. It will identify the different landscape types found within the open areas of the Borough and describe the qualities and characteristics that planning applicants should aim to conserve or enhance in each case. Where local communities prepare village design statements, as encouraged by the Countryside Agency, these will be adopted by the Council as Supplementary Planning Guidance. The impact of development proposals in the south-eastern part of the Plan area will be given particular consideration in terms of their potential impact on the adjacent Peak District National Park.

- ~~11.61~~ 11.76 Proposals to create level areas in hilly parts of the Borough by cut and fill operations, for example to create car parks or exercise areas for horses, can be particularly damaging to local landscape quality. These will only be allowed if it can be demonstrated that such work will be carried out sensitively, with minimal visual impact.

- ~~11.62~~ 11.77 Insensitively located buildings, telecommunications equipment and wind farms can also adversely affect landscape quality.

- ~~11.63~~ 11.78 There have been incidences within the Borough where poorly designed new development has created a “hard”, or otherwise inappropriate, edge to settlements that adjoin open countryside. This policy applies to the design of developments on the boundary between existing settlements and open land to minimise their visual impact when viewed from the surrounding countryside.

- ~~11.64~~ 11.79 Until Supplementary Planning Guidance on Countryside Character is adopted, applicants for development in, or on the boundary of, open countryside will be required to submit a statement with their application. This should explain how the design, layout and materials conserve and/or enhance the quality and character of the local landscape, and the setting of settlements. Where development is permitted, the developer will be expected to provide appropriate mitigation measures to minimise any impact on the landscape. See also policy D1.12 which covers telecommunications developments, ~~and~~ policy D1.2 which indicates that ~~where a more flexible approach to the design of buildings may be appropriate in order to provide better energy efficiency very sustainable design is proposed this will be a material consideration.~~ and D1.1, criterion a., which relates to design and local character.

Green Corridors and Links

- OE2.2 In green corridors and links, development will only be permitted where it would not have the effect of severing the open land corridor, or link, into sections or harming the potential for wildlife and, where appropriate, people to gain access to the corridor or to move along it. The Council will seek wherever possible to extend, consolidate and join up the network of green corridors and links by requiring that new development adjacent to them, or providing opportunities for “stepping stones” between them or between other areas of open land and the corridors/links, enhances their operation.**
- ~~11.65~~ 11.80 The Proposals Map identifies the major green corridors and links valued for recreation and/or wildlife. Some are identified solely because they assist the movements of wildlife, for example the existing railway lines, while others assist the movement of both people and wildlife. It is recognised that there may also be other green corridors of more local importance. As these corridors incorporate the major river valleys identified in the previous UDP where they run through built up areas, this policy supersedes existing UDP policy on river valleys.
- ~~11.66~~ 11.81 Although green corridors within extensive areas of open land are not identified on the Proposals Map, the policy will be applied to sites within these open areas where a river valley or other linear feature could be severed by development. The Borough has a great asset in the green fingers of open land, for example Tandle Hill or the Medlock Valley, that allow many Oldham residents reasonably close access to the countryside. These urban fringe areas offer opportunities for both formal and informal recreation and for wildlife movement and are protected by Green Belt policy.
- ~~11.67~~ 11.82 Statutory and non-statutory sites and countryside features which provide green corridors, or links, or stepping stones between wildlife habitats all help to form the network necessary to maintain biodiversity. This network provides valuable opportunities for recreation and often offers direct access to the countryside.

- ~~11.68~~ 11.83 Continuous habitats tend to contain more wildlife species than isolated ones. Oldham's green corridors and links are the result of features like river valleys, existing and disused railway lines, canals and connected open spaces. Linear features such as hedgerows, stone walls and road verges, while not formally identified as corridors in themselves, can also aid the movement of some species. Similarly ponds and wetland areas can act as important 'stepping stones' between larger corridors. Wildlife corridors need to link frequently with larger areas of good quality habitat in order to be of most benefit to local biodiversity.
- ~~11.69~~ 11.84 While many green corridors provide both recreational and wildlife benefits some, for example motorway verges and railway lines, are of value only to wildlife. The consideration of development proposals under this policy will take into account the specific nature and function of each corridor that is affected.
- ~~11.70~~ 11.85 Where development within or adjacent to a corridor is considered acceptable, the applicant will be expected to demonstrate how the area will be managed to ensure its continued contribution to the function of that corridor. The recreational aspects of the corridors are covered in Section 10.

Habitat Protection

OE2.3 Development will not be permitted where it would harm the nature conservation objectives or integrity of any of the following sites:

- a. Special Protection Areas for Birds (SPA's) and Special Areas of Conservation (SAC's);**
- b. Sites of Special Scientific Interest (SSSI's) or Sites of Biological Importance (SBI's) which are considered to be of National, Regional or County-wide significance (Grade A); and**
- c. Sites of Biological Importance of District or more than local significance (Grades B and C), or Local Nature Reserves or other non-designated sites containing landscape features likely to be of substantive nature conservation value such as watercourses and their banks, ponds, dry stone walls, hedgerows, trees, woodland and moorland.**

In the case of sites falling under a) and b), exceptions will only be allowed where there are imperative reasons of over-riding public interest and the development will provide benefits to human health or safety or the wider environment;

~~**In the case of sites falling under c), exceptions will only be allowed where the reasons for the development clearly outweigh the nature conservation value of the site.**~~

~~**In all cases where development is permitted, it should be shown that:**~~

~~**In the case of sites falling under a. and b., it should and it can be shown that:**~~

- ~~**i) the need for the development has been clearly established and;**~~
- ~~**ii) the development cannot reasonably be located elsewhere;**~~

~~**In the case of sites falling under c), exceptions will only be allowed where the other benefits of the development clearly outweigh the likely harm to the nature conservation value of the site.**~~

~~**In all cases where development is permitted, it should be shown that:**~~

- ~~**iii) harm to the natural interest of the site will be minimised through the design and layout of the development; and**~~
- ~~**iv) mitigation measures are provided within or near to the site which adequately compensate for any harm to the natural assets which result from the development, if necessary through planning condition or a Section 106 agreement with the developer; and**~~
- ~~**v) arrangements for the appropriate future management of new or retained habitats have been identified and will be implemented, if necessary through either planning condition or Section 106 agreement.**~~

- ~~11.71~~ 11.86 A combination of climate change, pollution, development pressure, the destruction of habitats, invasion by species not native to the area and changes in land management practice is putting the animal and plant population under increasing pressure. The Council and community value Oldham's biodiversity, and a Biodiversity Action Plan is being drawn up to establish conservation targets for species and habitats that are of local and national importance. The sites with the most local designations are often those that are most accessible to the community and allow the chance of regular contact with the natural world.
- ~~11.72~~ 11.87 This policy therefore steps up protection to lower grade sites so that their development will only be allowed in exceptional circumstances and if acceptable mitigation and/or compensatory measures can be taken. These should be provided on site where possible or else off-site through a Section 106 Agreement to create or enhance habitats elsewhere. The policy lists the different types of sites in a hierarchy that reflects the relative importance of their designations. In line with Government advice in PPG9* it affords the greatest levels of protection to those sites which, by virtue of their designation, are held to be the most important. The Council will adopt a precautionary principle when there is sufficient doubt about the potential impact a proposal may have on nature conservation interests, particularly in relation to international and nationally designated sites. In relation to designated nature conservation sites 'harm' would be considered to be any impact which diminishes the scientific value for which the site was first designated.
- ~~11.73~~ 11.88 Any application for development that affects a designated site, or one containing features of substantive nature conservation value, should be accompanied by an ecological or geological survey of the site, carried out by a suitably qualified person.
- ~~11.74~~ 11.89 Local planning authorities are required to consult English Nature on any proposed development that could affect a designated site. The character of designated sites can be affected by developments carried out beyond their boundaries. This policy also applies to any development that could affect the nature conservation interests of a designated site in its vicinity.
- ~~11.75~~ 11.90 Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) are sites of international importance for birds and habitat respectively. The South Pennine Moors, part of which falls within Oldham, enjoys SPA status and is a candidate SAC. Rochdale Canal is also a candidate SAC. These areas have been designated as being of European importance. Proposals affecting such areas will be subject to strict scrutiny, including consultation with English Nature. Rochdale canal offers recreational opportunities and provides a focus for urban regeneration. The Council will liaise closely with English Nature in considering proposals which might impact upon the scientific integrity of the canal to ensure harm is avoided.
- ~~11.76~~ 11.91 Sites of Special Scientific Interest (SSSIs) are a national designation, of which Oldham has five: Lowside Brickworks, Standedge Road Cutting,

Ladcastle and Den Quarries and most recently, Rochdale Canal and part of the South Pennines Moors. Hollinwood Branch Canal SSSI lies immediately south of Oldham's boundary with Tameside. Although not within the Borough, it could be affected by developments in Oldham which are close to the boundary. Developments in, or likely to affect, an SSSI will be subject to special scrutiny and the local planning authority must consult English Nature. The boundaries of nationally and internationally designated nature conservation sites are shown on the Proposals Map, however the different grades are not differentiated as some areas have more than one designation.

- ~~11.77~~ 11.92 SBIs are designated at Greater Manchester level on the advice of the Greater Manchester Ecology Unit and are divided into three grades: Grade A SBIs are sites of national, regional or county-wide significance; Grade B SBIs are sites of district significance and Grade C SBIs are sites of more than local significance. The following schedule lists the SBI's in Oldham:

Schedule : Sites of Biological Importance

Site ref.	Location	Grade
1	Armit Road Lodge	C
2	Alphin Pike & Buckton Moor (North)	A
3	Bankfield Clough	C <u>B</u>
4	Bardsley House Meadow	C
5	Brookdale Golf Course	C
32	<u>Brookdale Clough (East)</u>	<u>C</u>
6	Butter House Lane Railway Cutting	C
7	Crime Lake & Fairbottom Canal Branch	B
8	Dacres	A
9	Daisy Nook West	B
10	Dick Clough	B
11	Fennifield Lily Ponds & Meadow	B <u>C</u>
12	Field by White Brook	C
13	Huddersfield Narrow Canal	A
14	Hunt Lane	C
15	Lord's Brook	C
16	Meadow north of Moss Gate	B
17	Medlock Vale & Lumb Clough (North)	C
18	Oozewood Flushes	A
19	Ponds at Cowlshaw Farm	B
20	River Irk Marsh	B
21	River Medlock Slopes	B
22	Rochdale Canal	A
23	Rocher Valley <u>Vale (North)</u>	C
24	Rowton Clough	B
25	Royal George	B
26	Royton Moss	B
27	Shaw Side	C
28	Slackcote Valley	B <u>A</u>

29	South Pennine Moors (South)	A
30	Tame Water Woodland	C
31	Tandle Hill Country Park.	B

Note: It is possible for some sites to have more than one designation, for example Rochdale Canal is an SBI, SSSI and a candidate SAC. Different levels of designation are based on particular criteria and/or each designation may cover a slightly different site area.

- ~~11.78~~ 11.93 Since the last UDP new SBIs have been designated at Alphin Pike, Oozewood Flush, Brookdale Clough (East) and the South Pennines Moors, part of which, as previously stated, falls within Oldham Borough.
- ~~11.79~~ 11.94 The GM Ecology Unit surveys SBIs on a county-wide basis on behalf of the ten districts of Greater Manchester. The boundaries and gradings of some SBIs will change during the life of this UDP and new sites may be designated. The most recent designations will be adopted by the Council on a regular basis and protected by the plan. The location of designated SBI sites is ~~identified~~ indicated on the Proposals Map. The boundaries of these sites are available from the UDP team or from the Council's Planning Reception. These will be regularly updated to show amended boundaries and new sites.
- ~~11.80~~ 11.95 Local Authorities have the power to designate Local Nature Reserves under the National Parks and Access to the Countryside Act 1949. These need not have high scientific value but should be important for the preservation or study of flora, fauna or other features of special interest. ~~Although none have yet been declared in Oldham, the Council will support their declaration and protect them through this policy in recognition of their local importance. In Oldham Glodwick Lows is the first area to be designated as a Local Nature Reserve. This, and any subsequently declared Local Nature Reserves will be protected through this policy in recognition of their local importance.~~
- 11.96 This policy also highlights the need to consider the potential nature conservation value of non-designated sites which, while having only local significance, may still contain features which contribute significantly to the biodiversity of the local area. This could include, for example, dry stone walls which provide shelter to small mammals or habitats identified in the Oldham Biodiversity Action Plan as being particularly under threat, such as ponds. This is in line with PPG 9 which recognises that significant biological resources (in terms of wildlife and habitats) may occur outside formally designated sites and that this can be a material consideration in determining many planning applications. By requiring the nature conservation value of the site to be safeguarded, the policy seeks to ensure that due regard is given to incorporating such features into the design of the development whilst maintaining an element of flexibility to develop the site. This will depend on the nature and extent of the feature in question but could, for example, include designing a development around an existing pond, or by retaining a clump of trees. By requiring the appropriate management of habitats in instances where development is permitted, this policy also addresses the

requirements of Regulation 37 of the Habitat Regulations 1994. (See also policy D1.4 – Habitat and Wildlife on Development Sites)

Species Protection Policy

OE2.4 Development will not be permitted which would harm, directly or indirectly, a species which is protected by law, or other species identified in the Oldham Biodiversity Action Plan, except where the developer can demonstrate that mitigation measures can be implemented which will ensure no adverse impact on the species or its habitat.

~~11.81~~ 11.97 All wild birds and certain plant and animal species are protected under The Wildlife and Countryside Act 1981. Some species are protected under their own legislation, for example the Protection of Badgers Act 1992. ~~Bats, great crested newts and Luronium natans (floating water plantain), are afforded additional protection under the Habitat Regulations 1994.~~ The Conservation (Natural Habitats & c.) Regulations 1994 identify species which are rare or significantly declining on a European-wide basis and are afforded protection as European Protected Species. These species are listed in Schedule 2 and 4 of the Regulations. Those found within Oldham include bats, great crested newts and Luronium natans (floating water plantain).

~~11.82~~ 11.98 PPG9*- “Nature Conservation” states that the presence of a protected species is a material consideration when considering development proposals that would be likely to cause harm to the species or its habitat.

11.99 When considering proposals on sites where it is possible that protected species may be present, the Council will require that a full and appropriate survey be carried out by a suitably qualified person. The Council will consult with the appropriate agencies in considering applications on such sites. Developers are advised to consider the possible presence of protected species on all development sites from the earliest stage.

11.100 Developers should be aware that, in relation to development affecting European Protected Species, a licence must be obtained from the Department of the Environment, Food and Rural Affairs (DEFRA), in addition to planning permission, for proposals which involve the capture, disturbance, damage or destruction of such a species or its breeding or resting place.

~~11.83~~ 11.101 In cases where the Council is minded to approve development that might affect protected species or their habitats, it will consider the use of planning conditions and/or Section 106 agreements where these would help to mitigate any adverse impact, minimise disturbance or secure the protection of the species.

~~11.84~~ 11.102 The UDP recognises the importance of maintaining as diverse a variety of living things as possible within the Borough. The Oldham Biodiversity Action Plan will contribute to the achievement of national targets and identify species and habitats that are of local conservation value.

- ~~11.85~~ 11.103 Where development is proposed on a site that is home to species identified as priorities for conservation in the Oldham Biodiversity Action Plan, the extent to which measures can be taken to protect and enhance that species' habitat will be a material consideration.
- ~~11.86~~ 11.104 The Council intends to adopt the targets for species set out in the Oldham Biodiversity Action Plan once these have been effectively recorded and mapped. The Oldham BAP will need to complement BAPs that have been prepared, or are underway for Greater Manchester, the Peak District National Park and adjacent local authorities that are members of the Standing Conference of South Pennine Authorities (SCOSPA). As the production of the BAP is dependent on long term monitoring and recording, it will evolve over time. The Council will, in the short term, make use of local knowledge to establish the location of particular species.
- ~~11.87~~ 11.105 The species currently identified in the Oldham Biodiversity Action Plan are: bats, badger, tree sparrow, bullfinch, linnet, lapwing, song thrush, reed bunting, water vole, otter, spotted flycatcher, brown hare, skylark, great crested newt, grey partridge, floating water-plantain, along with ponds and hedgerows that have recently declined in number and are recognised as important habitats. Twite, (a type of finch) has also been identified as regionally important as, in Greater Manchester, it only occurs in Oldham and Rochdale.
- ~~11.88~~ 11.106 As well as having local significance, these species are also afforded protection, to different degrees, through legislation.
- 11.107 Any development affecting species covered by this policy should also be considered against policy D1.4 and OE2.3.

12 CONSERVATION OF THE HISTORIC ENVIRONMENT

- 12.1 National and regional planning policy reflects the increasingly widespread recognition that the conservation and enhancement of the historic environment has a significant role to play in the bid to regenerate urban areas and achieve more sustainable forms of development. The policy background to this is summarised in the publication *Conservation in Greater Manchester* (AGMA, 2000).
- 12.2 The Borough of Oldham boasts a surprisingly rich and diverse heritage of historic buildings and landscapes that are important to its identity and should form the basis of a sustainable environment in the future. The Council fully recognises the quality and extent of this heritage and the need to conserve and enhance it is a key planning objective.
- 12.3 Unfortunately, the pace of technological, economic and social change poses a threat to the Borough's heritage. The quality and distinctiveness of the historic environment is all too easily eroded by ill conceived and short-sighted actions and, once lost, it is difficult to restore. However, with skill, imagination and ingenuity on the part of all those involved, old buildings and environments can be successfully adapted to accommodate new uses and life-styles and still retain their essential character. It is this philosophy that underpins the Council's approach to the historic environment.

PART 1 POLICY

CONSERVATION OF THE HISTORIC ENVIRONMENT

- C1 THE COUNCIL WILL ATTACH A HIGH PRIORITY TO THE PRESERVATION AND ENHANCEMENT OF ALL SIGNIFICANT AND VALUABLE ELEMENTS OF THE HISTORIC ENVIRONMENT, IN PARTICULAR:**

- A. LISTED BUILDINGS;**
- B. CONSERVATION AREAS;**
- C. HISTORIC PARKS AND GARDENS;**
- D. SCHEDULED ANCIENT MONUMENTS;**
- E. SIGNIFICANT ARCHAEOLOGICAL REMAINS; AND**
- F. OTHER NON-DESIGNATED BUILDINGS, AREAS, LANDSCAPES OR STRUCTURES WHICH THE COUNCIL CONSIDERS TO BE DEMONSTRABLY OF SIGNIFICANT ARCHITECTURAL OR HISTORIC INTEREST.**

- 12.4 The Council recognises that the Borough's many historic areas, buildings, landscapes and structures constitute an important and irreplaceable asset that must be preserved and enhanced.
- 12.5 The successful conservation of historic buildings, areas and landscapes is important for a number of reasons:

- a. cultural roots: old buildings, historic areas and landscapes provide important physical and cultural links with the past that can help to promote an understanding of, and sense of continuity with the history of an area that can in turn enrich the lives of its communities. The historic environment is also an important and irreplaceable educational resource.
 - b. local distinctiveness: surviving elements of the Borough's heritage help to define its identity and sense of place - the locally distinctive character that makes it different from other towns and villages. The Borough's historic character is essentially defined by its moorland scenery - the stone built farmsteads and former industrial villages of the Pennine uplands and river valleys - and also its urban industrial townscapes in Oldham where fragments of earlier settlements are surrounded by extensive Victorian terraced housing, mills, schools, churches, public buildings and parks. There may be important local variations within this broad character.
 - c. sustainability: the repair and conversion of old buildings is inherently sustainable. Older buildings are generally more robust and flexible than many of their more modern counterparts and therefore easier to convert to new uses. Equally, older buildings and housing areas were often built at higher densities to make more efficient use of land.
 - d. environmental quality: the individual environment of historic neighbourhoods often makes them particularly attractive places to live and work, dominated less by the needs of motor vehicles and often characterised by a mix of uses that adds diversity and vitality.
 - e. regeneration: the conversion and reuse of historic buildings and heritage areas is increasingly being seen as a major contributor to urban regeneration. Well cared for historic places attract investment, create jobs and confer competitive advantage. Their reuse capitalises on past investment in time, effort and resources.
 - f. tourism and image: a distinctive heritage and well-preserved historic buildings and landscapes attract tourists, visitors and investment.
- 12.6 With these points in mind, the Council will make the conservation of the Borough's historic buildings, structures and areas a priority. It will exercise careful and detailed control over new development and pursue suitable opportunities to secure funding for heritage-led regeneration. At the same time, it recognises that some adaptation to the Borough's historic fabric is both necessary and desirable if it is to attract investment and meet changing economic, social and cultural needs.
- 12.7 To achieve these objectives will be a challenge to all those involved, requiring understanding, imagination, sensitivity and ingenuity on the part of applicants for planning permission, developers and designers, and a positive and flexible

approach from the Council. This will in particular be the case where larger and more complex non-domestic buildings are concerned.

- 12.8 Where new development is planned within an historic area, the Council will encourage a design that responds creatively and sensitively to its context.
- 12.9 The Council recognises the need to compile more information on the extent and condition of the historic environment, so as to better understand the elements that are important to local communities, and to disseminate information and advice through the publication of conservation area character appraisals, buildings at risk surveys, conservation plans, and other supplementary planning guidance.
- 12.10 The most important elements of Oldham's built heritage in the Borough are identified by the following statutory designations:

i) Conservation Areas

Conservation areas are statutory areas defined by national planning legislation as having special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The special character of such areas may result from high quality buildings or unique combinations of elements such as historic street patterns, views and vistas*, skylines, roofscapes, open spaces, trees, historic surfaces and street furniture and characteristic land uses. The intention within conservation areas is not to prevent any change or new development from taking place, but to ensure that what does occur will either preserve or enhance the essential character and appearance of the area. To achieve this objective, the Council will apply rigorous planning and design standards to applications for planning permission and other consents under the planning acts for sites within conservation areas. Applications will be expected to demonstrate sensitivity to context and attention to detail. As far as possible, works to the public realm within conservation areas must also meet the same standards.

There are currently thirty-six conservation areas in the Borough in a wide range of rural and urban areas. The Council may from time to time review this designation or seek to designate new areas under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to take into account changing perceptions as to what constitutes historic character, and the views of the local community. It may also publish further conservation area character appraisals to analyse and define the essential characteristics of an area to, among other purposes, inform the development control process. Although conservation areas are identified on the Proposals Map, applicants are advised to check precise boundaries with the Council's Development Control Section in case any changes have been made.

ii) Listed Buildings

Listed buildings are historic buildings identified by the Government's Department of Culture, Media and Sport as being of special architectural or historic interest. Neither internal nor external works, including repairs or

restoration, may be carried out on a listed building without first obtaining listed building consent. In considering applications for listed building consent, planning permission or any other consents under the planning acts for works that affect a listed building, the Council has a statutory obligation to pay special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest it may possess.

iii) Historic Parks or Gardens

Alexandra Park, Chadderton Cemetery and Greenacres Cemetery ~~is~~ are included on the national Register of Parks and Gardens compiled by English Heritage. Inclusion on this register does not provide any additional statutory protection but represents a material planning consideration in relation to any development within or adjoining the park that may affect its setting. ~~The~~ Alexandra Park is also a designated conservation area and several buildings and structures within it have listed status.

iv) Scheduled Monuments

Scheduled monuments are archaeological remains of national importance that have special protection under the Ancient Monuments and Archaeological Areas Act 1979. The consent of the Secretary of State is required for any works that affect a scheduled monument. Oldham has two such monuments: Castleshaw Roman Fort and Bowl Barrow, near Knarr Barn, Delph.

- 12.11 The Greater Manchester Sites and Monuments Records identify a range of known and potential archaeological sites. Archaeological remains are a finite, non-renewable resource, often highly fragile and vulnerable to damage or destruction. Great care must, therefore, be taken to ensure that they survive in good condition through appropriate management, and in particular that they are not needlessly destroyed. Archaeological sites can contain irreplaceable information about our past and have the potential to increase future knowledge; they are part of our national identity and valuable both for their own sake and for their role in education, leisure and tourism. The archaeological importance of a site can be an important material consideration for development control purposes.
- 12.12 The Council is aware that areas and buildings not currently designated may have historic character and significance that could be relevant when making development control decisions.

Part 2 Policies

Development within or affecting the setting of conservation areas.

- C1.1** ~~Permission will only be granted for development proposals within, adjacent to, or affecting the setting of a designated conservation area (including views in or out), which would clearly serve to preserve or enhance the character or appearance of the area.~~

~~In this regard the Council will require proposals for new development in conservation areas such locations to achieve particularly high standards of design, a sensitive and appropriate response to context and good attention to detail.~~

~~In assessing such development proposals the Council will have particular regard to the following considerations:~~

- ~~a. whether the general layout, landscape structure and street design of a new development respects the site context and the character of the surrounding area;~~
 - ~~b. the design quality and appropriateness of any proposed building in terms of general arrangement, scale, height, massing, respect for the traditional pattern of frontages and matters of detailed design (e.g. the scale, spacing and detailing of window openings and fenestration, and the nature and quality of materials);~~
 - ~~c. the relationship of any proposed building to adjoining buildings and whether it reflects or complements the characteristic form of development in the surrounding area;~~
 - ~~d. the impact of development on open spaces, streetscapes, roofscapes, skylines and other views and vistas that are important in defining the character and appearance of the area;~~
 - ~~e. whether the proposal would, where applicable, serve to preserve or enhance historic surfaces, street furniture, walls, railings, trees and other landscape features of value; and~~
 - ~~f. any likely adverse impact of a proposed use on the character or appearance of the area in terms of traffic generation (pedestrian and vehicular), car parking, noise, litter, pollution or other environmental problems.~~
- 12.13** Section 72 of the Planning (Listed Buildings and Conservation Areas) Act, 1990, requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area when considering development proposals either within or affecting the area. The Proposals Map indicates the general location of conservation areas in the

Borough. Maps held in the Council's Development Control Section should be referred to for precise, up to date boundary information.

- 12.14 This consideration applies equally to the layout and design of new developments – including proposed street layout and design, landscaping and the design of new buildings and the spaces between them - and to changes of use and alterations to existing buildings, and proposals that affect existing open spaces and other elements considered to contribute to the special character of an area, such as historic street surfaces, walls, railings and trees.
- 12.15 The Council is also aware of the potential harm that vehicles, car parking, noise and other forms of pollution associated with some forms of new development can cause to the special character of some areas.
- 12.16 It should be noted that proposals for new buildings within conservation areas need not always copy earlier styles as long as they are designed with respect for their context. Some conservation areas are characterised by diversity that derives from the juxtaposition of buildings of different types, scale, massing and design and in such areas excessive uniformity of design will not be regarded favourably.
- 12.17 When submitting planning applications for new development in conservation areas, it is particularly important to submit detailed plans and drawings, including elevations that show the new development in its setting. Applicants for significant new development in conservation areas where a character appraisal has not been published by the Council will be expected to submit their own appraisal as part of the necessary design statement.
- 12.18 The Council may be prepared to relax general planning and highway policies and standards in circumstances in which their rigid application would conflict with the objective of preserving or enhancing the conservation area's character or appearance, provided that this would not significantly prejudice the achievement of other important planning and highway objectives.

Demolition of buildings in conservation areas.

C1.2 Conservation area consent will not be granted for the demolition of a building in a conservation area which makes a positive contribution to the character or appearance of the area unless it can be clearly demonstrated that:

- a. (i) there is no realistic prospect of the building continuing in its existing use or; that a suitable alternative use cannot reasonably be found; or**
- b. (ii) the building is in poor structural condition and the cost of repairing and maintaining it would be disproportionate in relation to its importance and to the value derived from its continued use; and**
- e. b. the demolition is part of a redevelopment proposal which would , in its own right, serve to preserve or enhance the character ~~and~~ or appearance of the conservation area.**

In exceptional circumstances, the fact that a development would bring substantial benefits to the local community may be weighed in the balance against arguments in favour of the preservation of the building.

- 12.19 Within Conservation Areas there will normally be a presumption against the total or substantial demolition of non-listed buildings that make a positive contribution to the character or appearance of the area.
- 12.20 In exceptional cases where it can be reasonably demonstrated that the building is as a whole incapable of accommodating an appropriate and viable, beneficial use, or that it is beyond viable repair, the merits of the proposed redevelopment of the site may be a material consideration when an application for demolition is considered. The applicant will be required to submit detailed proposals for the redevelopment of the site after demolition.
- 12.21 Where appropriate a condition will be imposed that prevents the demolition of the building in question until a contract has been let for the approved redevelopment of the site.
- 12.22 The demolition of an historic building cannot be justified simply because it is economically more attractive to redevelop than to repair and re-use, or because a developer has acquired a building at a price that reflects the potential for redevelopment. In situations where owners may have allowed their buildings to deteriorate structurally over a period of time, less weight may attached to the condition of the building when assessing a case for its demolition.

Retention of distinctive local features or structures in conservation areas.

- C1.3 Development proposals in conservation areas should incorporate the retention and, where appropriate, the repair or reinstatement of distinctive structures, surfaces or other features of architectural, historic or townscape importance, which contribute to the special character or appearance of the area. Development proposals that would demolish, remove or adversely alter such features or structures will not be approved.**

In exceptional circumstances the fact that a development would bring substantial benefits to the community may be weighed in the balance against the requirements of this policy to retain such features.

- 12.23 A wide variety of distinctive features apart from buildings - including paved surfaces, walls, railings, steps, gates and gateposts, milestones, lighting columns, trees and hedges - have architectural, historic or townscape importance and contribute towards the special character or appearance of conservation areas. Any such distinctive features that contribute to the essential character of a conservation area will be identified in the conservation area character assessments.
- 12.24 This policy will be implemented by controlling new developments that require planning permission, controlling the demolition of buildings or structures that need conservation area consent, and the use of tree preservation orders. The Council will make it a priority that street works and traffic management measures within designated conservation areas are designed with due sensitivity to the objective of preserving or enhancing the character or appearance of the areas.
- 12.25 Anyone proposing to fell or prune a tree or trees in a conservation area must give the Council six weeks prior notice in writing. Where the tree or trees in question are considered important to the character or appearance of the area, the Council will make a tree preservation order.

Alterations and extensions to buildings in conservation areas

- C1.4 The alteration or extension of a building within a conservation area that contributes to the character or appearance of the area will only be permitted where:**
- a. the proposal will not result in the loss, alteration or concealment of important architectural or historic features of the building which contribute to the special character or appearance of the building and the contribution it makes to the character or appearance of the conservation area ; and**
 - b. the positioning, scale, massing and detailed design, including materials, of any new work or extension will not detract from the character and appearance of the building as a whole or the surrounding area.**

- 12.26 An accumulation of ~~minor~~ alterations or additions to buildings can eventually undermine the character or appearance of a conservation area. For this reason, the Council will exercise careful control over proposals for ~~minor~~ alterations or additions to buildings. It will publish additional advice on general principles and best practice for the care, alteration and extension of historic buildings and structures including listed buildings as supplementary planning guidance*.

The preservation of historic shop fronts.

- C1.5 Any development proposal for a building incorporating an historic shop front shall make provision for its retention, restoration and repair.**

- 12.27 Historic shop fronts are a key element of the character of many conservation areas and it is often important that they are retained even when the shops involved change to other uses.

Advertisements in conservation areas and on listed buildings

- C1.6 Advertisements on listed buildings, or in conservation areas, will only be permitted where their number, size, positioning, design and method of illumination will preserve or enhance the character or appearance of the building or area in question.**

- 12.28 An excess of advertisements or ones that are insensitively designed or located can be particularly harmful to the character and appearance of historic areas or buildings and must be particularly strictly controlled. Internally illuminated fascia boxes or signs are rarely appropriate for historic buildings. Excessively numerous or prominent down-lighters can also be detrimental to the character or appearance of a building and must be sensitively designed and sited. General design policies D1.9 and D1.10 also apply.

The re-use of historic buildings.

- C1.7 The Council will permit a proposal for the change of use and conversion of a vacant or underused historic building, providing it would serve to preserve or ~~and~~ enhance the essential architectural and historic character of the building and its setting, and the proposed use would:**

- a. be compatible in land use terms with the surrounding area; and**
- b. not cause any significant adverse impact on residential amenity (where relevant) or highway safety.**

- 12.29 The historic use of a building, usually that for which it was originally designed, will invariably be the most appropriate, but changing economic and social circumstances may render this use redundant. Where this is the case, the Council will generally encourage an appropriate, viable alternative use for the building that will enable its repair and renovation and prolong its useful life.

The most appropriate alternative use will be one that minimises any change to the building's defining historic characteristics.

- 12.30 To assist the process of the reuse, repair and restoration of valuable historic buildings the Council will, whenever possible, seek to permit suitable changes of use and conversions that would achieve this. To this end, the Council will, where necessary and prudent to do so, be prepared to consider applying space about buildings, building regulation and highway standards flexibly, with a view to enabling suitable schemes to take place and to maximise any benefit in conservation terms to the building in question and the character or ~~and~~ appearance of the surrounding area. In the case of buildings in conservation areas, the proposed use should also be one that would preserve the character or ~~and~~ appearance of the area.
- 12.31 For the purpose of this policy an historic building includes both listed and non-listed buildings in conservation areas or any another location where, in the case of the latter, it can be demonstrated that the building in question holds significant architectural or historic interest.

Alterations, extensions and additions to listed buildings.

- C1.8 A proposal for an alteration, extension or other addition to a listed building requiring planning permission will only be permitted if it would serve to preserve the building, its setting, or any features of special architectural or historic interest.**
- 12.32 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities, when considering development proposals that involve works to a listed building, to pay special regard to the desirability of preserving the building, its setting and any features of special architectural or historic interest it may possess.
- 12.33 When assessing a planning application for development that would directly affect a listed building, the Council will have special regard to the following considerations:
- a. the extent to which the proposals would preserve the building as a whole, and its setting; and
 - b. the extent to which the proposals would retain and repair specific features of special architectural or historic interest.
- 12.34 Special features of a building may include historic materials, structure, doors, windows, roof design, elevational design and details, and interior features. They could be original features or later ones that have acquired historic significance. The spaces and layout of a building may be important or there could be elements of the surviving structure and surfaces that are of archaeological or technological interest. Built objects or structures situated within the curtilage of a listed building that pre-dates 1948, including out-buildings, paved surfaces, boundary

walls, gateways and railings, are covered by the listing whether or not they are mentioned in the list description and may be of special interest in their own right and/or be important to the setting of the main building.

- 12.35 Many listed buildings can undergo a degree of sensitive alteration or extension to allow their continuing use, or to accommodate new uses, without their essential character and interest being compromised. However, such proposals should always treat the preservation of the building as being of prime importance and be carefully conceived and based on a clear assessment and understanding of the elements that make up the special interest of the building in question. Developers will need to assess the likely impact of their proposals on this special interest and provide such written information or drawings as may be required to illustrate the significance of the building or structure before an application can be determined.
- 12.36 As a general rule, historic features of a listed building - for example windows and doors - that have deteriorated should be repaired rather than replaced wherever possible. When the deterioration is so bad that a distinctive feature needs to be replaced, the new one should match the original in terms of design, texture and other visual qualities and, where possible, should be made of the same materials. Proposals to replace missing features should be substantiated by documentary, physical or pictorial evidence. The addition of conjectural features or architectural elements from other buildings will not generally be permitted.
- 12.37 Where original or other historic features of the building have been inappropriately replaced in the past, the Council will encourage their removal and may permit a further replacement that uses traditional materials, design and craftsmanship.
- 12.38 Although any extension to a listed building must be designed with great sensitivity to the character and appearance of the original building, it need not necessarily copy the historic design of the building in every detail. Indeed, where this does happen it can be difficult to differentiate between old and new construction and this may diminish the character and integrity of the original building. Careful attention must be paid to positioning, scale, massing, detailing, and choice of materials (see below) for all new work but an appropriate contemporary design that is of its time may prove the most acceptable option.
- 12.39 The most appropriate materials to use in new work on listed buildings in Oldham Borough are most likely to include local stone or brick; native timber such as oak, ash or pine; glass; cast iron; lead; terracotta and slate. Timberwork was traditionally left unfinished or more recently painted rather than stained. Modern materials such as upvc grp (fibreglass) and artificial stone or slate can never be considered appropriate for use on historic buildings. Unpainted non-native hardwood or dark stained timber window frames will usually be considered inappropriate for use in listed buildings. Colour schemes for painted joinery always require careful consideration.

- 12.40 Embellishments such as leaded lights, date stones and coach lamps are never appropriate and will significantly detract from the character and appearance of a building.
- 12.41 Some listed buildings are the subjects of a series of applications for alteration or extension. It should be borne in mind that successive minor works of indifferent quality which may individually seem unimportant can cumulatively destroy a building's special interest. Similarly, an excessive number of extensions, even though these may be individually acceptable, can have a cumulative effect that harms the architectural or historic integrity of the building or its setting.
- 12.42 Proposals that impact on the curtilage of a listed building will need to be carefully designed to ensure that the setting of the building itself is not adversely affected (see policy C 1.9)
- 12.43 Not all works to a listed building require planning permission but all internal and external works, including repair and restoration work and minor alterations, will need a separate grant of listed building consent under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 12.44 Unlike applications for planning permission, applications for listed building consent are not assessed against development plan policy. The Planning (Listed Buildings and Conservation Areas) Act 1990, S 16(2) states that the primary duty of the local planning authority in relation to listed building consent is to "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."
- 12.45 Government guidance on alterations to listed buildings can be found in Annex C of PPG15* "Planning and the Historic Environment". The Council will publish additional advice on general principles and best practice for the care, alteration and extension of historic buildings and structures including listed buildings as supplementary planning guidance*.

Development affecting the setting of a listed building.

C1.9 Development within the curtilage or in the vicinity of a listed building that would not serve to preserve or enhance its setting will not be permitted.

- 12.46 The setting of a listed building is often an essential feature of its character. The Council will therefore give careful consideration to the likely impact of a proposed development on such a setting and will refuse a proposal that would harm it.
- 12.47 The setting of a listed building is not necessarily restricted to its curtilage and immediate surroundings, but may also include land or buildings some distance away that are considered to be important to its appearance within a wider context. This may apply where, for example, a vista along a street or a view across a landscape is important to the setting of the building.

- 12.48 Built objects or structures within the curtilage of a listed building that dates back to before 1948, including out-buildings, paved surfaces, boundary walls, gateways and railings, are covered by the listing whether or not they are mentioned in the list description and works to them will require listed building consent.

Demolition of a listed building or structure.

C1.10 There will be a strong general presumption against development proposals involving the demolition of listed buildings or structures.

- 12.49 The Council has a statutory duty to preserve listed buildings, their special architectural or historic interest and their setting. There is, therefore, a strong presumption against the demolition of any listed building as advised by PPG15* "~~Historic Buildings and Conservation Areas~~ Planning and the Historic Environment". Proposals for demolition must be considered in line with the following criteria that are covered in more detail in PPG15:
- a. the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
 - b. the adequacy of efforts made to retain the building in use; and
 - c. the merits of alternative proposals for the site.
- 12.50 Clear and convincing evidence is required to support any case for the demolition of a listed building. Consent will not be given simply because redevelopment is economically more attractive to the developer than repair and re-use, or because the building was acquired at a price that reflected its potential for redevelopment rather than the condition and constraints of the existing historic building. In instances where owners have allowed buildings to structurally deteriorate over a period of time, less weight may be attached to the condition of the building when the case for its demolition is assessed.
- 12.51 It is recognised that partial demolition may sometimes be necessary to make a new use viable, particularly in the case of larger or more complex buildings such as former mills, schools and churches. For the purposes of current legislation, the partial demolition of a listed building equates to an alteration and will be subject to policy C1.8.
- 12.52 In exceptional circumstances, the fact that a development would bring substantial benefits to the local community may be balanced against arguments in favour of the preservation of the building, but cases that justify the total demolition of a listed building are likely to be extremely rare. Where consent for demolition is given the applicant will be required to record the fabric that may be altered or demolished.

The preservation of the sites of important archaeological remains and their settings.

C1.11 The Council will seek to protect, preserve and enhance Scheduled Ancient Monuments and other sites of national, regional and county importance including;

a. Castleshaw Roman Fort;

b. a bowl barrow at Knarr Barn, Delph.

Planning permission for development will not be granted if it would not serve to protect, preserve or enhance the archaeological value and interest of the archaeological remains, or their settings.

12.53 Scheduled ancient monuments rank alongside Grade I or II* listed buildings in terms of national importance. Once a monument is scheduled, the Secretary of State must give consent to any works that affect either the monument or its setting.

12.54 Not all nationally important monuments are included on the schedule, which is regularly expanded to include newly discovered or reassessed sites. The fact that a monument or archaeological site is not scheduled does not therefore necessarily mean that it is not worthy of preservation. In considering development proposals the Council will aim to ensure that neither the monument, archaeological site or its setting will be adversely affected.

12.55 The Council will encourage and develop the educational, recreational and tourist potential of Scheduled Ancient Monuments through suitable management, interpretation and promotion of their historic value.

Preservation or recording of archaeological remains.

C1.12 The Council will not permit a development proposal where there is evidence to suggest that the site may contain archaeological remains, unless the developer makes provision for archaeological investigation, recording and where appropriate the preservation of archaeological remains, prior to the commencement of development on site.

Development which would damage or destroy significant archaeological remains will only be permitted in cases in where it can be demonstrate that the benefits of allowing the development outweigh those of preservation of the remains.

12.56 Archaeological remains are a finite, non-renewable resource and are often fragile and vulnerable to damage and destruction. Wherever possible developments should be located or designed to avoid archaeological sites so that any remains are preserved in situ. If the Council decides that in situ preservation is not justified, the developer will be required to make provision for the remains to be

excavated and recorded before development begins. Development proposals will be notified to the Greater Manchester Archaeological Unit who will assess whether the proposal will affect any site of importance and advise on the appropriate treatment of the archaeological remains.

- 12.57 Archaeological remains may be of national, regional, county-wide or local importance. Information on all known sites is kept on the Greater Manchester Sites and Monuments Record, which is held and maintained by the Greater Manchester Archaeological Unit.

The protection of parks and gardens of special historic interest.

C1.13 Planning permission will not be granted for development which would lead to the loss of, or cause harm to the historic character or setting of any part of a designated historic park or garden.

- 12.58 This policy currently relates ~~only~~ to the following sites ~~Alexandra Park~~, which ~~is~~ are included in English Heritage's Register of Parks and Gardens of Special Historic Interest:

- (i) Alexandra Park
- (ii) Greenacres Cemetery
- (iii) Chadderton Cemetery.

13 NATURAL RESOURCES AND ENVIRONMENTAL QUALITY

- 13.1 Life depends on the availability and consumption of natural resources. The bid to conserve natural resources and to improve their quality is fundamental to the practice of sustainable development, particularly where the resources in question are finite and non-renewable.
- 13.2 This section draws together policies for some of the Borough's most important natural resources: air, water, soil, renewable and non-renewable energy sources and minerals. Policies for open land are dealt with in ~~the Sections covering General Strategy and~~ Section 11, Open Environment. Policies for nature and landscape can also be found in ~~Section 11, Open Environment~~.
- 13.3 The Council seeks to promote a safe, clean, healthy and sustainable environment for the benefit of the Borough's residents, businesses and visitors, both now and in the future. This involves balancing the needs and priorities of all the parties involved in development in the Borough in a way that conserves its natural resources and does not harm their quality.
- 13.4 With this in mind, the objectives of this section are to:
- a. ensure that new development does not significantly add to pollution levels;
 - b. reduce current pollution levels where possible;
 - c. encourage the generation of electricity from renewable sources and contribute to UK and regional targets in relation to renewable energy and climate change; and
 - ~~d. encourage the efficient use of energy; and~~
 - d. ensure the sustainable use of mineral resources.
- 13.5 In preparing the policies contained in this section the Council has taken into account the following policy documents:
- a. ~~Draft~~ Regional Planning Guidance for the North West, March 2003. ~~July 2001~~.
 - b. PPG23 Planning & Pollution Control
 - c. PPG24 Planning & Noise
 - d. PPG25 Development and Flood Risk
 - e. Draft Soil Strategy DETR March 2001
 - f. UK Draft Climate Change Strategy 2000
 - g. From Power to Prosperity (advancing renewable energy in North West England)
 - h. Planning Policy Guidance Note 22 Renewable Energy.
 - i. Minerals Planning Policy Guidance Notes
 - j. DTI White Paper 'Our energy future – creating a low carbon economy' February 2003.

AIR, WATER AND SOIL

PART I POLICY

ENVIRONMENTAL QUALITY

NR1 THE COUNCIL WILL NOT PERMIT DEVELOPMENT THAT WILL RESULT IN UNACCEPTABLE IMPACTS ON THE ENVIRONMENT OR HUMAN HEALTH AND WELL-BEING BY REASON OF ANY OF THE FOLLOWING:

- A. AIR, WATER OR SOIL POLLUTION;**
- B. NOISE;**
- C. ODOUR;**
- D. ARTIFICIAL LIGHTING;**
- E. VIBRATION;**
- F. RADIATION; OR**
- G. OTHER FORMS OF POLLUTION OR LOSS OF AMENITY.**

13.6 Pollution can affect the environment and human health in both global and local terms. When assessing development proposals, the Council will ensure that any potential for pollution is addressed at the design stage and that measures to minimise pollution and improve the environment are taken at every stage of the development.

13.7 There are three main sources of air pollution: motor traffic, the burning of fossil fuels to generate heat and electricity, and industrial activity. The UDP aims to tackle the effects of motor vehicle emissions by concentrating development in more accessible urban areas. In respect of energy, it encourages renewable energy development and promotes energy efficiency in new developments. This policy, together with others in the draft UDP, will ensure that where a potentially polluting industrial activity is considered acceptable under Environmental Health legislation, it is located so as to avoid harm to residential areas, hospitals and other sensitive land uses.

13.8 Good quality water is essential for a healthy environment, to encourage biodiversity and to meet domestic, agricultural and industrial demand for clean and potable water. The Council aims to safeguard the quality of both surface and ground water and will, if necessary and appropriate, impose planning conditions to prevent the pollution of water resources. If this cannot be achieved, planning permission will be refused. A frequent cause of pollution to watercourses and rivers is contamination by foul sewage, caused by cross connections* on separate drainage systems. The Council will use the planning process and Building Regulations to ensure that all drainage installations are correctly connected to the foul water and surface water sewerage systems.

13.9 Soil is important for food production and biodiversity, and fundamental to the appearance of the landscape. Certain soils, such as peat, also help to reduce the greenhouse effect by acting as a carbon sink. By making the re-use of previously developed land a priority, UDP policy will reduce the need for

greenfield development and so help to conserve the Borough's soil resources. Much development is bound to have some effect on the soil, but the Council will aim to reduce any negative impact by encouraging alternatives to hard surfacing and promoting tree planting as a means of preventing soil erosion on vulnerable sites.

- 13.10 Tackling the Borough's legacy of contaminated land will be a key challenge during this plan period. It will be achieved by following the Contaminated Land regime and using UDP allocations to encourage the remediation and redevelopment of sites. New pollution will be prevented by the control of development and under the Integrated Pollution Control legislation.
- 13.11 Other forms of pollution such as noise, light spillage, waste dumping and odour can adversely affect people's health and quality of life. The council aims to tackle these potential pollutants by promoting good design and providing relevant advice to developers, residents, and companies.
- 13.12 There are a number of different types of radiation, including electro-magnetic radiation, nuclear radiation and that due to radon gas. As conflicting views exist on the effect of electromagnetic radiation upon human health, the Council will assess the impact of electromagnetic and radio frequency radiation in line with current Government recommendations, based on expert advice, relating to safe, acceptable thresholds.
- 13.13 Radon is a naturally occurring radioactive gas, formed when minute amounts of the uranium that is present in rocks and soil decays. The National Radiological Protection Board, the Government's scientific advisor on radon, recommends that remedial action is taken when concentrations of radon exceeds an "action level" of 200 becquerels per cubic metre for a period of, generally, three months. The Board produces a Radon Atlas of England, which is regularly updated. Where radon levels are found to exceed the action level, the 5km grid square that the area falls within is classed as a radon affected area. Only one small part of rural Oldham, which falls into one of the West Yorkshire 5 km grid squares, is currently identified as an affected area. Where radon is present in concentrations exceeding the action level, the Council will require mitigation measures such as sub-floor ventilation to minimise the potential for harm.
- ~~2.31~~ 13.14 It is important to ensure that a development is not detrimental to its environment; to the health of people who live or work in the vicinity or to those who will use the development itself as this would be damaging to the Oldham environment as a whole and reduce rather than improve the quality of life for its people.
- ~~2.32~~ 13.15 Environmental Impact Assessments should be carried out as required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as modified in relation to registration of old planning permissions for mining). The Council will also take into account the findings of any Health Impact Assessment carried out by or on behalf of a member of the Borough's Local Strategic Partnership. Details of Health Impact

Assessments, which must be carried out by a suitably qualified person, are available from the Council's Corporate Policy Manager. ~~Environmental Strategy Manager. No such assessments exist to date, but there are plans to carry one out in the Single Regeneration Budget Round 6 area, in Hollinwood, Coppice and Werneth.~~

Part 2 Policies

Protection of Amenity

NR1.1 The Council will not permit development which would adversely affect an area to such an extent that it would significantly harm the existing residential or workplace amenity of people living or working nearby, unless such harm can be satisfactorily mitigated through the use of planning conditions or Section 106 agreements.

13.16 This policy is concerned with the likely impact of proposed development on those who live or work close by. It is not the intention of the policy to stifle development but to ensure that the quality of life of those close to a development is considered and protected. The UDP uses the term 'residential or workplace amenity' to mean those general aspects of the home or workplace environment that define the quality of living or working conditions enjoyed by the occupants of a property. These are normally taken to include such things as privacy, safety and security, access to reasonable levels of daylight and sunlight, absence of noise and air pollution, and general outlook.

13.17 The level of amenity enjoyed inevitably varies from location to location, eg a person who lives above a row of shops cannot expect the same level of residential amenity as that enjoyed by someone living within a housing estate, nor can someone who works in a garage workshop expect the same degree of workplace amenity as, say, an office worker. Nonetheless, this policy seeks to ensure that developments do not unduly alter the character of an area to such an extent that the level of amenity currently enjoyed is significantly harmed.

13.18 The Council will consider the use of conditions or Section 106 agreements where it is judged that these would satisfactorily mitigate any adverse impact on residential and workplace amenity arising from such a proposal.

Air Quality

~~NR1.1 The Council will take into consideration the potential impact of any major non-residential development on the air quality of the Borough. To this end, it will require all applications for major development, with the exception of housing, to be accompanied by an air quality assessment.~~

~~In an Air Quality Management Area, development intended for users who may be particularly vulnerable to poor air quality will only be permitted if the application is supported by a health impact assessment, which shows the potential impacts on the occupiers of the development or residents or workers otherwise affected by it to be acceptable or capable of mitigation.~~

NR1.2 The Council will require air quality assessments to be submitted alongside planning applications for the types of developments identified in the Air Quality Action Plan. Where a development is likely to result in unacceptable levels of pollutants under the objectives set out in the National Air Quality Strategy, the Council will require mitigating measures, or secure changes to the proposal that will make it acceptable, before granting planning permission.

Where a proposed development is acceptable in principle but will emit air pollution that may harm the environment, public health or amenity, the Council will require measures to control the emissions before granting planning permission.

~~13.14 13.19 Poor air quality leads to many premature deaths in the UK and millions of pounds are spent on dealing with the ill health it causes. As a result the Government has set out National Air Quality Objectives under the Environment Act 1995 and empowered local authorities to establish areas where pollution levels are likely to exceed the national thresholds as Air Quality Management Areas (AQMA's). The Council has declared an AQMA in the west of the Borough, mainly along the main road corridors, reflecting the fact that poor air quality in Oldham is mostly the result of traffic emissions. The Council is preparing an Air Quality Action Plan* (AQAP) that will recommend a range of activities to tackle air quality problems across the Borough. Solutions must be focused on the Borough as a whole because it is not just traffic generated in the AQMA itself that presents a problem. Any relevant issues arising from the AQAP will be adopted as supplementary planning guidance*. Moved to paragraph 13.21 below.~~

~~13.15 13.20 The current boundaries of the AQMA (as declared June 2001) are shown on a supplementary map at the back of this document. Because air quality is to be kept under review during the period of this UDP, these boundaries may change and, therefore, applicants are advised to check current boundaries with the Council's Environmental Protection Section.~~

~~13.16 Major housing developments are not covered by this policy as other UDP policies already ensure that they are directed to accessible locations and the~~

~~planning process does not have the scope to further influence the way individual householders choose to travel. Industrial processes can however affect air quality and where new industrial, business or commercial developments involve a large number of employees, developers may be asked to produce travel plans (see policy T2.2). The Council recognises, however, that the creation of jobs can improve health by tackling poverty and does not wish to stifle appropriate commercial and industrial development.~~

- 13.21 The Council is preparing an Air Quality Action Plan* (AQAP) jointly with the other Districts in Greater Manchester that will recommend a range of activities to tackle air quality problems across the Borough county. Solutions implemented in Oldham must will be focused on the Borough as a whole because it is not just traffic generated in the AQMA itself that presents a problem. Air quality guidance for developers will be developed through the AQAP. It will set out the information an air quality assessment should contain, the methodology to be followed and a list of measures to mitigate pollution. The guidance and any other relevant issues to planning and development control arising from the AQAP will be adopted as supplementary planning guidance*.
- ~~13.17 The AQAP will offer guidance on the completion of air quality assessments, which will allow the Council to assess the extent to which a proposed development is likely to affect the levels of pollutants set out in the National Air Quality Objectives. Where a development is acceptable in principle, conditions and planning agreements may be used to keep air borne emissions within acceptable limits. For example, the Council may negotiate with applicants for contributions towards the cost of improving public transport links with the development where this would help to ensure that the development would not adversely affect air quality. Policy GS5 in Section 2 gives a definition of major developments.~~
- 13.22 Unacceptable levels of pollutants will be assessed against the objectives set out in the National Air Quality Strategy 2000, and any amendment to that strategy. For pollutants not covered by the National Air Quality Strategy an assessment of unacceptable levels of pollutants will be made having regard to the recommendations made by the Governments Expert Panel on Air Quality Standards and the World Health Organisations air quality guidelines.
- ~~13.18~~ 13.23 The development of nursing homes, hospitals and other uses developments whose users that may be particularly vulnerable to poor air quality will be strictly controlled within an AQMA. Development will only be justified where a health impact assessment shows that air quality will remain acceptable. Certain developments such as nursing homes and hospitals are intended for users who may be particularly vulnerable to air pollution. Methodologies for carrying out Health Impact Assessments are being developed locally and regionally to show the potential impacts on the occupiers of the development or on residents and workers otherwise affected by it. These need to take a broader approach than just considering the local effects of air pollution. The Council will publish supplementary planning guidance on health impact assessment in due course.

Any relevant issues to planning and development control arising from this work will be adopted as supplementary planning guidance in due course.

- ~~13.19~~ 13.24 Because Oldham's air quality problems are mainly due to road traffic emissions, there are very strong links between the Air Quality Action Plan, UDP policies on transport and the location of development, and the Greater Manchester Local Transport Plan. All three must work together if real results are to be achieved.

Odour

NR1.3 The Council will require an assessment to be submitted alongside planning applications for potentially odorous developments. The Council will require the developer to identify all potential sources of odour and will require mitigating measures, or changes to the proposal, that will make it acceptable, before granting planning permission. The Council will require that these measures or changes are implemented before the development is brought into use.

Where measures to control odours from the proposed development will be insufficient to protect the environment, public health or amenity, the Council will not grant planning permission.

- ~~13.25~~ Some types of development can cause odours that result in annoyance and disturbance to those living and working in the surrounding area. Odours can be caused by many different activities, including agricultural practices, certain industrial activities, cooking from hot food takeaways or restaurants and waste processing. Even normally pleasant smells can become unacceptable when frequent exposure occurs.
- ~~13.26~~ The odour assessment should take account of the intensity, character, time and duration of the odour released. Recommendations for adequate control measures should be included in the report. There are various ways that odours can be minimised or eliminated, including design of the plant, dilution by the atmosphere and odour treatment.

Noise and vibration

~~NR1.2~~ **NR1.4 The Council will not permit development which would give rise to an unacceptable impact on the environment or human health by reason of noise or vibration. Where development is acceptable in principle, it should be designed to minimise the noise disturbance both to and from surrounding land uses.**

- ~~13.20~~ 13.27 Noise can be harmful to people's health and quality of life and every year the Council receives hundreds of requests for help in dealing with noise nuisance. An "unacceptable impact" is one that has an adverse affect on existing residents. The Council aims to ensure that future developments do not contribute to the existing levels of background noise in the Borough and that

there is no unacceptable impact from vibration, which can not only cause discomfort to individuals but also damage structures.

- ~~13.21~~ 13.28 The acceptability of noise can depend upon the level of background noise, or ambient noise, that exists and this varies according to the time of day. For example, people are more sensitive to noise disturbance during the night when ambient noise levels are low. In some cases measures may be imposed to make noise levels more acceptable, for example, the restriction of business hours.
- ~~13.22~~ 13.29 Measures to minimise noise impact must be considered at the earliest stage of a development and take into account all areas of the development, including residential gardens. Design measures to minimise noise may include site layouts, building design, and the design of landscaping and boundaries.
- ~~13.23~~ 13.30 Sources of vibration include industry, quarrying and traffic. Vibration can adversely affect people's health, the fabric of buildings and the amenity* of property. Development adjacent to existing sources of vibration or new developments likely to cause vibration to existing properties will normally only be permitted if it can be demonstrated that measures will be included to effectively prevent detection of the vibration by the individual in the normal use of their premises.

Light Pollution

- ~~NR1.3~~ **NR1.5 The Council will only permit development involving the provision of external lighting where it is satisfied that the design of any such lighting minimises the incidence of light spillage or pollution into the surrounding environment.**
- ~~13.24~~ 13.31 While adequate lighting is essential to a safe and secure environment, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife, and can reduce the visibility of the night sky. Urban and rural locations can suffer equally from this kind of problem.
- ~~13.25~~ 13.32 Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning consent, the Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light ~~the~~ given out so as to avoid creating glare or emitting light above a horizontal plane.

Contaminated Land

- ~~NR1.4~~ **NR1.6 The Council will permit proposals for development on or near to contaminated sites only if it can be demonstrated that measures will be taken to remediate the land to a standard that is suitable for the proposed use. Such measures will be specified in conditions attached to any planning permission and must be detailed in the planning application.**

- ~~13.26~~ 13.33 The regeneration of contaminated sites is a priority in support of the Council's aim to promote social, economic and environmental well-being and to protect green space and the natural environment. Its strategy for dealing with contaminated land will deliver a remediation programme for grossly polluted sites that require immediate attention and promote the redevelopment of potentially contaminated sites in a manner that does not pose an unacceptable risk to the water environment, the local ecosystem or to the well being of residents, the workforce and the general public.
- ~~13.27~~ 13.34 The development process is central to the Council's contaminated land strategy. The Environment Agency will be consulted on all method statements on land remediation.
- 13.35 In relation to landfill gas, the Council will strictly control residential and other development on, or in close proximity to, existing or former landfill sites, and will not grant permission for such development where there is considered to be a substantial risk to the development, as advised by the Environment Agency. Any proposals that are permitted will be subject to conditions to ensure that site investigations are carried out and adequate precautionary measures are incorporated to secure long-term safety of the structure and its occupants.
- ~~13.28~~ 13.36 The Council will encourage the use of local soil to cap contaminated sites where this is appropriate in other environmental respects, for example in terms of the distance between the source and the site, and any damage to soil resources, landscape or biodiversity that may be caused by its removal.

~~Hazard* and Nuisance*~~

- ~~NR1.5 Development will not be permitted where it would create a nuisance or a hazard, nor if the development itself would be subject to hazard to health or nuisance through proximity to inappropriate land uses.~~**
- ~~13.29~~ The planning and pollution control systems operate together to protect the environment from potential harm caused by development and operations. This policy makes it clear that for the sake of health, safety and amenity, sensitive land uses such as new housing should not be located next to a known source of hazard or nuisance. Equally, development that constitutes a potential hazard or nuisance will not be permitted near to existing residents.

Hazardous Installations

NR1.7 The Council will not permit:

a. new developments in the vicinity of existing establishments where an identified source of potential hazard exists, or

b. new development which is likely to introduce a source of potential hazard, or works to existing premises which are likely to increase the existing level of potential hazard

unless advised by the relevant agencies that such developments can be carried out without unacceptable risk to the public and the surrounding environment.

13.37 Certain sites and pipelines are designated as notifiable installations, because of the processes taking place, or because of the quantity or type of substance present. Whilst the use and storage of certain substances above specified quantities is subject to strict control by the Health & Safety Executive (HSE), this policy ensures that for the sake of health, safety and amenity, sensitive land uses such as new housing should not be located next to a known source of hazard. Equally, development that constitutes a potential hazard will not be permitted near to existing residents. The HSE advises on consultation distances for different types of installation, and the Council will consult with the HSE when determining applications for proposed developments within these consultation distances in accordance with Circular 04/2000 “Planning Controls for Hazardous Substances”.

PART I POLICY

WATER RESOURCES AND INFRASTRUCTURE

NR2 THE COUNCIL WILL PROTECT FROM INAPPROPRIATE DEVELOPMENT WATER RESOURCES, VALUABLE WATER FEATURES, AND WATER INFRASTRUCTURE AND THE ABILITY OF WATER AND DRAINAGE SYSTEMS TO FUNCTION EFFECTIVELY AND SUPPORT BIODIVERSITY FROM DEVELOPMENT WHICH WOULD ADVERSELY AFFECT WATER QUALITY OR QUANTITY OR THE ABILITY OF WATER AND DRAINAGE SYSTEMS TO FUNCTION EFFECTIVELY AND SUPPORT BIODIVERSITY. DEVELOPMENT ALONGSIDE WATERCOURSES AND CANALS SHOULD, WHEREVER POSSIBLE, ENHANCE THE WATERSIDE ENVIRONMENT.

13.30 13.38 Water is a precious resource, both for human use and consumption and as a habitat for a diverse animal and plant species, and recent droughts have proved the need for its conservation. Water features such as rivers and canals are a valuable part of the landscape, and contribute to biodiversity* and to the

economic and social well being of the Borough by providing recreation opportunities and visitor and tourist attractions. ~~The Part II policies detail the types of development that are considered inappropriate.~~

- ~~13.31~~ 13.39 The Borough has lost many ponds and mill lodges over recent years and this is a cause for concern for reasons of local biodiversity and distinctiveness. Some of these are lost for reasons of public safety or to deliver wider environmental benefits, for example bringing a vacant, previously developed site back into use. Oldham's Biodiversity Action Plan* recognises the Borough's ponds as among its important wildlife habitats. To assess which ponds are most valuable, the Council will need to gather information on the wildlife they support and the value attached to them by the local community.
- ~~13.32~~ 13.40 Apart from some serious localised flooding in the Saddleworth area, the Borough was largely unaffected by the floods that swept the UK in autumn 2000. It is important that flood plains in the Borough are allowed to perform their water storage function.
- ~~13.33~~ 13.41 Many watercourses in urban parts of Oldham Borough have been culverted in past years to allow development to take place. Culverts are difficult to access for maintenance purposes and to monitor water quality, and of little value to wildlife. Therefore, the Council will seek to avoid the creation of new culverts and to restore watercourse that have already been culverted.
- 13.42 Watercourses and canals are valued for their visual contribution to the environment and for their habitat and recreational value, and can play an important role in regeneration schemes. The Council will, therefore, seek to ensure that development adjacent to watercourses and canals fully incorporates and, where possible, improves the waterside setting.
- ~~13.34~~ 13.43 The Council will encourage developers to incorporate features within their proposals that allow collected rainfall to permeate the site and reduce the amount that must be diverted to drainage systems. This theme will be developed further in Supplementary Planning Guidance to be published on sustainable building design.
- ~~13.35~~ 13.44 It is essential that drainage systems are designed to minimise the risk of foul drainage being incorrectly connected to surface water systems and to incorporate measures to minimise the risk of pollution to the surface water system should the foul system become choked or defective.
- ~~2.15~~ 13.45 The Environment Agency produces and updates "indicative floodplain maps", which Planning Policy Guidance Note 25, "Development and Flood Risk", requires local planning authorities to take into account. Oldham has few areas at risk from rivers overflowing their banks, but new development should clearly avoid those areas which are prone to flooding unless effective safeguards can be taken and other land uses in the area are not put at increased risk. The parts of the Borough identified as potential flood risk areas are identified on a supplementary map at the back of this document, the Proposals Map, which is

~~based on~~ This information is provided by the Environment Agency. However, applicants are advised to check with the Council's Development Control Section for the most up to date and accurate information.

Part 2 Policies

Water Infrastructure

NR2.1 The Council will not permit development which would either:

- a. adversely affect ground water resources, or the ability of a reservoir, natural watercourse, man-made feeder channel or other water infrastructure to supply water to the Huddersfield and Rochdale Canals or water for drinking purposes, or**
- b. adversely affect the functioning of the existing sewerage network.**

~~13.36~~ 13.46 The Borough is home to two canals: the Rochdale canal that ~~is currently~~ has undergone major refurbishment ~~so that it may be~~ and re-opened as a navigable waterway in 2002; and the Huddersfield Canal which was restored and re-opened in 2001. Three large reservoirs within the Borough supply water to the Huddersfield canal and numerous watercourses and artificial feeder channels provide water to the canals on a more localised basis. The Rochdale Canal receives water from ~~the Huddersfield Canal and from~~ reservoirs in Rochdale and Calderdale.

~~13.47~~ 13.47 Rochdale Canal enjoys Site of Special Scientific Interest and candidate Special Area of Conservation status. Particular consideration must, therefore, be given to any development which could impact on the canal and the Council will consult with English Nature on any such proposals.

~~13.37~~ 13.48 Water is essential for drinking purposes and to supply canals and rivers, and new development must not be allowed to prejudice its supply. When implementing this policy, the Council may need to consult British Waterways and the water supply company United Utilities Plc.

~~13.38~~ 13.49 United Utilities Plc and the Environment Agency aim to restore and protect river water quality by reducing pollution from their installations and infrastructure and carrying out necessary improvements to wastewater treatment works, pumping stations and combined sewage overflow structures. The Council gives its full support to these measures and urges that priority is given to areas where recreational and environmental opportunity is seriously impaired by water pollution and where the improvement project will benefit wildlife and habitats in the local river valley and elsewhere in the Borough.

~~13.39~~ 13.50 United Utilities Plc has a statutory duty to provide a wholesome water supply and water treatment facilities, a wastewater network and sewage treatment facilities, all of which are vital to public health and the well being of the environment. The company makes use of extensive installations, including

reservoirs, water treatment plants, wastewater treatment works, pumping stations, storage tanks and a vast underground network of distribution pipes and wastewater sewers. Many of these installations in the older parts of the Borough, in particular the clean water and wastewater network, are approaching the end of their life span and further improvements are likely to be required to meet the needs of the population and the environment. The Council supports in principle the development and rehabilitation of operational assets necessary to implement the plan's objectives, but will assess any proposals against relevant policies.

- 13.51** The Council wishes to ensure that problems associated with those developments that cannot be connected to the public sewerage network are not perpetuated in any future developments. To this end planning permission will only be granted where development can be served by the public sewerage network or if this is inadequate, satisfactory improvements can be provided prior to the development becoming operational. The onus will be on developers to demonstrate whether the existing public sewerage system is adequate and, if not, that satisfactory works can be carried out, at his/her expense, to ensure that a satisfactory infrastructure is provided. Only where connection to the mains system is not feasible or practicable, for reasons other than just cost, will the use of private sewage disposal systems be considered. Developers are, therefore, advised to contact United Utilities Plc, the Regional Sewerage Undertaker, at an early stage, to discuss the adequacy of the public sewerage network to accept flows generated by proposed developments.

Flooding & Flood Protection

- NR2.2** The Council will only permit development within designated flood plains, as shown on the Environment Agency's official Indicative Flood Plain map, and other areas which historically suffer from localised flooding as indicated on the Proposals Map, where an appropriate flood risk assessment has been carried out, and: if:
- a.** it will not increase the risk of flooding within the floodplain, or in adjoining areas through;
 - i)** reducing the storage capacity of a flood plain; or
 - ii)** increasing flows within a flood plain;
 - b.** it will not be at risk itself from flooding; and
 - c.** adequate provision is made for access to and along the length of the watercourse for maintenance, in line with Environment Agency guidelines; and
 - d.** existing or proposed flood defences are protected.

- ~~13.40~~ 13.52 Relatively small areas of the Borough are prone to flooding. This policy aims to ensure that new development is not at risk from flooding and does not put other areas downstream at risk. Flood plains are naturally and properly prone to flooding and provide temporary storage for floodwater, thereby safeguarding premises downstream. The parts of the Borough identified as potential flood risk areas are identified ~~on a supplementary map at the back of this document, which is~~ on the Proposals Map. These are based on information provided by the Environment Agency. However, applicants are advised to check with the Council's Development Control Section for the most up to date and accurate information from the Environment Agency's indicative floodplain maps. There are also a few areas which are known to cause flooding problems locally which fall outside the areas identified by the Environment Agency's maps. These are indicated on the proposals map.
- ~~13.41~~ 13.53 Government guidance in PPG25* "Development and Flood Risk" advocates a risk-based approach to planning for development in areas prone to flooding and, because floods are unpredictable, an approach based on the precautionary principle. The risk-based approach is applied sequentially by identifying flood zones according to the level of risk, and the associated planning responses. Lower risk zones will be the preferred location for development. These zones do not cover flooding due to run-off that exceeds the capacity of the drainage systems, which may need to be assessed locally.
- 13.54 In allocating sites for development the Council has had regard to the sequential approach outlined in PPG 25. Where allocations have been made within areas of increased risk, they have been restricted to existing developed sites. Some of these are redundant mill sites which are in need of regeneration whilst others are existing established employment sites which need to be protected due to the absence of other local suitable sites for employment. The issue of potential flood risk will be a key consideration in relation to the development of these sites. Applications received for development on windfall sites will be assessed against the sequential test set out in PPG25.
- 13.55 Developers are advised to consult the Environment Agency, and the Council, prior to submitting applications for proposals which fall within floodplains or adjacent to areas where development could contribute to flooding problems in order to discuss the risks and, in appropriate cases, design measures that would be necessary to mitigate flood risk problems. All such applications should be accompanied by a flood risk assessment (FRA) based on the sequential characterisation of flood risk and guidance set out in PPG25 "Development and Flood Risk". This should identify the likely frequency and impact of flooding, taking into account the adequacy of flood defences and the effect the development will have both on and off site. Information provided in the FRA will be used to assess the acceptability or otherwise of the proposal, and the design and selection of mitigation measures if required.
- ~~13.42~~ 13.56 New development can reduce the capacity of flood plains to store water, and where this development is located in the upper part of a river catchment, there can be a significant impact further downstream as an increasing amount of

surface water runs into the watercourse. Where development is allowed, substantial compensatory measures are likely to be required, at the developer's expense, to alleviate flood risk both on and off site and these should be included in proposals, along with an assessment of their effectiveness compared to the flood risk implications. It is important that these proposals protect and enhance the environmental quality of the river, its surroundings and any natural history interests.

- ~~13.43~~ 13.57 The main responsibility for safeguarding land and other property against natural hazards such as flooding remains with the owner, but local planning authorities are required to recognise the susceptibility of land to flooding as a material planning consideration because this will lead to more sustainable development.
- ~~13.44~~ 13.58 It should be noted that climate change might affect flood risk over time, by causing sea levels to rise and rainfall to become more intense.
- ~~13.45~~ 13.59 This policy is linked to that on sustainable ~~urban~~ drainage systems, which aims to encourage the design of development that, where practicable, maximises opportunities to allow rainwater to soak naturally into the ground. This reflects the “whole-catchment” approach advised by national guidance, rather than tackling the problems of flooding in isolation.

The Culverting* and Channelisation* of Watercourses

Protection of Open Watercourses

- NR2.3 The Council will not permit the culverting or the channelisation of watercourses, unless ~~there are sound public safety considerations or limited access is required over the watercourse~~. Wherever reasonable and practicable the Council will require developers to remove existing culverts and artificial channels and restore the watercourse to a more natural state.**
- ~~13.46~~ 13.60 The introduction of culverts or channels to open watercourses and rivers poses a major threat to wildlife, habitats and the amenity of open green space and, when rainfall is high, can also cause significant flooding. Where grilles are fitted these are likely to become blocked by debris, causing flooding, and culverts without grilles are prone to blockage inside. They are also difficult to maintain, particularly towards the end of their life span. For this reason proposals that involve the culverting or channelisation of open watercourses will not normally be accepted. In addition, wherever this is compatible with other UDP policies, for example those relating to the efficient use of land, the Council will use opportunities presented by new development to pursue the removal of culverts and the restoration of watercourses to a more open and natural state. To this end, development alongside watercourses should, where possible, retain a green corridor next to the water to enhance the ecological value of the watercourses and their role as green corridors. In some locations, for example along urban canals, it may, however, be more appropriate for hard landscaping to

be used and this should also aim to improve the visual quality of the waterside environment."

Surface Water Run-off and Sustainability.

NR2.4 The Council will require developments to be designed as far as possible to minimise the increase in surface water run-off and the loss of natural surface water features. Planning permission will be refused where development will lead to a significantly increased rate of surface water run-off resulting in an increased risk of flooding, erosion of natural watercourse channels or habitat damage. Planning conditions may be imposed to ensure adequate mitigation works are implemented and maintained.

~~13.47~~ 13.61 The development of greenfield sites in particular usually results in large areas of impermeable surfaces such as roofs, roads, car parks and servicing areas that can easily alter the natural water cycle. Less rainwater is able to soak naturally into the ground and consequently the flow through drains and sewers is increased. Such changes waste valuable ground water resources and increase the possibility of flooding and the risk of pollution.

~~13.48~~ 13.62 The design of development should ensure the local management of surface water to reduce this waste and prevent problems occurring off site, for example by incorporating smaller areas of hard landscaping and more permeable surfaces to reduce run-off. Grass swales, shallow ditches, wetland areas and retention ponds can be effective sustainable alternatives to traditional drainage systems and reed beds can help to reduce contamination in the run-off. Management and maintenance will need to be continued over the life of larger development for it to be fully effective, and legal agreements will be necessary to define responsibility and ownership.

~~13.49~~ 13.63 A supplementary planning guidance note is being prepared to illustrate best practice terms of sustainable building layout and design and this will cover the storage and re-use of rainwater in new developments.

ENERGY POLICIES

- ~~13.50~~ 13.64 Today's lifestyle is heavily dependent upon fossil fuels as a source of heat and energy. We can reduce our consumption of fossil fuels simply by using less, increasing the efficiency of our consumption, for example by using energy saving light bulbs, making short journeys on foot rather than by car and switching to renewable sources of energy.
- ~~13.51~~ 13.65 The consumption of fossil fuels has led to problems on an international scale, namely global warming and climate change. The Government's draft UK Programme for Climate Change 2000 states that some climate change is now inevitable because greenhouse gases such as carbon dioxide have already accumulated in the atmosphere. The UK will be affected by rising sea levels, temperatures increases and more extreme weather, changes that will have an impact on health, lifestyle and on the environment and economy. A national target has been set that by 2010, 10% of the UK's electricity should be supplied from renewable sources, subject to the costs to consumers being acceptable. In 2000 this percentage figure stood at around 2.5%. The DTI Energy White Paper set, as one of its goals, a reduction in the UK's CO₂ emissions by some 60% by about 2050, with real progress by 2020.
- ~~13.52~~ 13.66 There are a number of ways in which land use planning can influence greenhouse gas emissions. This section focuses on the role of planning policies in determining applications for the development of plants that generate electricity and/or heat from renewable sources.
- ~~13.53~~ 13.67 Governmental guidance, PPG22* - "Renewable Energy" advises every local authority to consider the contribution that their own area can make towards meeting energy requirements on a local, regional and national basis. At present there are two main sources of information on renewable energy resources in Oldham: the Lancashire and Yorkshire Renewable Energy Planning Study (LYREPS) carried out by Terence O'Rourke plc and the Energy Technology Support Unit and published in 1999; and the North West of England's regional renewable energy study from March 2001. The former attempts to quantify the resources available while the latter sets regional targets for renewable energy capacity to be achieved by 2010, based on an assessment of available resources and constraints.
- ~~13.54~~ 13.68 According to the LYREPS, Oldham's current known resources are as follows:
Short term (to 2005): solar, municipal and industrial waste, biomass, wind, landfill gas and small scale hydro;
Longer term (to 2025): solar, biomass, municipal and industrial waste, wind, and small scale hydro.
- ~~13.55~~ 13.69 Two factors may affect the situation in the Borough as presented in the LYREPS Study. Oldham already generates energy from landfill gas at Chadderton and it is now proposed to introduce a similar scheme at High Moor Quarry which would have an anticipated thirty year lifespan. Even bearing in

mind the shift of emphasis away from landfill as a waste management option, sites that accept pre-treated biodegradable waste will still exist and be suitable for gas to energy schemes, making it a viable resource for both short and longer term use. In the case of waste incineration, it has not yet been determined at sub-regional level whether the need exists for additional capacity within Greater Manchester and if so, where this should be located. An emerging resource that the LYREPS study did not investigate is coal bed methane. Although the use of this resource is in its infancy, it could become a significant source of energy in areas, like Oldham, where coal exists.

- ~~13.56~~ 13.70 The North West Regional Assembly has developed targets to increase the exploitation of renewable sources in the region by 2010. Those targets for the region towards which Oldham could contribute ~~play a part in achieving as in~~ additions to the existing regional capacity include:
- a. 5 medium scale wind farms (10 - 20 turbines), 10 wind clusters (4 - 10 turbines) and 10 or more single large turbines;
 - b. 3 large and 6 small CHP/electricity plants using energy crops and forestry residues;
 - c. 4 anaerobic digestion plants fuelled by farm gas;
 - d. 2,300 domestic, 80 commercial and 20 motorway photovoltaic installations;
 - e. 14 small scale hydro schemes;
 - f. 20 CHP/electricity plants using landfill gas; and
 - g. 4 to 12 CHP/electricity plants using municipal or industrial solid waste

PART 1 POLICY

ENERGY DEVELOPMENTS

- NR3 THE COUNCIL WILL SUPPORT DEVELOPMENT PROPOSALS ~~WHICH IMPROVE ENERGY EFFICIENCY AND CONSERVATION~~ AND FOR FORMS OF ENERGY GENERATION WHICH CONTRIBUTE TO REDUCING GREENHOUSE GAS EMISSIONS, SUBJECT TO CONSIDERATION OF THEIR POTENTIAL ENVIRONMENTAL AND HEALTH IMPACTS.**

- ~~13.57~~ 13.71 The Council aims to encourage renewable energy developments as part of its broader strategy to tackle carbon dioxide reduction, but will not accept proposals without careful consideration of their possible impact on the local environment and on health. Policies to encourage energy efficiency in new developments are contained in Section 3, The Design of New Development.

- ~~13.58~~ 13.72 The following detailed policies set out first, broad criteria for all renewable energy developments, ~~and~~ secondly, because of their particular characteristics in relation to location, specific additional criteria for the development of wind turbines and, thirdly, a policy which requires major new developments to produce some of their energy requirements from renewable sources. Renewable energy developments can have an impact on a wide range of issues. The following policies therefore need to be read in conjunction with

other policies in the Plan for example those relating to protection of species and habitats, protection of archaeological remains, etc.

Part 2 Policies

Renewable energy developments.

~~NR3.1 Renewable energy developments will be permitted where the development and any ancillary facilities or buildings would not create a hazard or nuisance that could not be overcome and would not have an unacceptable impact on any of the following:~~

- ~~a. residential amenity and human health;~~
- ~~b. the character or appearance of the surrounding area;~~
- ~~c. the openness and visual amenity of the Green Belt;~~
- ~~d. public access to the countryside;~~
- ~~e. sites designated for their nature conservation value;~~
- ~~f. the biodiversity of the Borough;~~
- ~~g. sites or buildings of cultural, historical or archaeological interest; and~~
- ~~h. ground and surface water quality and air quality.~~

~~Permission will only be granted if any unavoidable damage that would be caused during installation, operation or decommissioning is minimised and mitigated or compensated for. Applications must indicate how this will be achieved. (This paragraph moved to new NR3.1)~~

NR3.1 The Council will permit developments which generate energy from renewable sources, where the development, or any ancillary infrastructure or buildings, would not result in an unacceptable impact on:

- a. residential /workplace amenity or human health;**
- b. the visual amenity of the local area, including landscape character;**
- c. local natural resources, including air and water quality;**
- d. biodiversity , nature conservation or historical/archaeological interests;**
- e. the statutory purposes of the Peak District National Park; and**
- f. public access to the countryside.**

Developments will be expected to be located at, or as close as possible to, the source of the resource needed for that particular technology, unless, in the case of Combined Heat and Power schemes, it can be demonstrated that the benefits of the scheme outweigh the costs of transportation.

In all cases, redundant plant, buildings and infrastructure shall be removed and the site restored.

The Council will expect applications for such developments to be accompanied by an appropriate detailed statement of the environmental effects of the development, and its benefits in terms of the amount of energy it is expected to generate.

Permission will only be granted if any unavoidable damage that would be caused during installation, operation or decommissioning is minimised and mitigated or compensated for. Applications must indicate how this will be achieved.

~~13.59~~ 13.73 This policy is intended to apply to all renewable energy technologies ~~including although~~ wind turbines, ~~which have specific locational requirements, are dealt with in the following policy NR3.2.~~ The Council supports the use of renewable energy resources to provide energy, and Combined Heat and Power schemes which utilise the heat arising from energy production, subject to other UDP policy considerations. ~~Apart from their obvious role in reducing greenhouse gas emissions, resources such as biomass* and wind farms may also provide opportunities to diversify the rural economy. (Modified version of this sentence is moved to para. 13.75)~~ In the course of developing a renewable energy strategy for Oldham, renewable resources within the Borough, which have the potential to contribute to energy production, have been identified. The most likely technologies to be feasible in Oldham, to which this policy would apply are:

- small scale hydro (energy obtained from water bodies and rivers);

- solar power (energy obtained through passive solar design of buildings, solar water heating systems or photovoltaic cells);
- biomass (energy obtained from the combustion of wood, agricultural waste or energy crops); and
- anaerobic digestion (energy obtained from the break down of organic waste).

Landfill gas can also be used to produce energy. This resource is currently being exploited within the Borough at Greengate, Chadderton and is due to commence shortly at High Moor Quarry. Energy from landfill gas is covered in Section 14 on Waste Management (see policy W1.3)

13.74 Such technologies can be used at different scales ranging from schemes which serve one property to those which contribute to the national grid. Renewable resources can be used to supply Combined Heat and Power Schemes (CHP) to serve groups of properties, including housing schemes. Energy from municipal waste is specifically excluded from this policy as waste management decisions are influenced by the Regional Waste Strategy. It is acknowledged that technologies are constantly being researched and developed. Developments utilising other technologies, not presently viable, but which become viable during the life of the plan would be assessed against criteria a-f.

~~13.59~~ 13.75 Apart from their obvious role in reducing greenhouse gas emissions, resources such as biomass* ~~and wind farms~~ may also provide opportunities to diversify the rural economy.

~~13.60~~ 13.76 The Council recognises the global benefits of renewable energy and, therefore, takes a generally positive approach to such development, but it also acknowledges the need to balance these benefits with the potential impacts on local health and environments. Renewable energy resources, eg. hydro, can usually only be developed where they occur and some degree of impact may be unavoidable, however, this may be considered acceptable because it is minor, because mitigation measures may be put in place, or because it is outweighed by the wider global benefits. Technologies which are not site specific e.g. those which involve the combustion or breakdown of materials such as wood waste will, additionally, be expected to be located as close as possible to the source of the material in order to ensure that transportation of such materials is minimised. A possible exception to this would be where a Combined Heat and Power scheme necessitates its location close to the user of the heat and/or energy, in which case the Council would expect the applicant to demonstrate that the benefits of such a scheme outweigh the transportation costs involved.

13.77 Because many renewable technologies can only be developed in areas where the resource is found, it is likely that some such developments would be located in Green Belt locations. In such locations there is a general presumption against inappropriate development which should not be approved, except in very special circumstances. Planning Policy Guidance 2 on Green Belts states that ‘Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations’. The Council, in considering such

proposals, will weigh the benefits of the energy produced against any harm to the Green Belt, and may consider such benefits to amount to exceptional circumstances which merit approval of what would otherwise be inappropriate development. Nonetheless, the Council will expect every effort to be made to minimise the visual impact of such developments through their siting, design and choice of materials.

- 13.78 In relation to renewable energy developments which become redundant, the Council will expect the site to be restored to a condition which is as close as possible to its original state as appropriate to its location, and the works necessary to secure the restoration.
- 13.79 Some renewable technology developments, depending on their scale, may require formal Environmental Impact Assessments as directed by the Town and Country Planning (Environmental Impact Assessment)(England & Wales) Regs 1999. Even if the development does not fall within the requirements of the regulations, the Council will expect an assessment of the environmental effects of the development to be submitted with any application. This will be expected to outline benefits arising from the development in terms of the energy produced in order to enable a balanced assessment of the proposal to be carried out. Revised Supplementary Planning Guidance on Renewable Energy will provide full details of all the issues to be addressed in such a statement.
- 13.80 It should be noted that, in relation to small scale hydro developments, specific consents and/or licences may be required from the Environment Agency. The Council will, therefore, consult with the Agency on any application for such a proposal, and developers are advised to seek advice on such matters from the Agency at the earliest opportunity.
- ~~13.61 The criteria relate generally to all forms of renewable energy. A separate policy on wind turbines is required to deal with their unique locational requirements and potential effects, including visual impact, electromagnetic interference and low frequency noise.~~

Wind turbines. Developments

NR3.2 ~~The development of wind turbines will be permitted, provided that all the following criteria are satisfied:~~

The Council will permit wind developments located within the areas of search identified on the Proposals Map, subject to them meeting criteria a-f of policy NR3.1, and the following criteria:

- a. the proposed development will not ~~cause~~ have an unacceptable ~~harm to impact on~~ any of the following:**
 - i) the landscape, through the number, scale, size and siting of turbines, impact on the skyline, cumulative impact or the need for new power lines for connection to the electricity supply grid;**
 - ii) highway or aviation safety; or**
 - iii) existing transmitting or receiving systems;**
- b. the proposed development will not lead to significant nuisance to the public, including footpath and bridleway users, arising from noise, shadow flicker, electromagnetic interference or reflected light;**
- ~~c. in the case of proposals within or having an impact on habitats of international or national importance or adjacent to the Peak District National Park, the applicant can show that there is no other suitable site and that any harm to the habitat or to the objectives of the National Park likely to be caused by the proposed development would not be significant;~~**
- ~~d. the proposed development would be at least 500m from any sensitive existing land use, for example housing, schools or hospitals, other than by the express agreement of all the relevant parties;~~**
- ~~e. the proposed development accords with the renewable energy policy NR3.1; and~~**
- f. c. redundant turbines, plant, transmission lines and access roads will be removed and the sites restored.**

Outside the areas of search, wind power developments comprising more than two turbines will be permitted subject to the developer satisfactorily demonstrating that:

- i) sufficient wind resources exist, and**
- ii) criteria a-c are met, and**
- iii) criteria a-f of policy NR3.1 are met.**

Developments comprising two or less turbines, which are primarily intended to provide energy for local use, will be permitted anywhere within the Borough provided that:

- iv) criteria a-c are met, and**
- v) criteria a-f of policy NR3.1 are met.**

In all cases, the Council will expect applications for wind developments to be accompanied by an appropriate detailed statement of the environmental effects of the development, and its benefits in terms of the amount of energy it is expected to generate.

- 13.62 13.81 This policy for wind turbines is considered necessary because wind energy can only be exploited where wind speeds are sufficiently fast. By its very nature, the wind resource is likely to be greatest in upland areas, which are particularly sensitive in terms of landscape ~~and nature conservation~~ value and are likely to be highly visible from some distance. Such areas are also likely to be within the Green Belt.
- 13.63 13.82 ~~Draft~~ Regional Planning Guidance requires development plans to identify areas of search with ~~include~~ criteria based policies for the development of renewable energy resources that should aim to protect the region's most valuable and sensitive environments. The identification of areas of search in the Proposals Map is aimed at directing developers to areas which the Council considers to be the most appropriate locations for such developments. Even within such areas, developments will still need to meet criteria a-c, and the criteria in NR3.1. Applications for sites outside the areas of search will also be considered, although larger developments will need to prove that sufficient wind resource exists in such areas in addition to the proposal meeting criteria a-c, and the criteria in NR3.1. It is recognised that smaller developments serving local needs may not require a commercially viable wind resource, hence they will not be required to prove that sufficient wind resource exists. Nonetheless, they will be carefully assessed against the criteria to ensure that the benefits of the proposal merit their location outside the area of search.
- 13.64 13.83 This policy aims to ensure that the siting of turbines would not affect the safety or amenity of people living or working close to the site, or using the surrounding area for recreational purposes, or highway safety by distracting or blinding drivers. In some cases the Council may negotiate for the provision of roadside viewing points, as wind turbines sometimes attract sightseers and the lack of such provision could adversely affect road safety. In considering applications, consideration will also be given to the capacity of the surrounding road network to safely accommodate the scale of plant and components needed for wind developments. The Council will wish to be assured that such elements can be safely transported to the development site without major disruption to the surrounding road infrastructure.
- 13.84 Wind turbines, and their associated infrastructure, such as access roads and grid connections, inevitably involve disruption to the ground in the course of their

construction, particularly the foundations required for the turbines themselves. In light of this it is possible that disruption to sites of archaeological interest could be caused by such developments. Criteria d. of policy NR3.1 seeks to ensure that historical/archaeological interests are taken into account when applications for such developments are being considered, and, additionally, any proposal for such a development would be assessed against policies C1.11 and C1.12, in section 12 of the Plan, which relate specifically to sites of archaeological importance.

- ~~13.65~~ 13.85 The scale of these developments must be carefully considered along with any cumulative effects arising from other wind farms in the vicinity, either existing turbines, those under construction or those for which planning permission has been granted. ~~for example where other wind farms are also visible in the vicinity,~~ The impact of any ancillary development, for example grid connections and access tracks, that may be needed will also be considered in addition to the impact of the turbines themselves. ~~and the impact made not only by the turbines but by any ancillary development, for example grid connections and access tracks, that may be needed.~~
- 13.86 This policy recognises that wind developments will, by their very nature, have an inevitable impact on the landscape. However this impact will be weighed against the desirability of producing energy from a clean, renewable resource. In considering the impact of proposed wind developments, regard will be had to the character of the landscape within which such developments are proposed, and its sensitivity to such developments.
- 13.87 It is the case that many of the windiest parts of the Borough coincide with Green Belt areas. In such locations there is a general presumption against inappropriate development which should not be approved, except in very special circumstances. Planning Policy Guidance 2 on Green Belts states that ‘Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations’. The Council, in considering such proposals will weigh the benefits, in terms of the energy produced, against any harm to the Green Belt and may consider such benefits to amount to exceptional circumstances which merit approval of what would otherwise be inappropriate development. Nonetheless, the Council will expect every effort to be made to minimise the visual impact of such developments through their siting, design and choice of materials.
- 13.88 In relation to the decommissioning of redundant wind turbines, and their associated infrastructure, the Council will expect sites to be restored to a condition which is as close as possible to its original state as appropriate to its location, and the works necessary to secure its decommission.
- ~~13.66~~ 13.89 The South Pennines Heritage Landscape Countryside Design Summary recognises the sensitivity of upland landscapes and any impact on these must be very carefully assessed. Applications will be considered in the context of the SCOSPA Inter-Authority Memorandum on Wind Farms.

~~13.67~~ 13.90 Applicants for planning permission will be required to:

- a. identify all major viewpoints from which the wind turbines would be visible, particularly those visible from public places and rights of way, and provide visual aids such as photo montages to assist the assessment of their visual impact; and
- b. provide sufficient information to allow a full assessment of all the potential impacts to be judged.

13.91 Larger wind developments will need to be accompanied by an Environmental Impact Assessment, as required by the Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999. However, the Council will also expect applications for smaller developments, which are exempt from these regulations, to be accompanied by a detailed statement of the environmental effects of the proposal. This will be expected to outline benefits arising from the development in terms of the energy produced in order to enable a balanced assessment of the proposal to be carried out. Supplementary Planning Guidance on Renewable Energy will provide full details of all the issues expected to be addressed in such a statement. Given the complexity of issues involved in judging these developments, it is strongly recommended that prospective developers take account of this guidance in the course of preparing their applications.

Renewable Energy in Major New Developments

NR3.3 For all major new developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000m² gross floorspace, the Council will require 10% of total predicted energy requirements to be provided, on site, from renewable energy sources.

13.92 The Council is committed to encouraging a reduction in carbon dioxide as part of its draft Climate Change Strategy and Renewable Energy Strategy. The Council is therefore concerned to ensure that major new developments start to reduce their dependence on non-renewable energy sources by incorporating the means to produce some of their energy needs from renewable sources. The requirement for 10% of energy needs to be produced from renewable sources reflects the Government target set out in its Climate Change Programme (November 2000) for 10% of the UK's electricity requirements to be met from renewables by 2010. In relation to housing developments, the Council will accept the 10% being provided as part of each unit, or for all the 10% being provided in one unit.

13.93 Such energy production could include energy from wind, biomass, photovoltaic equipment or solar powered water heating. The Council would seek to ensure that the technology is appropriate to the location in question in terms of any visual or amenity impact it may have, and will therefore encourage discussion on such schemes at the earliest opportunity.

- 13.94 Passive solar design, that is designing a building to take maximum advantage of sunlight, can significantly reduce the overall energy consumption of a building. Where developers can satisfactorily demonstrate that a percentage of the development's energy requirements have been reduced through passive solar design, that percentage will be deducted from the 10% target required by this policy.
- 13.95 Applications for developments where it is claimed that such a requirement would be non-viable should be supported by a development appraisal which substantiates why this is the case.

MINERALS DEVELOPMENTS

PART 1 POLICY

THE NEED FOR MINERALS

- NR4 THE PRINCIPAL MINERALS OF ECONOMIC VALUE FOUND WITHIN THE BOROUGH ARE SAND, GRAVEL, SANDSTONE AND GRITSTONE.**

MINERAL RESOURCE ZONES FOR EACH OF THESE ARE IDENTIFIED ON A MAP ANNEXED TO THIS PLAN. THESE MINERAL RESOURCE ZONES INDICATE THE APPROXIMATE EXTENT OF ECONOMICALLY WORKABLE RESERVES OF SAND, GRAVEL AND SANDSTONE / GRITSTONE RESPECTIVELY.

THE COUNCIL CONSIDERS THAT PROPOSALS TO WORK THESE, OR OTHER, MINERALS MUST:

- A. CLEARLY ESTABLISH A NEED FOR THE DEVELOPMENT; AND**
- B. BE APPROPRIATELY LOCATED IN RELATION TO RESIDENTIAL AND OTHER ENVIRONMENTALLY SENSITIVE AREAS OF THE BOROUGH.**

PERMISSION WILL NOT BE GRANTED FOR MINERAL WORKING IF THESE REQUIREMENTS ARE NOT MET.

THERE IS NO PRESUMPTION WHATEVER IN FAVOUR OF PERMITTING A PROPOSAL FOR EITHER A NEW MINERAL WORKING OR AN EXTENSION TO AN EXISTING SITE WITHIN MINERAL RESOURCE ZONES. EACH INDIVIDUAL APPLICATION WILL BE CONSIDERED ON ITS MERITS IN ACCORDANCE WITH THE POLICIES OF THIS PLAN, AND IN PARTICULAR THE FOLLOWING MINERALS POLICIES.

THE COUNCIL DOES NOT ENVISAGE ANY CIRCUMSTANCES IN WHICH ANY DEVELOPMENT RELATING TO NEW MINERAL WORKING WILL BE PERMITTED OUTSIDE THE MINERAL RESOURCE ZONES.

- ~~13.68~~ 13.96 Minerals can only be worked where they occur and mineral extraction, although often described as a temporary use of land, can impose severe local environmental costs for many years. In some parts of the country unimplemented planning consents for mineral working have accumulated, and this, taken together with the existence of sites where active working has been temporarily suspended, can be a serious blight upon local communities. An over-provision of consented primary extraction sites can also discourage the use of secondary or recycled resources of aggregate minerals. The Council therefore considers it

essential that any proposal to work a primary mineral resource is justified both in terms of the need for the mineral concerned, considered in the context of the prevailing aggregate supply situation, and in relation to its likely environmental impact. In some cases the Council will require a formal Environmental Impact Assessment to be carried out to accompany the planning application.

- ~~13.69~~ 13.97 Mineral Resource Zones are defined by reference to the geology of the Borough and follow the carrying out of a 1 km grid borehole survey of Greater Manchester. They replace the Areas of Search shown on the previous UDP Proposals Map, although the boundaries remain the same. Some mineral operators assumed that because these were shown as shaded areas on an Ordnance Survey base, there was some bias towards allowing mineral working there. The Council wishes to make it clear that this is not the case and that any proposal for new mineral working developments will be considered against the other policies set out in this review of the Plan. The Mineral Resource Zones should be regarded as no more than a geological overlay, indicating the approximate limits of workable mineral reserves. The Mineral Resource Zones are shown on a supplementary map at the back of this document.

Part 2 Policies

Prevention of mineral sterilisation

- NR4.1 In determining a planning application for major new development the Council will endeavour to protect known significant mineral resources from sterilisation.**

Where such development is permitted, the Council will, if practicable to do so, consider allowing the extraction of the mineral prior to the consented development proceeding, provided that the removal of the mineral resource does not create an unwanted requirement for backfilling of the worked area which would either compromise or delay to an unacceptable extent the implementation of the consented development.

- ~~13.70~~ 13.98 Mineral resources can be sterilised when building, engineering, waste disposal or other operations take place on land beneath which they are located. Although it would be impractical to safeguard all mineral resources, land that is believed to contain significant and viable reserves should be protected from incompatible development for as long as alternative development sites exist. Where development is permitted, thoughtful planning could ensure prior removal of the mineral. However, the Council would not normally advocate this action if, because of the topography of the site or other factors, the removal of the mineral would leave the site incapable of supporting subsequent development without protracted or intrusive backfilling operations.

Primary, Secondary and Recycled Aggregates

NR4.2 In determining a planning application for the working of a new primary aggregates site or the extension of an existing site, the Council will take into consideration and base its decision on these factors:

- a. the contribution the proposal may make towards maintaining Greater Manchester's apportioned share of the regional production of aggregates as expressed in the most recent interpretation of the guidelines for aggregate provision for the North-West;**
- b. the need to maintain a stock of reserves with planning permission for their working (i.e. a landbank) within Greater Manchester sufficient to meet the guidelines for the supply of (i) crushed rock and (ii) sand and gravel as set out in the current version of Mineral Planning Guidance Note 6 (MPG6); and**
- c. the desirability of maximising the contribution made to the total supply of aggregates by secondary and recycled materials, rather than relying as a solution of first resort on the exploitation of primary sources, whether from new sites or extensions to existing mineral working sites.**

~~13.71~~ 13.99 MPG6 advises Mineral Planning Authorities to include in their development plans policies to ensure the existence of a landbank that is capable of delivering a sufficient supply of crushed rock, sand and gravel for a specified number of years, as new mineral extraction operations involve major capital investment and long lead-in times.

~~13.72~~ 13.100 The MPG6 guideline figures on aggregates provision for England include a regional breakdown. The North-West Regional Aggregates Working Party plays an important role in interpreting these national guidelines; identifying a range of supply options or scenarios for the region; and in advising on the sub-regional apportionment of aggregate requirements.

~~13.73~~ 13.101 Earlier versions of MPG6 considerably overestimated future demand for aggregates, largely based on high production figures at the time and projections that assumed such levels would continue. Its main emphasis was on the need to secure continuity of supplies from primary sources with the contribution from secondary and recycled materials little more than an after-thought. A more sustainable approach to the supply of aggregates must reverse this approach and place an increased emphasis on the importance of non-primary sources.

~~13.74~~ 13.102 The Council will wish to give preference to the development of facilities that produce or process aggregates from secondary or recycled sources. In many cases the use of waste materials from other quarrying or mining operations or from industrial processes is a technically feasible and economically beneficial alternative to newly-won aggregates as long as the transportation costs are not disproportionately high. This could include colliery waste or minestone; blast furnace slag; power station ash; china clay sand; slate waste and demolition or

construction industry wastes, including road planings. Their use produces benefits by:

- a. conserving primary reserves of aggregates and thereby reducing the environmental costs of new or extended mineral working sites; and
- b. reducing the amount of land required for both mineral working and waste disposal ~~and releasing it for other productive uses.~~

~~13.75~~ 13.103 In a highly urbanised area such as Oldham where a gradual process of redevelopment is underway, demolition works represent the most likely source of such waste. The Council attaches great importance to ensuring that adequate processing capacity exists to make the best use of this material rather than consigning a significant proportion to ultimate wasteful disposal via landfill.

Criteria for assessing proposals for mineral working and processing

NR4.3 The Council will only permit an application for new working of a primary mineral resource or the extension of an existing site where the applicant is able to demonstrate that:

- workable reserves of the mineral are present within the application site; and
- a clear need exists at the time of the submission of the proposal for the mineral to be worked in relation to the prevailing landbank ~~situation within Greater Manchester, as expressed in the current guidelines as set out in MPG6.~~ within Greater Manchester and the sub-regional apportionment made by the Regional Aggregates Working Party, derived from the current regional guideline figure as set out in MPG6.

Where these criteria are met, and in the case of all other proposals for:

- mineral processing
- treatment
- the recovery of recycled or secondary aggregates
- the provision of aggregates depots or coating plants
- the disposal of mineral waste

the Council will permit such an application where the applicant is able to demonstrate that the proposal:

- a. will not result in the sterilisation of significant quantities of any workable reserves of minerals either within or adjacent to the site;
- b. in the case of new or extended primary mineral working sites, makes provision for the maximum practicable level of processing (crushing, grading, screening, etc.) of the extracted mineral on the application site;

- c. will not prejudice the stability of surrounding land or adversely affect existing land drainage systems, surface water systems or groundwater levels or supplies;**
- d. will not harm the character or appearance of a Listed Building together with its setting, an Ancient Monument, a Conservation Area, or a Park or Garden of Special Historic Interest;**
- e. will not harm the character or appearance of:**
 - i) areas of recreational use or potential,**
 - ii) local landscape character, as defined in other policies of this Plan,**
 - iii) woodlands,**
 - iv) designated wildlife sites,**
 - v) species protected by law and their habitats,**
 - vi) areas covered by Tree Preservation Orders,**
 - vii) other land and features of historical, archaeological or geological interest, or**
 - viii) other sites which make a significant contribution to the Borough's biodiversity;**
- f. will not have such an impact in terms of visual prominence from places to which the public have access or residential areas as to outweigh any benefits which the proposal is perceived to bring;**
- g. will not harm the amenity of environmentally-sensitive development, including residential properties, schools, healthcare facilities and certain sensitive industrial processes by reason of noise, vibration, odour, atmospheric pollution, or other nuisance;**
- h. will not harm the character or appearance of the surrounding area, or road safety, by reason of access or the impact of traffic, including the routing of heavy goods vehicles to and from the site;**
- i. includes a scheme of working providing, in the case of extensive mineral working sites, for progressive working and site restoration;**
- j. makes provision for site security and public safety;**
- k. makes provision for screening and/or landscaping of the site whilst working is in progress or operations are taking place, together with any further mitigation measures required in order to minimise the impact which the development will have on the surrounding area;**
- l. makes provision, in the case of mineral working sites, for final restoration to an agreed afteruse, such as agriculture, woodland planting (amenity or coppice cropping), recreational use(s), habitat creation, or a combination of these, together with the appropriate level of aftercare;**

- m. makes provision, in the case of mineral working sites, for the recovery and subsequent utilisation, or if this is impracticable, the disposal of mineral waste;**
- n. makes provision, in the case of mineral working sites, for the maintenance of a stand-off distance between the closest point of any active extraction area or overburden storage area and the nearest significant number of dwellings or other environmentally-sensitive properties; the precise width of this stand-off zone to be determined in the context of the characteristics and topography of individual sites and their surroundings, and the nature of the proposed workings;**
- o. retains and protects existing transport routes; and**
- p. makes provision, if suitable rail connection points or wharfage facilities are available, or can be provided, for rail- or water-based transportation of mineral products or waste.**

~~13.76~~ 13.104 The above criteria reflect a more sustainable approach to minerals planning in line with the principles established in Minerals Planning Guidance Note 1 (MPG1). First and foremost the Council will need to be satisfied that by granting consent for new or extended mineral working it does not contribute to an over-provision of consented primary mineral reserves within Greater Manchester, thereby discouraging the industry from developing alternative sources of supply and worsening blight.

~~13.77~~ 13.105 Mineral working or processing can take a considerable environmental toll on sensitive locations over a long period. If the Council is to permit new or extended primary mineral workings or processing operations for secondary or recycled materials, it will need to be sure that such developments can take place without causing unacceptable levels of nuisance and disturbance through visual intrusion, heavy vehicle movements, vibration and the generation of noise and dust; and that questions of land stability and the disruption or depletion of surface and groundwater systems have been adequately addressed.

~~13.78~~ 13.106 Although the majority of mineral working or processing sites will continue to rely on road transport, ~~where rail links or waterways exist or can be established,~~ where appropriate links exist to railways or waterways, or can be established, every opportunity should be taken to move raw or processed materials by more sustainable means of transport.

~~13.79~~ 13.107 The “significant number” referred to in criterion (n) above will depend upon such factors as ~~the~~ proximity to the site, the nature and topography of the intervening ground, and the extent to which the dwellings can be adequately screened by either existing vegetation or ground features ~~or those or by screening measures~~ incorporated into the development scheme. A rough guideline, however, would be about ten properties.

14 WASTE MANAGEMENT

- 14.1 Some 400 million tonnes of waste is produced in England and Wales each year, around 106 million tonnes of which originates from industrial, commercial and domestic premises. The remainder comprises waste from agricultural, mining and construction and demolition industries; sewage sludge; and dredged spoil. The level of household waste alone is currently growing at 3% each year and if this figure goes unchecked waste management facilities will need to double by 2020. Landfill remains the most common means of managing waste with 54% of waste arising from commercial and industrial processes and 83% of municipal waste dealt with this way. The situation in Greater Manchester broadly reflects the national picture, with relatively low recovery figures for commercial, industrial and municipal waste. The county currently disposes of only 19% of its municipal waste within its own boundaries. To the public, the management and disposal of waste is seen as a problem, not an opportunity, and the image of the waste industry in general, negative.
- 14.2 This is a wholly unsustainable situation. The supply of empty, consented landfill space is rapidly running out and much of that which remains is poorly located in relation to the origin of the waste. While the need for a certain amount of landfill capacity will exist for the foreseeable future, the focus must very clearly move away from landfill as a management solution of first resort. Unfortunately, the infrastructure required to recover and treat waste in more environmentally friendly ways simply does not yet exist.
- 14.3 In May 2000 the Government published its Waste Strategy for England and Wales, building on its earlier commitments and those of the previous Governments to fundamentally revise the country's approach to the management of waste. It places an emphasis on minimising the amount of waste produced and putting to good use that which is created.
- 14.4 A series of European Union Directives, at various legislative stages, ~~are~~ is driving national efforts to tackle the waste crisis, the most important of which is the Landfill Directive. In addition to a number of key changes to landfill practices which member states will be required to adopt and which will have a profound impact on the UK waste industry, the Directive sets ambitious mandatory targets for reduction of the amount of biodegradable municipal waste sent to landfill. By 2010 it aims to have reduced the proportion to 75% of that produced in 1995, and by 2013 and 2020 ~~to a further 50% and 35% respectively. to have reduced it further to 50% and 35% respectively of the 1995 figure.~~ These figures illustrate the scale of provision of waste management facilities which will need to be made.
- 14.5 Decisions as to the best means of managing individual waste streams should be based on the Best Practicable Environmental Option (BPEO), which involves taking into account the “waste management ~~heirarchy~~ hierarchy” and the proximity principle (see Policy W1.1). Although it is unrealistic to suppose that waste exports will be wholly eliminated, certainly within the period covered by

the UDP, Greater Manchester authorities will need to make significant moves towards self-sufficiency in terms of managing waste produced within the county.

- 14.6 Ongoing work by the North West Region Technical Advisory Body will result in a ~~waste management strategy for Greater Manchester that will inform revised Regional Planning Guidance~~. Regional Waste Strategy which will build on the principles outlined in the recently published Regional Planning Guidance for the North West. At present, the ten District Councils within Greater Manchester have no detailed guidance on the likely range, scale and type of waste management facilities that will be needed to deal with the increase in waste arisings.
- 14.7 As a result, this revision of the UDP allocates only one specific site for waste-related development. The site in question already holds a waste compactor plant and household waste recycling facility and has substantial undeveloped areas adjoining it. Depending upon the nature and size of future proposals for waste treatment plants, the Primary Employment Zones may be considered suitable locations for such developments.

PART 1 POLICY

WASTE

- W1 THE COUNCIL IS COMMITTED TO ENSURING THAT ALL FORMS OF DEVELOPMENT ARE CARRIED OUT IN A WAY WHICH MINIMISES THEIR ENVIRONMENTAL AND HEALTH IMPACTS AND MAXIMISES SUSTAINABILITY. THESE OBJECTIVES APPLY EQUALLY IN THE FIELD OF WASTE MANAGEMENT. TO THIS END IT WILL:**

A. OVER THE PERIOD OF THIS PLAN, APPLY POLICIES AND PRACTICES, BOTH IN RESPECT OF PROPOSALS SUBMITTED TO IT AND IN ITS OWN ACTIVITIES, WHICH RECOGNISE THE POTENTIAL OF WASTE AS A VALUABLE RESOURCE AND WHICH REDUCE THE PRESENT RELIANCE ON LANDFILL AS A PREFERRED WASTE MANAGEMENT OPTION; AND

B. ENSURE THAT ALL NEW WASTE MANAGEMENT, TREATMENT AND DISPOSAL FACILITIES ARE APPROPRIATELY LOCATED IN RELATION TO RESIDENTIAL AND OTHER ENVIRONMENTALLY SENSITIVE AREAS OF THE BOROUGH.

- 14.8 Oldham's legacy of a long-established industrial base and densely built-up urban area has led to a major concentration of waste arisings from industrial, commercial and domestic sources, as well as significant quantities of construction and demolition waste produced as the Borough undergoes gradual urban renewal. Traditionally, local disposal sites have been used but in recent years dwindling landfill capacity has made it necessary to transport waste further and further afield to find environmentally acceptable locations for its disposal.

In terms of transport and energy costs this is neither economic nor desirable. Even with the abandonment of the ‘dump and forget’ philosophy, modern engineered landfills have their own problems, taking many decades for the contents to become fully degraded and neutral.

- 14.9 The diminishing supply of local landfill sites has led to the establishment of a number of waste transfer operations where mixed waste payloads are delivered to a central point for separation into stockpiles of reclaimable materials leaving residues for bulking up into economic consignments for disposal. While these operations have not always been managed in accordance with high environmental standards, they have still provided a valuable means of recovering waste that might otherwise have been destined for direct landfill. The Council is keen to promote more waste recovery operations of this type. It is recognised, however, that economies of scale may make it necessary to develop much larger materials recovery facilities (MRFs) to deal with major waste streams, such as collected domestic waste.
- 14.10 The management of waste in a heavily urbanised area like Oldham can lead to environmental conflicts and compromise the level of amenity* which residents expect to enjoy. The Council is determined to ensure that any proposals for new waste handling facilities, for example treatment plants for centralised composting; materials recovery; energy recovery by incineration or new technologies; anaerobic digestion; landfill or landraising sites, will be located where there will be no unacceptably adverse effects. In some cases, planning applications will need to be accompanied by a formal Environmental Impact Assessment.

Part 2 Policies

Waste Management Options

- W1.1** The Council will give preference to the establishment of facilities which will result in the management of a greatly increased proportion of waste by methods which utilise waste as a resource and which reduce reliance on less sustainable methods.

In considering individual proposals for waste management facilities, the Council will assess the extent to which the proposal accords with:

- a. the Best Practicable Environmental Option for dealing with the waste stream(s) involved;**
- b. the proximity principle - i.e. the desirability of treating or disposing of waste as close as possible to its point of origin;**
- c. the waste management hierarchy, - i.e. the desirability of prioritising firstly the minimisation of waste, followed by: re-use; recovery (including recycling and composting); energy recovery; over incineration without energy recovery and landfill;**

and will favour proposals which reflect these objectives.

- 14.11** The Government's Waste Strategy for England and Wales emphasises the need to adopt waste management practices that recognise waste as a resource rather than a problem ~~that must be disposed of~~ which must be solved by disposal as a solution of first resort. The Council fully endorses this approach, which is underpinned by the introduction of statutory waste diversion targets for biodegradable municipal waste that must be met by all local authorities following the adoption of the European Union's Landfill Directive. At the same time, rather than routinely applying the proximity principle and the waste hierarchy to every proposal, the Council recognises that decisions need to be based on a careful consideration of the Best Practicable Environmental Option (BPEO) which, for each waste stream, will vary over time and from area to area.
- 14.12** For the ~~forseeable~~ foreseeable future, it will be necessary to ensure that adequate landfill capacity exists for the disposal of non-reclaimable residues from other treatment methods.

Provision of Sites for Waste Management Facilities

- W1.2 The existing landfill site at High Moor quarry, Scouthead, is likely to remain operational throughout the period of this Plan. As a previously consented facility, this site is not identified on the Proposals Map.**

The only other site-specific allocation shown is at Arkwright Street/Lansdowne Road, Chadderton, which incorporates an existing waste compactor plant and civic amenity (or household waste recycling and disposal) facility, together with other, currently unused, land. The Council wishes to safeguard this site for possible future redevelopment for waste management purposes.

If further provision for waste management capacity in the form of treatment plants is required during the period of this Plan, the Primary Employment Zones as defined in other policies set out in this Plan will be considered as offering the greatest potential in any site-search exercise.

- 14.13 If the Government's statutory targets for the diversion of waste from landfill are to be met, and Greater Manchester is to achieve a significantly higher level of self-sufficiency in dealing with its own waste arisings, there will be a requirement for individual local authorities to make provision for the establishment of centralised treatment facilities in appropriate locations. The precise number, scale and nature of these facilities will, in due course, be made known ~~through revised Regional Planning Guidance, informed by the Regional Technical Advisory Body.~~ as a result of the Regional Technical Advisory Body's work on the development of a Regional Waste Strategy. Greater Manchester Waste Disposal Authority's evolving strategy for the management of municipal waste will also be critical to the future of waste management in the area.
- 14.14 Given the differing site requirements for plant and buildings associated with various waste treatment processes - including materials recovery, centralised composting, combined heat and power, anaerobic digestion and biochemical waste treatment - and the fact that at the time of the preparation of this plan the likely spread and range of such treatment ~~plans~~ plants throughout Greater Manchester is not yet known, the Council does not feel able to identify any specific sites other than those named above. The site requirements for landfill and landraise disposal facilities are quite different again.
- 14.15 Waste movements are highly complex and pay little heed to county, let alone individual local authority boundaries, so Oldham, like the other Greater Manchester districts, cannot consider its own needs in isolation. The Council fully accepts the contribution it must make to significantly reducing waste exports from Greater Manchester in accordance with the proximity principle, and the general drive towards a more sustainable approach to waste management.

Criteria for Assessing Proposals for Waste Management, Treatment and Disposal Facilities

- W1.3** The Council will only permit an application for the establishment of a new waste management, treatment or disposal facility where the applicant is able to demonstrate a clear shortfall in existing treatment or disposal capacity at the time of the submission of the proposal, or that a particular need exists which cannot be met by existing facilities.

Where this requirement is met, the Council will permit such an application provided that the applicant is able to show that the proposal:

- a. will not result in the sterilisation of significant quantities of any workable reserves of minerals either within or adjacent to the site;
- b. in the case of landfill or landraising proposals, will result in the restoration of despoiled land or otherwise improve or have a neutral effect on the landscape or agricultural quality of land;
- c. will not prejudice the stability of surrounding land or adversely affect existing land drainage systems, surface water systems or groundwater levels or supplies;
- d. will not harm the character or appearance of a Listed Building together with its setting, an Ancient Monument, a Conservation Area, or a Park or Garden of Special Historic Interest;
- e. will not harm the character or appearance of:
 - i) areas of recreational use or potential,
 - ii) local countryside character, as defined in other policies of this Plan,
 - iii) woodlands,
 - iv) designated wildlife sites,
 - v) species protected by law and their habitats,
 - vi) areas covered by Tree Preservation Orders,
 - vii) other land and features of historical, archaeological or geological interest, or
 - viii) other sites which make a significant contribution to the Borough's biodiversity;
- f. will not have such an impact in terms of visual prominence from places to which the public have access or residential areas as to outweigh any benefits which the proposal is perceived to bring;
- g. will not harm the amenity of environmentally-sensitive development, including residential properties, schools, healthcare facilities and certain sensitive industrial processes by reason of noise, vibration, odour, atmospheric pollution, or other nuisance;

- h. will not harm the character or appearance of the surrounding area, or road safety, by reason of access or the impact of traffic, including the routing of heavy goods vehicles to and from the site;**
- i. makes provision for:**
 - i) site security and public safety;**
 - ii) in the case of landfill or landraising sites where biodegradable waste is to be deposited, the management of leachate and landfill gas and, if feasible, the utilisation of landfill gas for electricity generation;**
 - iii) in the case of extensive landfill or landraising sites, progressive working and restoration of the site;**
 - iv) screening and/or landscaping of the site whilst it is being used for waste treatment, processing or disposal, together with any further mitigation measures required in order to minimise the impact which the development will have on the surrounding area; and**
 - v) in the case of landfill or landraising sites, final site restoration to an agreed afteruse, such as agriculture, woodland planting (amenity or coppice cropping), recreational use(s), habitat creation, or a combination of these, together with the appropriate level of aftercare;**
- j. retains and protects existing transport routes;**
- k. makes provision, if suitable rail connection or wharfage facilities are available, or can be provided, for rail- or water-based transportation of untreated waste materials and recovered products.**

- 14.16 The handling of waste, whether at a specialised treatment plant, transfer loading yard or disposal site, can lead to a variety of problems for nearby residents and occupiers, including visual intrusion; disturbance from heavy vehicles, vibration and noise; and the generation of dust, fumes and unpleasant odours.
- 14.17 If the Council is satisfied that a sound case can be made for a proposal on the grounds of need, and that in granting permission a blighting effect will not be caused through an unnecessary over-provision of waste treatment or disposal capacity, it will wish to ensure that the chosen location and the form of the development is such that these potential adverse environmental impacts are reduced to the absolute minimum if they cannot be avoided altogether. Permission will not be granted if this requirement cannot be met.
- 14.18 ~~Where appropriate rail links and waterways exist or can be established, links exist to railways or waterways, or can be established, the opportunity should be taken to divert waste movements away from the road to more sustainable means of transport. The Council's Supplementary Planning Guidance Note 15 gives more information on the criteria that should be taken into account. (Moved to para. 14.19)~~

- 14.19 The Council's Supplementary Planning Guidance Note 15 gives more information on the criteria that should be taken into account.

Provision of Civic Amenity and other 'Bring' Recycling Sites

- W1.4 The Council will, through discussions with the Greater Manchester Waste Disposal Authority, seek to achieve an upgrading of the existing civic amenity facilities at Arkwright Street, Chadderton and Beal Hey, Shaw. It will also seek to identify a site within Saddleworth for the establishment of an additional household waste recycling centre and will press the GMWDA to provide such a facility to serve this area of the Borough.**

In addition to such fully serviced and comprehensive sites, the Council will promote and support the establishment of smaller-scale 'bring' recovery and recycling facilities, in convenient and accessible locations, provided that these can be accommodated without causing harm to residential amenity. In particular, locations where the use of a recycling facility would naturally coincide with another activity, such as a shopping trip or library visit, will be favoured, if locational considerations allow.

- ~~14.19~~ 14.20 Household waste recycling and disposal facilities, also known as civic amenity sites, are invaluable, reducing the amount of ~~fly-tipping~~ fly-tipping that would otherwise occur and improving the general environment. They allow hazardous waste like asbestos and CFCs; recyclable materials such as paper, card, glass, plastics and textiles, and compostable green waste to be separated and dealt with appropriately. Saddleworth residents currently have no such facility within easy reach and the Council will continue to press for a replacement of the long-defunct High Moor site.
- ~~14.20~~ 14.21 Alongside full-scale civic amenity sites, smaller 'bring' local collection facilities play an important role in increasing the overall recovery of a variety of waste products. As resources permit, the Council will provide, and encourage others to provide, smaller community recycling centres in order to significantly increase the density of coverage across the Borough. These sites will need to fulfil the criteria set out in Policy W1.3.

APPENDIX A

List of First Deposit Draft Allocation Changes Compared With Adopted UDP

Please note: the tables in Appendix A detail the changes made in the first deposit draft Replacement UDP, as compared with the adopted UDP. They are included for information only. For subsequent changes between the first deposit draft and this revised deposit draft, please refer to the maps and tables in the section entitled “Changes to the Plan”, which follows the appendices.

Section 4- Transport

Former UDP ref	Location	Revised Allocation	Revised Reference
TR02	Butler Green Metrolink stop	Moved to Coalshaw Green and renamed South Chadderton Metrolink stop	Indicated on Metrolink route. Policy T1.1 b. iii)
TR03	Wren’s Nest Metrolink stop	Abandoned	
TR10. Policy PC1.3 b.	Park Bridge - Grotton cycle route (segment from Alexandra Centre to the Tameside boundary)	See section 10 Recreation. Re-named Oldham - Bardsley Cycleway	RR10. Policy R1.1

Section 5- Business and Industry.

Former UDP ref.	Location	Revised Allocation	Revised Reference
Former Business and Industry Allocations			
I02	Land at Crompton Street, Royton	Not allocated for industry, still within PEZ	PEZ 20
I03	Land at Chapman Street, Oldham	None	-
I04	Land at Sun Mill, Oldham	None	-
I05	Land at Daltry Street, Oldham	None	-
I06	Land at Holt Street, Oldham	None	-
I07	Land at Manchester street (1), Oldham	Not allocated for industry, now within PEZ	PEZ 10
I08	Land at Millstream Lane, Failsworth	Not allocated for industry, still within PEZ	PEZ 01
I09	Land at Drury Lane, Oldham	Not allocated for industry, still within PEZ	PEZ 05
I10	Land at Dowry Street, Hathershaw	Not allocated for industry, still within PEZ	PEZ 15

I11	Land at Suthers Street, Werneth	None	-
I12	Land at West End Street, Oldham	None	-
I14	Land at Mellor Street, Oldham	None	-
I17	Land at Terrace Street, Greenacres	Industrial site, PEZ	B1.1.36, PEZ 16
I18	Land at Sefton Street, Hollinwood	Now forms part of a larger allocated industrial site for Business and office use only, PEZ	B1.2.1, PEZ 05
I20	Land at Mill Street, Failsworth	Not allocated for industry, still within PEZ	PEZ 01
I21	Coin Controls, Royton	Continued industrial allocation, also in PEZ	B1.1.19, PEZ 20
I22	Land adjacent to Rugby Mill, Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I23	Land at Albert Street (1), Hollinwood	Not allocated for industry, still within PEZ	PEZ 04
I25	Land at Constantine Street, Lees	None	-
I26	Land at Watts Street, Chadderton	Small Industrial site so not on Proposals Map, PEZ	B1.1.35, PEZ 10
I28	Land at 13A Cotswold Avenue, Oldham	Not allocated for industry, still within PEZ	PEZ 09
I29	Land at Wharf Street, Hollinwood	Not allocated for industry, still within PEZ	PEZ 05
I30	Land at Stockfield Road, Chadderton	Not allocated for industry, still within PEZ	PEZ 10
I31	Land at Holden Fold Lane, Royton	Not allocated for industry, still within PEZ	PEZ 20
I32	Harrison and Jones Group, Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I33	Land at former Larch Mill	None	-
I34	Site E, Greengate, Chadderton	Industrial, but site reduced in size from current UDP	B1.1.7, PEZ 08
I35	Site C, Greengate, Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I36	Land at Beal Lane, Shaw	Industrial, current allocation continued	B1.1.26, PEZ 22
I37	Land adjacent to Nile Mill, Chadderton	Not allocated for industry, still within PEZ	PEZ 09
I38	Land at Moston Road (1), Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I39	Land at Keswick Avenue, Fitton Hill	Not allocated for industry, still within PEZ	PEZ 15
I40	Former Asia Mill,	Industrial, current allocation	B1.1.5, PEZ 05

	Hollinwood	continued and PEZ	
I41	Former Ramsey Mill, Chadderton	Housing, forms part of a larger site	H1.1.2
I43	Land at Mersey Road North, Hollinwood	Industrial, current allocation continued	B1.1.3, PEZ 04
I44	Land at Wellyhole Street (1), Lees	Primary Employment Zone	PEZ 17
I45	Bee Mill, Royton	Not allocated for industry, still within PEZ	PEZ 21
I46	Site A, Greengate, Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I47	Land at Wellyhole Street (2), Lees	None	-
I48	Land at Moston Road (2), Failsworth	Not allocated for industry, still within PEZ	PEZ 08
I49	Land at Moston Road (3), Failsworth	Industrial, current allocation continued, PEZ	B1.1.9, PEZ 08
I50	Land at Linney Lane, Shaw	Not allocated for industry, still within PEZ	PEZ 22
I51	Land at Crossbank Street, Oldham	Industrial, site boundary now extended	B1.1.33
I52	Land at Clarence Street, Royton	Industrial, but site size reduced and PEZ	B1.1.25, PEZ 16
I53	Land at Stable Street, Hollinwood	Not allocated for industry, still within PEZ	PEZ 13
I54	Former Derker Mill, Derker	Not allocated for industry, still within PEZ	PEZ 16
I55	Site B, Greengate, Chadderton	Not allocated for industry, still within PEZ	PEZ 08
I58	Land at Arkwright Street, Chadderton	Not allocated for industry, still within PEZ	PEZ 10
I59	Former Ash Mill, Shaw	Not allocated for industry, still within PEZ	PEZ 22
I60	Land adjacent to Ram Mill, Chadderton	Industrial, site now extended, PEZ	B1.1.18, PEZ 08
I61	Hollinwood Goods Yard, Hollinwood	Part industrial, still located within PEZ	B1.2.2, PEZ 05
I62	Land at Huddersfield Road, Diggle	Industrial, PEZ	B1.1.28, PEZ 31
I64	Former Dee Mill, Shaw	Not allocated for industry, still within PEZ	PEZ 22
I65	Land at Albert Street (2), Hollinwood	Industrial, site now extended to the north, PEZ	B1.1.2, PEZ 04
I66	Land at Meek Street, Royton	Industrial, although site size now reduced and PEZ	B1.1.22, PEZ 16

I67	Land at Mossdown Road, Royton	Industrial, PEZ, Local Green Gap, area of industrial site reduced, mostly occupied by Local Green Gap	B1.1.24, PEZ 16, LGG9
I68	Oldham Broadway areas 1-6, Chadderton	Industrial, although part of the original site has now been built on. Remainder has been split up into several sites, PEZ	B1.1.11, B1.1.12, B1.1.13, B1.1.14, B1.1.15, B1.1.16 and PEZ 08
I70	Land at Northgate Lane, Moorside	None	-
I71	Site F, Greengate, Chadderton	Industrial, site area now extended, PEZ	B1.1.6, PEZ 08
I72	Plateau 1, Salmon Fields, Royton	Not allocated for industry, still within PEZ	PEZ 16
I74	Land at Higginshaw Lane, Royton	Industrial allocation continued, PEZ	B1.1.21, PEZ 16
I75	Land at Southlink Business Park, Oldham	Industrial, although now allocated for business and office only, PEZ	B1.2.1, PEZ 16
I76	Land at Hollinwood Avenue, Hollinwood	Not allocated for industry, still PEZ	PEZ 04

New Industrial Allocations			
-	Land at Tweedale Way, Hollinwood	Industrial, PEZ	B1.1.1, PEZ 04
-	Land at Greengate, Chadderton	Industrial, PEZ	B1.1.8, PEZ 08
-	Land at Oldham Broadway Business Park, Chadderton	Industrial, PEZ	B1.1.17, PEZ 08
-	Land at High Barn Street / Edge Lane Street, Royton	Industrial, PEZ	B1.1.20, PEZ 21
-	Land at Foxdenton Lane, Chadderton	Industrial, PEZ	B1.1.29, PEZ 08
-	Union Street West / Oldham Way	Industrial, PEZ	B1.1.31
-	Oldham Way / Mumps	Industrial, PEZ	B1.1.32, PEZ 16
-	Land at Hebron Street, Royton	Industrial, PEZ	B1.1.34, PEZ 16
-	Land at Sefton Street, Hollinwood	Industrial, office and business uses only, PEZ	B1.2.1, PEZ 05

Former Mixed Use Allocations			
M01	Buckley New Mills, Uppermill	Mixed Use (but covers smaller area)	B1.3.6, H1.1.16
M02	Owl Mill, Lees	Housing, PEZ	H1.1.10, PEZ 18

New Mixed Use Allocations			
-	Frenches Wharf / Wellington Road, Greenfield	Mixed Use	B1.3.1, H1.1.18
-	Lumb Mill, Huddersfield Road, Delph	Mixed Use	B1.3.2, H1.1.14
-	Land at Broadway / Oldham Road, Failsworth	Mixed Use	B1.3.5, H1.1.3

Former Primary Employment Zones			
PEZ01	Lees	PEZ, Now smaller area, New Street, Lees	PEZ 18
PEZ02	Greengate / Broadgate	PEZ, Boundary extended to east adjacent to Junction Mill	PEZ 08
PEZ03	Fernhurst Mill	PEZ	PEZ 12
PEZ04	Malta Mill	None	Unallocated
PEZ05	Nimble Nook	PEZ, Fields New Road	PEZ 09
PEZ06	Crompton Street, Royton	PEZ	PEZ 20
PEZ07	Higginshaw (Oldham East)	PEZ, alterations to boundary at Royton Moss/ Bullcote Green and Oldham Mumps	PEZ 16
PEZ08	Shaw Road, Royton	PEZ	PEZ 21
PEZ09	Hollins	PEZ	PEZ 07
PEZ10	Ashton Road, Failsworth	PEZ	PEZ 02
PEZ11	Wrigley Street, Failsworth	PEZ	PEZ 03
PEZ12	Hawksley Street	PEZ, Boundary slightly extended	PEZ 06
PEZ13	Mirror Group / Albert Street, Hollinwood	PEZ	PEZ 04
PEZ14	West Failsworth	PEZ, Part now mixed use	PEZ 01, H1.1.13, B1.3.05
PEZ16	Drury Lane (Hollinwood North)	PEZ	PEZ 05
PEZ17	Copster Hill	PEZ	PEZ 14
PEZ18	Busk	PEZ	PEZ 11
PEZ19	Primrose Bank	PEZ	PEZ 13
PEZ20	Hathershaw	PEZ	PEZ 15

PEZ21	Werneth / Chadderton	PEZ, Manchester Street / Westwood. Boundary extended to the south of Manchester Road.	PEZ 10
PEZ22	Waterhead	PEZ, Greenacres Road, Waterhead	PEZ 19
PEZ23	Shaw	PEZ	PEZ 22
PEZ24	Chew Valley Road	Part of site now mixed use, PEZ	B1.3.1, H1.1.18
PEZ25	Oak View Mills	PEZ	PEZ 23
PEZ26	Hey Bottom Mill	PEZ	PEZ 24
PEZ27	Andrew Mill	Now a housing site	H1.1.19
PEZ28	Waterside Mill	PEZ	PEZ 26
PEZ29	Kinders Mill	PEZ, Boarshust Lane	PEZ 26
PEZ30	Walk Mill	None, now unallocated	-
PEZ31	Tamewater Mill	PEZ	PEZ 28
PEZ32	Delph New Road	Now part PEZ, part Housing Allocation	PEZ 29, H1.1.15
PEZ33	Lumb Mill	Now part PEZ, part Mixed Use Allocation	PEZ 30, H1.1.14 and B1.3.2
PEZ34	Shaw Pallets	PEZ	PEZ 31
PEZ35	Warth/Ellis Mills	PEZ	PEZ 32

New Primary Employment Zone			
-	Wellyhole Street, Lees	PEZ	PEZ 17

Section 6- Housing

Former UDP Ref	Location	Revised Allocation	Revised Reference
Phase 1 Allocations			
H02	Block Lane	-	H1.1.7
H03	Mid Croft, Fitton Hill	Not allocated	-
H13	Danisher Lane	Not allocated	-
H19	Birks Quarry, Austerlands	Not allocated	
H21	West of Ripponden Road, Denshaw	Phase 2 allocation	H1.2.11
H22	Highfield House, Dobcross	Not allocated	-
H24	Shaw Hall Bank Road, Greenfield	Phase 2 allocation	H1.2.12
H33	Limeside Estate	-	H1.1.9
H52	Broadgate, Dobcross	Not allocated	
H53	Coverhill Road, Grotton	-	H1.1.13
H63	Blackshaw Lane	Phase 2 allocation	H1.2.5

H66	Block Lane, Chadderton	-	H1.1.7
H89	Hunt Lane, Chadderton	-	H1.1.1
H97	Park Road Warehouse	Not allocated	
Phase 2 allocations			
H07	Ashton Road, Woodhouses	-	H1.2.3
H31	Knowles Lane, Lees	-	H1.2.10

Section 9- Community and Education Facilities

Former UDP Ref	Location	Revised Allocation	Revised Reference
E02	Platting Road, Lydgate	-	CF1.1.2
E03	Blackshaw Lane, Heyside	-	CF1.1.1

Section 10-Recreation and Open Space

Former UDP Ref	Location	Revised Allocation	Revised Reference
Former Recreation Open Spaces			
ROS 01	Huddersfield Narrow Canal	Recreational Route	RR1
ROS 02	Rochdale Canal	Recreational Route	RR2
ROS 05	Bullcote Green, Royton	Green Belt	-
ROS 06	Broadbent Road, Derker	Recreation Open Space	-
ROS 07	Acre Lane, Derker	Green Belt	-
ROS 08	Broadway, Chadderton	Recreation Open Space	-
ROS 10	Hollinwood Avenue, Hollinwood	Recreation Open Space	-
ROS 12	Land at Foxdenton (1), Chadderton	Recreational Route, Recreation Open Space	RR6
ROS 13	Land at Foxdenton (2), Chadderton	Recreation Route, Recreation Open Space	RR6
ROS 14	Snipe Clough, Oldham	Green Belt, Land reserved for future development, Recreation Open Space	LR6
ROS 15	Glodwick Lows, Glodwick	Local Green Gap	LGG11
ROS 17	Moston Brook, Failsworth	Local Green Gap	LGG6
ROS 18	Hole Bottom Clough, Failsworth	Local Green Gap, Unallocated	LGG6
ROS 19	Fox Mill, Hollinwood	Unallocated	-
ROS 21	Woodpark Colliery, Bardsley	Green Belt	-
ROS 22	Keb Lane, Bardsley	Green Belt	-
ROS 23	Land adjacent to Failsworth Cemetery	Recreation Open Space	-
ROS 24	Pingot Quarry, Shaw	Green Belt	-

ROS 25	Land between Bottom and Top Sholver	Recreation Open Space	-
ROS 26	Land south of Pingle Lane, Delph	Green Belt	-
ROS 27	Hull Brook, Delph	Local Green Gap, Green Belt	LGG19
ROS 28	Sam Road, Diggle	Recreation Open Space	-
ROS 29	Strinesdale reservoirs, Strinesdale	Green Belt	-
ROS 31	Line of Delph Donkey, Delph	Recreational Route	RR11
ROS 34	Land South of Oaklands Road, Greenfield	Local Green Gap	LGG20
ROS 35	Land off Armit Road, Greenfield	Green Belt	-
ROS 36	Ferneyfield Road, Chadderton	Local Green Gap	LGG2
ROS 37	Longfellow Crescent, Sholver	Recreation Open Space	-
ROS 38	Land at Holts Village	Local Green Gap, Recreation Open Space	LGG11
ROS 39	Land at Bottom Sholver	Recreation Open Space	-

Section 11-Open Environment

Former UDP Ref	Location	Revised Allocation	Revised Reference
Former Other Protected Open Land Sites			
OL01	Land at Foxdenton Lane, Chadderton	Part Local Green Gap, part Land Reserved for Future Development	LGG2,LGG3 ,LGG4, LR3,LR4
OL02	Clayton Playing Fields, Chadderton	Recreational Open Space	-
OL03	Ryefields Drive, Uppermill	Part Local Green Gap, part Land Reserved for Future Development	LGG16,LR10
OL04	Dacres, Greenfield	Local Green Gap	LGG14
OL05	Roundthorn/Holts (Nether Lees)	Local Green Gap (including area west of Lees Brook Mill previously unallocated)	LGG11
OL06	Stoneswood, Delph	Local Green Gap	LGG17
OL07	Stonebreaks, Springhead	Local Green Gap	LGG13
OL08	Crowley Lane, Higher Barrowshaw	Recreational Open Space	-

OL09	Wall Hill, Dobcross	Local Green Gap (including former housing allocation H52)	LGG15
OL10	Land north of Fernhurst Mill, Chadderton	Recreational Open Space	-
OL11	Ainsley Wood, Delph	Local Green Gap	LGG19
OL12	Haven Lane North, Moorside	Land Reserved for Future Development	LR7
OL13	Haven Lane South, Moorside	Land Reserved for Future Development	LR8
OL14	Oldham Edge, Oldham	Local Green Gap (including area south of Salmon Fields previously unallocated)	LGG8
OL15	Cowlshaw, Shaw	Land Reserved for Future Development	LR1
OL16	Bullcote Lane, Royton	Part Local Green Gap, part allocated for business and industry	LGG9, B1.1.34
OL17	Land at Greenacres, Lees	Local Green Gap (including area east of Lynwood Drive previously unallocated, but excluding the area adjacent to the disused railway line, now occupied by an industrial building)	LGG11
OL18	Shawside, Shaw (Moss Hey)	Part Land Reserved for Future Development, part Local Green Gap.	LGG10, LR2
OL19	Alexandra Park, Oldham	Recreational Open Space	-
OL20	Selbourne Street, Bardsley	Local Green Gap	LGG7
OL21	Long Clough, Chadderton	Unallocated, but identified as green corridor	-
OL22	Royley Clough, Royton	Part recreational Open Space, part Local Green Gap	LGG1
OL23	Cowhill, Chadderton	Local Green Gap	LGG5
OL24	Moston Brook, Failsworth	Part Local Green Gap, part Land Reserved for Future Development	LGG6, LR5
OL25	Hole Bottom Clough, Failsworth	Local Green Gap	LGG6
OL26	Thornley Brook East, Lees	Local Green Gap	LGG12
OL27	Land at Sholver	Recreational Open Space	-
OL28	Land off Warren Lane	Part Land Reserved for Future Development, part Recreational Open Space	LR6

OL29	Land South of Oaklands Road, Grasscroft	Local Green Gap	LGG20
Not previously numbered OL30	Land at Summershades Lane, Grasscroft	Land Reserved for Future Development	LR9

Additions to Green Belt			
-	Land at Waterside Mill, Greenfield	Green Belt	-

Deletions from Green Belt			
Green Belt	Lower Fullwood, Shaw	-	-

Additional Local Green Gap Allocation			
-	Land at Rumbles Lane, Delph	Local Green Gap	LGG18

APPENDIX B

List of Draft Replacement UDP Allocations

Section 4 — Transport

Rail

- a. ~~The re opening of the remaining Standedge Tunnel and re installation of additional track at Diggle on the Trans Pennine route.~~
- b. ~~The proposed Diggle rail station and strategic park and ride~~

Metrolink

- a. ~~The route alignment consisting of the existing Oldham Loop rail line, less the segment from Werneth to Oldham Mumps which is replaced by a new segment through Oldham Town Centre~~
- b. ~~Tram stops and associated facilities at:~~
 - i) ~~Failsworth (conversion of rail station)~~
 - ii) ~~Hollinwood (conversion of rail station), including strategic park and ride~~
 - iii) ~~South Chadderton (new stop)~~
 - iv) ~~Freehold (new stop)~~
 - v) ~~Westwood (new stop)~~
 - vi) ~~Oldham Crossbank (new stop)~~
 - vii) ~~Oldham King Street (new stop)~~
 - viii) ~~Oldham Central (new stop)~~
 - ix) ~~Oldham Mumps (new stop), including bus facilities~~
 - x) ~~Derker (conversion of rail station), including strategic park and ride~~
 - xi) ~~Shaw and Crompton (conversion of rail station)~~

Road

~~The extension of Lees New Road~~

Section 5 — Business & Industry

Industrial Allocations

- B1.1.1 ~~———— Tweedale Way, Hollinwood, Oldham~~
- B1.1.2 ~~———— Albert Street, Hollinwood~~
- B1.1.3 ~~———— Mersey Road North / Albert Street, Hollinwood~~
- B1.1.5 ~~———— Land at Sellers Way, Hollinwood~~
- B1.1.6 ~~———— White Moss View, Greengate, Chadderton~~
- B1.1.7 ~~———— Land at Greenside Way, Chadderton~~
- B1.1.8 ~~———— Land at Greengate, Chadderton~~
- B1.1.9 ~~———— Land at Moston Road, Chadderton~~
- B1.1.10 ~~———— Land at Junction Mill, Chadderton~~
- B1.1.11 ~~———— Causeway North, Broadway Business Park, Chadderton~~
- B1.1.12 ~~———— Land at Oldham Broadway, Chadderton~~
- B1.1.13 ~~———— Oldham Broadway Business Park, Chadderton~~
- B1.1.14 ~~———— Gateway Crescent, Oldham Broadway, Chadderton~~
- B1.1.15 ~~———— Gateway Crescent, Oldham Broadway, Chadderton~~

B1.1.16	Oldham Broadway Business Park, Chadderton, Oldham
B1.1.17	Oldham Broadway Business Park, Chadderton
B1.1.18	Ram Mill, Gordon Street, Chadderton
B1.1.19	Land at New Coin Street, Royton
B1.1.20	Land at High Barn St./Edge Lane St., Royton
B1.1.21	British Gas, Higginshaw Lane, Royton
B1.1.22	Land at Meek Street, Royton
B1.1.23	Land at Meek Street, Royton
B1.1.24	Royton Moss, Moss Lane, Royton
B1.1.25	Land at Clarence Street, Royton
B1.1.26	Land at Beal Lane, Shaw
B1.1.28	Land at Huddersfield Road, Diggle
B1.1.31	Union Street West / Oldham Way, Oldham
B1.1.32	Oldham Way / Mumps, Oldham
B1.1.33	Land at Primrose Street / Crossbank Street, Oldham
B1.1.34	Land at Hebron Street, Royton

(Small Sites under 0.4ha. not shown on the Proposals Map)

B1.1.35	Land at Watts Street, Chadderton
B1.1.36	Land at Terrace Street, Greenacres, Oldham
B1.1.37	Land at Bowling Street, Hollinwood
B1.1.38	Land at Hope Street, Oldham
B1.1.39	Land at New Coin Street, Royton

Moved to Section 5, Policy B1.1.

Business and Office Allocations

B1.2.1	Land at Southlink Business Park, Oldham
B1.2.2	Land at Sefton Street, Hollinwood

Primary Employment Zones

PEZ 01	West Failsworth
PEZ 02	Ashton Road, Failsworth
PEZ 03	Wrigley Street, Failsworth
PEZ 04	Hollinwood South (Mirror Group/Albert Street)
PEZ 05	Hollinwood North (Drury Lane)
PEZ 06	Hawksley Street
PEZ 07	Hollins
PEZ 08	Greengate/Broadgate, Chadderton
PEZ 09	Fields New Road, Chadderton
PEZ 10	Manchester Street/Westwood, Chadderton
PEZ 11	Busk, Chadderton
PEZ 12	Fernhurst Mill, Chadderton
PEZ 13	Primrose Bank, Oldham
PEZ 14	Copster Hill, Oldham
PEZ 15	Hathershaw
PEZ 16	Higginshaw / East Oldham
PEZ 17	Wellyhole Street, Lees
PEZ 18	New Street, Lees
PEZ 19	Greenacres Road, Waterhead
PEZ 20	Crompton Street, Royton

PEZ 21	Shaw Road, Royton
PEZ 22	Shaw
PEZ 23	Oak View Mill, Manchester Road, Greenfield
PEZ 24	Hey Bottom Mill, Greenfield
PEZ 25	Chew Valley Road, Greenfield
PEZ 26	Boarshurst Lane, Greenfield
PEZ 27	Waterside Mill, Greenfield
PEZ 28	Tamewater Mill, Delph New Road, Dobercross
PEZ 29	Delph New Road, Delph
PEZ 30	Lumb Mill, Huddersfield Road, Delph
PEZ 31	Shaw Pallets, Huddersfield Road, Diggle
PEZ 32	Warth / Ellis Mills, Huddersfield Road, Diggle

Mixed Use Allocations

B1.3.01, H1.1.18	Land at Frenches Wharf / Wellington Road, Greenfield
B1.3.02, H1.1.14	Lumb Mill, Huddersfield Road, Delph
B1.3.05, H1.1.3	Land at Heywood Street, Failsworth
B1.3.06, H1.1.16	Buckley New Mill, High Street, Uppermill

PHASE 1 ALLOCATED HOUSING SITES - ADDITIONAL INFORMATION

These notes are provided for guidance only. It is intended to publish more detailed Supplementary Planning Guidance on key sites in the future. Potential developers should contact the Strategic Planning Team for further advice on policy requirements.

H1.1.2 Fields New Rd, Chadderton, 3.41 ha, 136 dwellings, PDL

The Council is looking for a comprehensive redevelopment of this area of derelict land and current employment uses. The site is well located for public transport links, including a proposed new Metrolink stop, and for access to numerous local services, including a new medical centre and pharmacy currently under construction. It is particularly important to note that the site is located within the Housing Market Renewal Fund boundary and the Freehold/Werneth Intervention Area. Consequently, the Council will wish to consider, with prospective developers, how this site can be developed on a way which contributes to meeting HMRF aims and objectives.

Achieving access to the site is likely to require off-site works to manage increased traffic flows. Regard should also be had to the proximity of the adjacent railway (to be converted to Metrolink) and the adjacent listed Chadderton Mill. A contaminated land site investigation will be required.

In designing a scheme for this site, particular regard should be had to the amenity of residents whose properties back onto the site from Fields New Road. Recreation provision should be provided on-site rather than through a commuted sum.

M3 Land at Oldham Road/Hardman Street, Failsworth 1.56 ha, 10 dwellings, PDL

This mixture of vacant land and buildings, and land in employment use is situated at the junction of Broadway and Oldham Road. The site is well located for access to Failsworth rail station (to be converted to a Metrolink stop) and a Quality Bus Corridor. For this key gateway site, the Council is keen to encourage a high quality redevelopment incorporating a mix of business and industry (B1 and/or B2), commercial uses excluding retail, and residential (C3), with the latter limited to Hardman Street. Any residential element will have to be carefully designed to ensure that the amenity of the occupiers is safeguarded. In designing a development, particular regard should be had to the amenity of residents on Hardman Street. Any development should be designed with the adjacent telephone exchange (fronting Oldham Road) in mind which does not form part of the allocated site. Further, no development should encroach onto Heywood Street. The site lies within 250m of a former landfill site.

H1.1.6, St. Mary's, Oldham, 2.56 ha, 112 dwellings, PDL

The site occupies a prominent location on rising ground at the northern edge of Oldham Town Centre and forms part of the St. Mary's Estate. Formerly consisting of deck-access flats and bedsits, the site is now cleared of all buildings and awaits development. The site occupies a highly visible and accessible location, close to local facilities and public transport options. A planning brief has been prepared to guide the development of the site and the Council has entered into a development partnership with Gleeson Homes and Portico Housing Association.

H1.1.9 Lower Lime, Oldham, 2.59 ha, 78 dwellings, PDL

This Council owned site lies on the edge of Limehurst Village, currently managed by Limehurst Village Trust, and overlooks an area of Green Belt. The Council would like developers to consider the opportunity this site presents to develop new owner occupied housing and improved recreational open space. It will be important to provide pedestrian through routes linking Limehurst Village to the open countryside and, where possible, to retain existing trees. The development of this site will support the development of the new retail and community facilities developed at the nearby Lime Green. Access should be from Lower Lime Road with no access from Coal Pit Lane. Developers should have regard to the proximity of the M60 motorway that lies adjacent to the site.

H1.1.10 Athens Way, Lees, 0.55 ha, 22 dwellings, PDL

This former mill site (now cleared) provides an ideal opportunity to develop housing that is close to local facilities in Lees District Centre and a Quality Bus Corridor. The site lies in the Medlock valley (the River is adjacent to the site) and as such the Council will wish to retain an open corridor adjacent to the river and use this opportunity to provide linkages to recreation routes in the Medlock Valley. The site lies within 250m of six former landfill sites.

H1.1.11, Acorn Mill, Lees, 0.23 ha, 35 dwellings, PDL

Acorn Mill is a Grade II Listed Building located within Lees District Centre and adjacent to a mix of new residential development and industrial and commercial users. The current occupier is seeking to relocate within Oldham. This will create the opportunity to develop a high quality conversion close to local services and a Quality Bus Corridor.

H1.1.13, Coverhill Rd, Saddleworth, 0.58 ha, 11 dwellings, GF

This site has good public transport links and is close to local shops. The site provides an opportunity to develop upper market houses. A commuted sum for the enhancement of recreation facilities will be required.

M2 Lumb Mill, Saddleworth, 1.4 ha, 20 dwellings, PDL

This site comprises land around the former Lumb Mill, now converted to business units and known as the Saddleworth Business Centre. Part of the site comprises a service yard and range of buildings formerly in use as part of the Lumb Mill complex; part consists of vacant previously undeveloped land. The Council is keen to draw on the success of the Business centre and encourage a mixed-use development that delivers both high quality housing and further employment opportunities. A Planning Brief has been approved for the development of part of the allocated site. The mix of uses permitted on the site are business and industry (B1 and/or B2) and residential (C3), with the proportion of residential not to exceed 50% of the net total developable area. The Council will negotiate for the provision of affordable housing should the site capacity be 25 dwellings or more. Reference should be made to the policy on mixed-uses (B1.3). There will be a requirement for the provision of off street parking for existing residents on Huddersfield Road to ensure adequate visibility is available at the access. There will also be some off site highway improvement works needed.

H1.1.15, Bailey Mill, Saddleworth, 0.86ha 50 dwellings, PDL

This site is centred on the vacant Bailey Mill, an imposing building within a Conservation Area, and the Council are keen to secure its future through a conversion into residential properties. The Council will negotiate with developers for the provision of affordable housing. The existing access arrangements are inadequate and significant access improvements would be required.

H1.1.18, Frenches Wharf/Wellington Road, Greenfield, Saddleworth, 4.76 ha, 70 dwellings, PDL

This major redevelopment opportunity offers the potential to develop a range of uses that will provide both employment and new residential accommodation. Key to the development of this site is the opportunity for developing tourism related uses centred on the River Tame and Huddersfield Narrow Canal. This is a prerequisite for allowing the development of any non-tourism related uses. However, regard should be had to Policy NR2.2 – Flooding and Flood Protection. The mix of uses permitted on the site are business and industry (B1 and/or B2), tourism, residential (C3), and retail uses only in accordance with relevant policies in the Retail and Leisure Development section. The proportion of residential should not exceed 40% of the net total developable area. The Council will negotiate for the provision of an element of affordable housing, as part of the

residential element. The Council will consider the need for on-site recreation facilities as part of the comprehensive redevelopment of this site.

H1.1.19, Andrew Mill, Saddleworth, 1.34 ha, 30 dwellings, PDL

This cleared former mill site represents an opportunity to develop a high quality residential development in a location that has access to basic services. A significant water feature in the form of Chew Brook runs through the site, presenting both an opportunity and constraint – regard should be had to Policy NR2.2 – Flooding and Flood Protection. Part of the site is also covered by a Tree Preservation Order. Both of these constraints will reduce the developable area. The site is within 250m of a former landfill site. The Council is particularly keen to explore with potential developers the possibility of creating a residential development within which individual house types are designed in such a way as to allow for the opportunity of working from home. The Council will also negotiate with developers for the provision of affordable housing. Off site highway improvements will be required to provide adequate access arrangements.

H1.1.20, Rose Mill, Chadderton, 1.49 ha, 45 dwellings, PDL

The Council is looking for a comprehensive redevelopment of this site which is currently occupied by a poor quality mill building and adjacent construction company. Contaminated land and landfill gas surveys may be required. The site is adjacent to a railway, to be converted to Metrolink, and so an assessment of likely noise implications will be required.

It is particularly important to note that the site is located within the Housing Market Renewal Fund boundary and close to the Freehold/Werneth Intervention Area. Consequently, the Council will wish to consider, with prospective developers, how this site can be developed on a way that contributes to meeting HMRF aims and objectives.

The site has good access to both the bus network and proposed Metrolink stop. The site is in part Council and part private ownership. The Council will negotiate with developers for the provision of affordable housing. Should site capacity be 30 dwellings or more the Council would require on-site recreation provision. In re-developing this site, developers should have regard to the need to retain a green frontage to the site as is currently the case.

H1.2.9, Springhey Mill, Oldham, 0.39 ha, 12 dwellings, PDL

This underused mill and car wash lies on an important through route connecting Oldham Town Centre and East Oldham. The site is also close to a range of local facilities. The site is within 250m of a former landfill site.

H1.1.22 Vulcan Street, Oldham 1.23 Ha, 61 dwellings, PDL

This largely vacant site, formerly the location of Granville mill – now cleared – is well located in relation to bus and rail public transport options and basic services. It is particularly important to note that the site is located within the Housing Market Renewal Fund boundary and within the Derker Intervention Area. Consequently, the Council will wish to consider, with prospective developers, how this site can be developed in a way that contributes to HMRF aims and

objectives. The site contains part of one former landfill site and is within 250m of three others.

PHASE 2 ALLOCATED HOUSING SITES – ADDITIONAL INFORMATION

H1.2.1, Parkside Farm, Chadderton, 0.94 ha, 38 dwellings, GF

This largely green field urban site has good access to a frequent bus route and access to local services.

H1.2.3, Ashton Road, Woodhouses, Failsworth, 1.71 ha, 51 dwellings, GF

The Council will negotiate for the provision of affordable housing on this site.

H1.2.4, Medlock Road, Woodhouses, Failsworth, 0.66 ha, 20 dwellings, GF

This site has relatively poor access to both local services and the bus network.

H1.2.5, Blackshaw Lane, Royton, 0.6 ha, 18 dwellings, GF

This site has access to both the local bus network and basic services, including schools. The site lies adjacent to an area of land that has been allocated to allow for the redevelopment of Blackshaw Lane Primary School.

H1.2.6, Lilac View, Oldham, 0.59 ha, 18 dwellings, GF

This site has good access to public transport options, including a proposed Metrolink stop at Shaw Station. The site also has access to a range of local services.

H1.2.8, Pretoria Road, Oldham, 0.46 ha, 14 dwellings, PDL

This site is close to a Quality Bus Corridor and local services. Currently in use as a scrap yard, this proposal offers the opportunity to improve the local environment.

H1.2.10, Knowls Lane, Lees, 5.8 ha, 232 dwellings, GF

This large greenfield site can only be developed in conjunction with the proposed extension to Lees New Road (see Policy T1.1). The Council will require on-site recreation provision and will negotiate for the provision of an element of affordable housing.

H1.2.11, Ripponden Road, Denshaw, Saddleworth, 0.63 ha, 19 dwellings, GF

This edge of village site is close to local basic services.

H1.2.13 Holden Fold Lane, Royton, 0.51 ha, 15 dwellings, PDL

This site consists of a collection of buildings currently in employment use. However owing to the close proximity of existing and new housing and the restricted nature of the access, it is considered that this site could accommodate a small-scale residential development. The site contains one former landfill site and is within 250m of two others.

H1.2.14 Sandy Mill, Royton, 1.59 ha, 64 dwellings, PDL

This underused mill is close to good public transport links and basic services. In redeveloping the site, developers should have regard to the proximity of adjacent industrial premises. The site contains one former landfill site and is within 250m of three others.

H1.2.15 Jowett Street, Oldham, 0.66 ha, 26 dwellings, PDL

This employment site lies within a residential area close to public transport and basic services. It is particularly important to note that the site is located within the Housing Market Renewal Fund boundary and within the Derker Intervention Area. Consequently, the Council will wish to consider, with prospective developers, how this site can be developed in a way that contributes to HMRF aims and objectives.

M4 Huddersfield Road/Dunkerley Street, 2.61 ha, 50 dwellings, PDL

This large site lies within the Huddersfield Road District Centre and represents an important opportunity for a comprehensive redevelopment in a highly sustainable location. The site includes a mixture of employment uses including an abattoir. It contains one former landfill site and is within 250m of two others. The site also includes an important local landmark Grade II Listed Building known as “Hill Stores” and which the Council view as a potential “centre piece” development opportunity with the potential for a high quality conversion opportunity for a range of uses. It is particularly important to note that the site is located within the Housing Market Renewal Fund boundary and close to the Derker Intervention Area. Consequently, the Council will wish to consider, with prospective developers, how this site can be developed in a way that contributes to HMRF aims and objectives. The mix of uses permitted are office, retail, residential and other uses that accord with policy S1.6 in the Retail and Leisure Development section.

APPENDIX C

Large Housing Sites with an outstanding planning permission as of ~~1st~~ April 2001 31st March 2003

Location	Land Type	Area (Ha)	Capacity	Density (dph)	Permission Type	Granted	Expires	Ownership
Land off Claremont Street, Failsworth	PDL	0.58	42	72	Full	09/10/97	09/10/02	PR
Land at Stanhope Way, Failsworth	GF	0.90	18	20	Full	01/03/01	01/03/06	HA
Within Hall Farm, Woodhouses, Failsworth	GF	1.05	26	25	Full	19/11/99	19/11/04	PR
Sites on Kenny Close, Lees	GF	0.13	10	77	Full	08/12/99	08/12/04	PR
Former Manor House, Manor Road, Lees	PDL	0.48	15	31	Out	14/11/00	14/11/03	PR
Land off Underhill Road	PDL	4.04	121	30	Full	29/02/00	29/2/05	PR
Iris Mill, Hollins Road, Oldham	PDL	2.3	78	34	Out	24/08/00	24/08/03	PR
Land at Holden Fold Lane, Royton	GF	0.48	9	19	Full	09/07/00	09/07/05	PR
Land at Range Lane, Denshaw, Saddleworth	GF	0.81	11	14	Full	05/04/01	05/04/06	PR
TOTAL			330					

Note: Density is expressed as dwellings per hectare. PDL = Previously Developed Land. GF = Greenfield land.

Location	Land Type	Area (Ha)	Cap	Density (d.p.h)	Perm. Type	Granted	Exp.	Owner
Land off Mabel Rd, Lees	BF	0.23	10	43.5	Full	29/01/03	29/01/08	LA
Former Manor House, Manor Road, Lees	BF	0.48	15	31	Out	14/11/00	14/11/03	PR
Glodwick Depot, Roundthorn Road, Oldham	BF	0.39	12	30	Outline	09/07/01	09/07/04	PR
Marlborough St, Oldham	BF	0.24	11	46	Full	13/03/03	13/03/08	LA/HA
Highbarn Road/Shaw Road, Royton	GF	3.10	60		R/M	25/01/02		PR
Railway Yard, Delph Station, Delph New Rd, Saddleworth	BF	0.46	21	45.6	Full	23/05/02	23/05/07	PR
Royal George Mills, Friezland, Saddleworth	BF	1.05	66	62.8	Full	12/01/02	12/01/07	PR

Large Housing Sites with Approval subject to signing of a legal agreement, as of ~~1st April 2001~~ 31st March 2003

Location	Land Type	Area (Ha)	Cap	Density (dph)	Ownership
Wickentree Lane, Failsworth	BF	0.37	22	59	PR
Copster Hill Reservoir	BF	3.16	100	32	PR
Ripponden Rd/Northgate Lane/Glebe Lane	BF	2.4	68	28	PR/LA
Harmony Street	BF	0.85	25	29	LA
Land off Oldham Rd	BF	0.3	40	33	LA
TOTAL			225		

Note: Density is expressed as dwellings per hectare. PDL = Previously Developed Land.

<u>Location</u>	<u>Land Type</u>	<u>Area</u>	<u>Cap</u>	<u>Density (d.p.h)</u>	<u>Owner</u>
<u>Former Cape Mill, Refuge Street, Shaw</u>	<u>BF</u>	<u>1.49</u>	<u>72</u>	<u>48</u>	<u>PR</u>
<u>Land at Block Lane, Oldham</u>	<u>GF/BF</u>	<u>2.30</u>	<u>81</u>	<u>35</u>	<u>PR</u>
<u>Land at Wellyhole St, Oldham*</u>	<u>BF</u>	<u>0.97</u>	<u>22</u>	<u>22.7</u>	<u>PR</u>
<u>Eros, Rochdale Rd, Royton</u>	<u>BF</u>	<u>0.46</u>	<u>22</u>	<u>47.8</u>	<u>PR</u>
<u>Land at Hopkinson Close, Uppermill, Saddleworth</u>	<u>BF</u>	<u>0.34</u>	<u>20</u>	<u>58.8</u>	<u>LA</u>
<u>Land off Friezland Lane, Saddleworth</u>	<u>BF</u>	<u>0.40</u>	<u>14</u>	<u>35</u>	<u>PR</u>
<u>County End, Hartshead Street/High Street, Lees, Saddleworth</u>	<u>BF</u>	<u>0.19</u>	<u>15</u>	<u>79</u>	<u>PR</u>
<u>Buckley New Mill, Uppermill, Saddleworth</u>	<u>BF</u>	<u>0.24</u>	<u>14</u>	<u>-</u>	<u>PR</u>
<u>68-72 Chew Valley Rd, Greenfield, Saddleworth</u>	<u>BF</u>	<u>0.24</u>	<u>11</u>	<u>46</u>	<u>PR</u>
<u>Police Station, Buckley St, Uppermill, Saddleworth</u>	<u>C</u>	<u>0.12</u>	<u>10</u>	<u>-</u>	<u>PR</u>

*** Note – This site is also subject to a potential Call-in by the Secretary of State.**

Housing Policy H1 – Commitments and Phase 1 Allocations - by sub-district (dwelling supply)

<u>Sub-District</u>	<u>U/c</u>	<u>PP</u>	<u>S106</u>	<u>Total Commitments</u>	<u>Phase1</u>	<u>Overall Supply</u>	<u>% Overall Total</u>
<u>Chadderton</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>11</u>	<u>181</u>	<u>192</u>	<u>11.5</u>
<u>Crompton</u>	<u>4</u>	<u>0</u>	<u>72</u>	<u>76</u>	<u>0</u>	<u>76</u>	<u>4.5</u>
<u>Failsworth</u>	<u>63</u>	<u>10</u>	<u>0</u>	<u>73</u>	<u>10</u>	<u>83</u>	<u>5.0</u>
<u>Lees</u>	<u>18</u>	<u>15</u>	<u>0</u>	<u>33</u>	<u>57</u>	<u>90</u>	<u>5.4</u>
<u>Oldham</u>	<u>329</u>	<u>23</u>	<u>103</u>	<u>455</u>	<u>266</u>	<u>721</u>	<u>43.0</u>
<u>Royton</u>	<u>8</u>	<u>60</u>	<u>22</u>	<u>90</u>	<u>0</u>	<u>90</u>	<u>5.4</u>
<u>Saddleworth</u>	<u>70</u>	<u>87</u>	<u>84</u>	<u>241</u>	<u>181</u>	<u>422</u>	<u>25.2</u>
<u>TOTAL</u>	<u>503</u>	<u>195</u>	<u>281</u>	<u>979</u>	<u>695</u>	<u>1674</u>	

Note. Committed sites are made up of the following categories:

U/c – Estimated number of dwellings remaining on sites under construction

PP – Estimated dwelling capacity of sites with an outstanding planning permission

S106 – Estimated dwelling capacity of sites where final approval is dependent on the signing of a legal agreement

APPENDIX D

SCHEDULE A

1. Electrical goods and appliances, wiring and lighting fittings, gas appliances, photographic equipment.
2. Bathroom suites, furniture and accessories; kitchen units, furniture and accessories; floor and wall tiles.
3. D.I.Y. products, materials, tools and machinery for repair, maintenance and improvement of the home, the garden and of motor vehicles.
4. Hardware including ironmongery.
5. Furniture, bedding, floor coverings, soft furnishings, household textiles.
6. Camping, caravanning and boating equipment.
7. Nurseries and garden centres
8. Pets and related accessories.
9. Ancillary sales to customers of the retail park of hot and cold food, confectionery and drink for consumption on the site.

APPENDIX E

Typology of Open Space, Sport and Recreation Facilities that may have Public Value.

CATEGORY	EXAMPLES AND PRIMARY PURPOSE
<u>(A)</u> <u>Parks and Non domestic Gardens</u>	<u>These include urban parks, country parks, and formal gardens, the primary purpose of which is to offer accessible high quality opportunities for informal recreation and community events.</u>
<u>(B)</u> <u>Natural and Semi- Natural Greenspaces</u>	<u>These include urban woodland, downlands, commons and meadows, wetlands, open and running water ie canals, rivers, reservoirs, wastelands, and derelict open land and rock areas like cliffs, quarries, and pits, providing primarily for wildlife conservation, biodiversity, and environmental education and awareness.</u>
<u>(C)</u> <u>Green Corridors</u>	<u>These can contain river and canal banks, cycle ways and rights of way, for walking, cycling, or horse riding, whether for leisure or travel, and opportunities for wildlife migration.</u>
<u>(D)</u> <u>Outdoor Sports Facilities</u>	<u>Whether publicly or privately owned, natural or artificial surface, these include tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports fields, for participation in outdoor sports, such as pitch sports, tennis, bowls, athletics or countryside and water sports.</u>
<u>(E)</u> <u>Amenity Greenspace</u>	<u>Most commonly but not exclusively in residential areas, these consist of informal recreational spaces, and greenspaces, including for example shelter belts in and around housing and industry, which provides opportunities for informal activities close to home or work or enhance the appearance of residential areas or other areas. Town and Village Greens which are registered by the Council under the Commons Registration Act 1965 are also included, for example Clayton Playing Fields Town Green, Hanging Chadder Village Green, and Greenacres Village Green, even though they already enjoy, protection under this legislation. Landscaped areas within areas classed as gardens are excluded. Includes grassed service strips and ‘space left over after planning’.</u>
<u>(F)</u> <u>Purpose made Facilities for Young People</u>	<u>These might be play areas, ball courts, skateboard parks, outdoor basketball hoops, and ‘hanging out areas’ and ‘teenage shelters’ for play and social interaction involving young people.</u>

<u>(G)</u> <u>Allotments, Community Gardens, Livestock Plots and Urban Farms</u>	<u>The primary purposes within this group is for growing and rearing own produce as part of the long term promotion of sustainability, health and social inclusion.</u>
<u>(H)</u> <u>Cemeteries, churchyards and other burial grounds</u>	<u>Are for quiet contemplation and burial, and often linked to the promotion of wildlife conservation and biodiversity.</u>
<u>(I)</u> <u>Civic and Market Squares</u>	<u>Including other hard surfaced, these areas are designed for pedestrians, provide a setting for civic buildings, public gatherings and community events.</u>
<u>(J)</u> <u>Built Facilities</u>	<u>Key indoor sports facilities including municipal and commercial swimming pools, leisure centres, indoor sports halls including those in schools to which the public has access, indoor bowls centres, indoor tennis centres, ice – rinks, community centres and village halls. Other facilities, which may be included in the typology, are those, which require large bulky buildings and are intended to generate a large number of users or have a significant environmental impact.</u>

APPENDIX F

OMBC PARKING STANDARDS FOR CARS, CYCLES AND MOTORCYCLES

<u>Land use</u>	<u>Maximum standard for cars</u>	<u>Minimum standard for disabled people</u>	<u>Minimum standard for cycles</u>	<u>Minimum standard for motorcycles</u>
<u>A1 - Food retail</u>				
<u>< 900 m²</u>	<u>1 per 25 m²</u>	<u>See Notes</u>	<u>1 per 200 m², minimum 2 *</u>	<u>Individual consideration</u>
<u>> or = 900 m²</u>	<u>1 per 16 m²</u>		<u>1 per 200 m²</u>	<u>1 per 600 m², minimum 2</u>
<u>A1 - Non-food retail</u>				
<u>< 900 m²</u>	<u>1 per 30 m²</u>	<u>See Notes</u>	<u>1 per 200 m², minimum 2 *</u>	<u>Individual consideration</u>
<u>> or = 900 m²</u>	<u>1 per 22 m² *</u>		<u>1 per 200 m²</u>	<u>1 per 900 m², minimum 2</u>
<u>A2 – Financial & professional services</u>				
	<u>1 per 25 m²</u>	<u>See Notes</u>	<u>1 per 400 m², minimum 2</u>	<u>Individual consideration</u>
<u>A3 - Food & Drink</u>				
<u>Restaurants</u>	<u>1 per 7 m² Public Floor Area</u>	<u>See Notes</u>	<u>1 per 140 m² Public Floor Area, minimum 2</u>	<u>1 per 280 m² Public Floor Area, minimum 2</u>
<u>Fast food, drive-through</u>	<u>1 per 8.5 m² Gross Floor Area</u>			
<u>B1 – Business</u>				
<u>Including stand alone offices</u>	<u>1 per 35 m²</u>	<u>Up to 200 bays – 1 per disabled employee + 2, or 5% of total capacity whichever is greater</u> <u>Over 200 bays – 6 + 2% of total capacity</u>	<u>1 long stay type per 400 m², minimum 2</u>	<u>1 per 1400 m², minimum 2</u>
<u>Business parks</u>	<u>1 per 40 m²</u>			

<u>B2 - General Industry</u>				
	<u>1 per 60 m²</u>	<u>Up to 200 bays – 1 per disabled employee + 2, or 5% of total capacity whichever is greater</u> <u>Over 200 bays – 6 + 2% of total capacity</u>	<u>1 long stay type per 700 m², minimum 2</u>	<u>1 per 2800 m², minimum 2</u>
<u>B8 - Storage and Distribution</u>				
	<u>1 space per 100 m²</u>	<u>Up to 200 bays – 1 per disabled employee + 2, or 5% of total capacity whichever is greater</u> <u>Over 200 bays – 6 + 2% of total capacity</u>	<u>1 long stay type per 850 m², minimum 2</u>	<u>1 per 4000 m², minimum 2</u>
<u>C1 - Hotels</u>				
	<u>1 per bedroom (including staff) *</u>	<u>See Notes</u>	<u>1 per 10 bedrooms, minimum 2</u>	<u>1 per 40 bedrooms, minimum 2</u>
<u>C2 - Residential Institutions</u>				
<u>Hospitals</u>	<u>To be determined through a transport assessment</u>	<u>To be determined through a transport assessment</u>	<u>To be determined through a transport assessment</u>	<u>To be determined through a transport assessment</u>
<u>Care / Nursing homes</u>	<u>1 per 4 beds</u>	<u>See Notes</u>	<u>1 per 40 bedrooms, minimum 2</u>	<u>1 per 160 bedrooms, minimum 2</u>

<u>C3 – Dwelling houses *</u>				
<u>2 + bedrooms outside town and district centres</u>	<u>1.5 - 3 per dwelling *</u>	<u>Where parking is located centrally for flats / apartments, 5% of parking spaces</u>	<u>Flats / apartments: 1 per 10 dwellings, minimum 2 + 1 long stay type per 5 dwellings (if without garages), minimum 2</u> <u>Other C3: no standard</u>	<u>Flats / apartments: individual consideration</u> <u>Other C3: no standard</u>
<u>1 bedroom dwellings and dwellings in town and district centres</u>	<u>1.25 per dwelling</u>			
<u>Sheltered housing *</u>	<u>1 per 3 dwellings</u>	<u>10% of parking spaces</u>		
<u>D1 - Non Residential Institutions</u>				
<u>Medical or health facility</u>	<u>1 per 2 full time equivalent staff + 3 per consulting room</u>	<u>See Notes</u>	<u>1 per 10 full time equivalent staff, minimum 2</u>	<u>1 per 10 full time equivalent staff, minimum 2</u>
<u>Crèche, day nursery or day centre</u>	<u>1 per full time equivalent staff + drop off / pick up facility</u>	<u>See Notes</u>	<u>1 per 10 full time equivalent staff, minimum 2 for pupils</u>	<u>No standard</u>
<u>School</u>	<u>1.5 per classroom</u>	<u>See Notes</u>	<u>Individual consideration</u>	<u>1 per 40 full time equivalent staff, minimum 2</u>
<u>Higher and further education</u>	<u>1 per 2 full time equivalent staff</u>	<u>See Notes</u>	<u>1 per 10 full time equivalent staff + 1 per 10 students - long stay type</u>	<u>1 per 80 full time equivalent staff + 1 per 600 students</u>

<u>Art gallery, museum, exhibition hall or library</u>	<u>1 per 30 m² Public Floor Area</u>	<u>See Notes</u>	<u>1 per 300 m² Public Floor Area, minimum 2</u>	<u>1 per 1200 m² Public Floor Area, minimum 2</u>
<u>Public hall or place of worship</u>	<u>1 per 5 m² Public Floor Area</u>	<u>See Notes</u>	<u>1 per 50 m² Public Floor Area, minimum 2</u>	<u>1 per 200 m² Public Floor Area, minimum 2</u>
<u>D2 – Assembly & Leisure</u>				
<u>Cinemas, bingo hall or casino, concert hall, conference facilities</u>	<u>1 per 8 seats</u>	<u>See Notes</u>	<u>1 per 80 seats, minimum 2</u>	<u>1 per 320 seats, minimum 2</u>
<u>Indoor sports or recreation</u>	<u>1 per 25 m²</u>	<u>See Notes</u>	<u>1 per 250 m², minimum 4</u>	<u>1 per 1000 m², minimum 2</u>
<u>Outdoor sports or recreation</u>	<u>Individual consideration</u>	<u>Individual consideration</u>	<u>Individual consideration</u>	<u>Individual consideration</u>
<u>Miscellaneous</u>				
<u>Stadia / spectator seating</u>	<u>1 per 18 seats (maximum) + 1 coach parking space per 1000 seats (minimum)</u>	<u>See Notes</u>	<u>1 per 150 seats, minimum 2</u>	<u>1 per 600 seats, minimum 2</u>
<u>Railway / Bus stations, tram stops</u>	<u>Individual consideration</u>	<u>Individual consideration</u>	<i>Individual consideration</i>	<u>Individual consideration</u>

Notes

Car parking standards refer to off-street provision.

Cycle parking provision for long stay must be sheltered and include secure storage for the cycle and accessories.

Unless indicated otherwise, the basic standard for disabled parking is:

Up to 200 bays – 3 bays or 6% of the total capacity, whichever is the greater

Over 200 bays – 4 bays + 4% of total capacity

A minimum level of parking for disabled people is expected for smaller developments. However, the Council may find it unreasonable in some cases to insist on minimal provision for small developments, such as where no other parking is provided.

C3 – PPG3 requires that the average provision throughout the Borough and over the life of the Plan should result in an average of 1.5 off-street space per dwelling. Garages are to be included in the calculation of provision.

Provision for dwellings with 2 + bedrooms outside town and district centres should reflect the public transport accessibility of the site and the availability of on-street parking.

GLOSSARY OF TERMS

Accessibility The ability of people to move around an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active frontages Frontages with entrances, shopfronts and other windows that serve to increase pedestrian activity and natural surveillance on the street. The opposite of a blank wall.

Active solar power The use of solar panels to directly heat water systems by using the sun's energy.

Adaptability The capacity of a building or development to be changed so as to respond to changing social, technological and economic conditions.

Aggregates A mass of minerals formed into one rock, for example, sand, gravel and limestone.

Agriculture Horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock for production purposes, the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and woodlands where the use is ancillary to other agricultural purposes.

Air Quality Action Plan The Council, together with other Greater Manchester local authorities, is preparing an Air Quality Action Plan (AQAP), which will be adopted by ~~mid 2002~~ late 2003. This will cover the whole Borough, as the source of air quality problems may frequently lie outside the areas suffering poor air quality. Thereafter it will be reviewed regularly.

Air Quality Management Area An area where air pollution is likely to exceed National Air Quality Objectives under the Environment Act 1995, particularly due to road traffic. Such areas will be reviewed over the life of the plan, therefore their boundaries may change over time.

Amenity ~~This is the right which people have to the quiet enjoyment of their property, be that their home or workplace. It can include factors such as pleasantness, privacy and adequate daylight however it does not include the views that a property might enjoy.~~ Pleasant circumstances or features, advantages.

Amenity Green Space. ~~Open spaces which are not laid out for recreational purposes including landscaped areas and screen planting. Open spaces within housing developments, the Town and District Centres or employment areas, which enhance the public realm and provide informal recreational opportunities in highly accessible locations. Includes areas within development sites that cannot be built on (i.e. space left over after planning) and grassed verges under which run utilities or services.~~

AQMA Please see Air Quality Management Area

AQAP Please see Air Quality Action Plan

Arboriculture The cultivation of trees.

Architectural detailing Doors, windows, cornices and other features which contribute to the overall design of the building.

Axonometric A drawing showing a three dimensional projection of a building.

Basic Services - A theme running through the plan is the importance of access to jobs, basic goods and services, amenities and public transport. The term 'Basic Services' as used in the plan refers to primary/junior schools, post offices, foodshops, supermarkets, G.P.'s surgeries and pharmacies. See Public Transport Accessibility, below, for definition of access in relation to transport.

Biodiversity The variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems. (based on definition in Article 2 of the Biodiversity Convention).

Bioversity Action Plan (BAP) Identifies species and habitats of local conservation importance and sets targets for reducing their decline.

Biomass The use of products and by-products of agriculture and forestry to produce heat and power, for example wood fuel from forestry residues, poultry litter from intensive chicken rearing and the cultivation of crops, typically willow or grass, specifically for this purpose.

Bulky goods Non-food items usually sold from retail warehouses, including DIY and hardware goods, electrical goods, carpets and furniture, and other household goods.

Community Cohesion This phrase describes the process by which different communities increase their mutual understanding, positive interaction and participation in the life of the Borough.

Comparison goods This is a term used in connection with retail policies and it refers to items which customers shop around for by comparing what is on offer, such as clothing.

Concept Statement A concise, informal statement, usually comprising bullet points and diagrams, setting out the planning, design and quality objectives that the Council considers should guide development of a site.

Context The setting of a site or area, including factors such as traffic, activities, and land uses as well and landscape and built form.

Convenience goods This refers to items that people need to buy most frequently, most specifically food.

Conurbation A cluster of neighbouring towns or cities which in some respects are considered as a single unit, for example the towns and cities making up the conurbation of Greater Manchester.

Cross Connection Where a separate foul water and surface water system is permitted, the surface water generated by the development, invariably discharges to a river or stream. Any wrong or cross-connection of foul water into the surface water sewer system can cause significant contamination of the watercourse downstream.

Cumulative impact The total impact of existing retail stores, proposed stores and those which are approved but not yet built, on specified Centres.

Curtilage The definable area around a building within which land and structures associated with the building are contained.

Defensible space Defensible space results from designing developments generally, and the space around buildings in particular, to avoid the incidence of “no mans land”. All space should be clearly perceived by both occupiers and visitors as either public space, or private or community space, thus serving to discretely “manage” access by strangers in the interests of crime prevention and community safety. The creation of defensible space must not be seen as inconsistent with the creation of an attractive, permeable and socially inclusive public realm.

Density This is a key concept in describing, planning and controlling the use of land. It describes how many buildings are, or can be, developed on a particular piece of land. See also Net Site Area and Density.

Desire lines A convenient route that pedestrians currently use, or might ideally wish to use, linking adjoining destinations or attractions.

DETR Please note that the DETR (Department of the Environment, Transport and the Regions) is ~~now known as~~ changed to the DTLR (Department of Transport, Local Government and the Regions). However, the DTLR has also now been superseded. The planning function carried out by the DTLR now rests with the Office of the Deputy Prime Minister (ODPM) and transport responsibilities with the Department for Transport (DfT).

Development There is a legal definition of “development” used in planning which is as follows: “the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.”

Development control This is the process of determining applications for planning permission undertaken by the local planning authority (or the Secretary of State for Transport, Local Government and the Regions in some cases).

District Centre A group of shops, separate from Oldham Town Centre, usually containing at least one food supermarket or superstore, and non retail services such as banks, building societies and restaurants.

Diversification The development of non-agricultural activities by farm businesses to supplement their farming activities, often done to support farm income and ensure the continuing viability of a particular business.

DTI Department of Trade and Industry

DTLR Department of Transport, Local Government and the Regions, created after the general election in 2001. The previous ministry with oversight of the planning system was the DETR (Department of the Environment, Transport and the Regions). Now superseded by the Office of the Deputy Prime Minister (ODPM).

Economic Development Zone The central wards around Oldham Town Centre have been designated as an Economic Development Zone and attracted European funding of £8 million until 2006 for a major redevelopment programme. Initiatives include land assembly, environmental and transport schemes and business grants.

Edge of centre The identifiable visual or functional boundary between the centre and an adjoining area or major road.

Enclosure The use of buildings to create a sense of clearly defined space

Environmental performance The extent to which new buildings are designed and constructed in terms of their sustainability and impact on the environment. This will be influenced by, among other things, the types and sources of materials used, level of energy efficiency and flexibility of design.

First deposit is a period of six weeks during which the first draft of the Unitary Development Plan is publicly available for comment. During this time members of the public and other interested parties can comment on the draft plan either by supporting or objecting to proposals made within the plan.

Gateway locations (i) points of entry into a town or district centre at its edge by road, rail, canal or tram; (ii) points of entry for pedestrians from surrounding areas, major car parks and transport stops or stations.

Grampian Condition A condition that prevents the start of a development until off-site works have been completed on land not controlled by the applicant.

Green Belt An area of land where there is a strong presumption against new development (except that which falls into certain limited categories) in order to check the unrestricted sprawl of urban areas, stop neighbouring towns from merging into one another, safeguard the countryside from encroachment, preserve the setting and special character of historic towns and villages and assist in urban regeneration.

Hazard is defined as a substance or a situation which has the potential to cause harm or damage.

Heritage Buildings, artefacts, or landscapes which have been handed down by a previous generation.

Highway A road and adjacent pavements, on which there is a public right of way.

Home Zone A residential area or development where streets are designed to give priority to pedestrians over vehicles and provide space for play and socialising. The local highway authority can designate a 10 mph speed limit in a home zone.

Householder developments Developments involving extensions or alterations to houses, gardens or yards, for example dormers, conservatories or sheds. Some such developments are classed as permitted development and do not require planning permission, whilst others require planning permission.

Housing Market Renewal Fund (HMRF) Oldham and Rochdale have been chosen by the Government as one of nine “Pathfinder” areas under this fund, to develop effective ways in which to combat and prevent decline in the demand for homes. The Pathfinder has a share in £500 million available over three years to improve the demand for homes. There is also the prospect of further funding available to support housing markets over the next ten to fifteen years.

Landmark Distinctive building, space or structure.

Landfill Gas Gas produced by the decomposition of landfilled waste within a tip.

Legibility The characteristics of an area in terms of easily recognised routes, intersections and landmarks that make a place easy to understand and move around.

Lifetime Homes Lifetime Homes are homes which are designed either to meet the changing needs occurring through one family’s lifetime - from raising small children, to accommodating the teenager with a broken leg, having grandmother to stay, or suffering mobility difficulties in old age - or to meet the varying needs of numerous changes of occupiers in the same home. Criteria applied to Lifetime Homes include:

- the distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping;
- there should be a downstairs toilet which should be wheelchair accessible, with drainage and service provision enabling a shower to be fitted at any time;

- the design should incorporate provision for a future stairlift;
- the bath/bedroom ceiling should be strong enough or capable of being made strong enough to support a hoist at a later date.
- switches, sockets and service controls should be between 600mm and 1200mm from the floor.

Local distinctiveness The positive features of a place and its communities which contribute to its special character and sense of place.

Local Nature Reserves (LNR's) Areas of local significance identified for their importance in nature conservation and public education.

Massing The combined effect of the size and shape of a building or group of buildings.

Material considerations must be genuine planning considerations related to the purpose of planning legislation, which is to regulate the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned. The Courts decide what constitutes a material consideration and over the years all the following have been included:

- the number, size, layout, siting, design and external appearance of buildings;
- the proposed means of access;
- impact on the neighbourhood;
- availability of infrastructure; and
- the Government's statements of planning policy and emerging policies, depending on the context.

Mineral Resource Zone An area within which mineral reserves have been identified through geological surveys.

~~**Mobility Impaired** People whose movement is hindered either by physical disability or other personal circumstances, such as a restricting injury or illness, or people with pushchairs.~~

Modal shift A change in the proportion of trips made by different modes of transport, which can be measured by analysing traffic flows on roads or the way people access a particular site. It is often used to refer to a shift from the use of the car to more sustainable means of transport, i.e. public transport, walking and cycling.

Modal split The proportion of trips made by different modes of transport.

Natural surveillance The discouragement to wrong-doing by the presence of passers by or the ability of people to be seen from surrounding windows and the resulting perception of safety.

Neighbourhood Renewal Fund (NRF) provides additional resources for local authorities in the 88 most deprived areas of the country to improve services in the

most deprived neighbourhoods, to narrow the gap between these areas and the rest of the country. In Oldham, the East Oldham area is eligible for NRF, the fund being particularly focused on Derker.

Net Site Area and Density In relation to housing development, the net site area of a development relates to the amount of land which is, or can be, developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space, landscaping and children's play areas. The definition of net site area therefore excludes major distributor roads, primary schools (where within the site), open spaces serving a wider area and significant landscape buffer strips. Net site density is therefore the number of houses which is, or can be, developed on the net site area.

New Deal for Communities (NDC) is a key programme in the Government's strategy to tackle multiple deprivation in the most deprived neighbourhoods in the country, giving some of the country's poorest communities the resources to tackle their problems in an intensive and co-ordinated way. The aim is to bridge the gap between these neighbourhoods and the rest of the country. In Oldham, Fitton Hill and Hathershaw are identified as NDC areas, plus parts of Alexandra and St Pauls wards.

NO₂ Nitrogen dioxide, one of the seven main air pollutants. The primary source is vehicle emissions. Government has set health based standards for main pollutants. Scientific modelling completed in 2000 showed that the target level of NO₂ is likely to be exceeded in many areas of Greater Manchester by 2005, including parts of Oldham Borough.

Nuisance has no definition in law but is interpreted as something that affects the comfort and convenience that an individual can reasonably expect to enjoy.

Office of the Deputy Prime Minister (ODPM) The ODPM was created as a central department in its own right in May 2002. It is responsible for policy on housing, planning, regional and local government and the fire service. It also takes responsibility for the Social Exclusion Unit, the Neighbourhood Renewal Unit and the Government Offices for the Regions.

Open Space is areas of land which may serve a variety of purposes, including parks, sportsfields, extensive school grounds, cemeteries, formal gardens and landscaped areas. Comprises predominantly urban green space that is normally vegetated, and civic (or public) space that is predominantly hard-surfaced, which may be publicly accessible or private spaces. See Typology of different types of open spaces by primary purpose in Appendix E.

Open Space Standards The open space standards used in Oldham are derived from the updated National Playing Fields Association Standards. These specify the minimum amount of different types of open space expected to be provided throughout the Borough. It is ~~recommended~~ expected in revised Planning Policy Guidance note 17 that local authorities should set their own open space standards through the undertaking of a 'local assessment of needs and audit'. Use of these

standards represents an interim position pending the completion of this process which will culminate in the setting of locally derived standards.

Out of Centre A location that is clearly separated from a town centre, but not necessarily outside the urban area.

Parking, Dual use of Where two or more developments use a car park at different times of the day or on different days of the week.

Parking, Shared use of Where two or more developments use a car park at the same or overlapping times of the day.

Passive solar power the energy freely available from sun, daylight and air currents.

Permaculture A means of producing crops based on a system which replicates natural ecosystems.

Permeability The degree to which an area has a choice of pleasant, convenient and safe routes through it.

Permitted Development Certain types of development which do not require planning permission. They are detailed in the Town and Country Planning (General Permitted Development) Order 1995 and the Town and Country Planning (Use Classes) Order 1987.

Photovoltaic Cells employing solar radiation (the heat from the sun) to generate electricity.

Planning and design brief A formal document informing developers and other interested parties of the constraints and opportunities presented by a site, and the type of development expected or encouraged by local planning policies. To achieve status as SPG, a planning and design brief needs to be subject to consultation. (To be distinguished from a development brief which is the document prepared by a Council to promote development of a site, usually in its own ownership).

Planning Obligation An agreement made between the local planning authority and another party, which concerns a particular aspect of or is associated with a development. It is usually made in connection with the granting of planning permission through Section 106 of the Town and Country Planning Act 1990.

Planning Policy Guidance Notes (PPGs) Planning Policy Guidance Notes set out the Government's policies on different aspects of planning. Local planning authorities are required to take their content into account in preparing their development plans. The guidance may also be material to decisions on individual planning applications and appeals. At the time of writing there are PPGs on the following topics:

PPG1 General Policy and Principles
PPG2 Green Belts
PPG3 Housing
PPG4 Industrial and Commercial Development and Small Firms
PPG5 Simplified Planning Zones
PPG6 Town Centres and Retail Developments
PPG7 The Countryside - Environmental Quality and Economic and Social Development.
PPG8 Telecommunications
PPG9 Nature Conservation
PPG10 Planning & Waste Management
PPG11 Regional Planning
PPG12 Development Plans
PPG13 Transport
PPG14 Development on Unstable Land
PPG15 Planning and the Historic Environment
PPG16 Archaeology and Planning
PPG17 ~~Sport and Recreation~~ Planning for Open Space, Sport and Recreation
PPG18 Enforcing Planning Control
PPG19 Outdoor Advertisement Control
PPG20 Coastal Planning
PPG21 Tourism
PPG22 Renewable Energy
PPG23 Planning and Pollution Control
PPG24 Planning and Noise
PPG25 Development and Flood Risk.

Please note that in future, PPGs will be published as “Planning Policy Statements” (PPS). These will be shorter, more concise documents, from which advice on practical implementation will have been removed.

Pollution Pollution can result from the release of energy (eg. sound, light, heat) or of matter (solid, liquid, vapour, dust and gases) to the environment, thereby adversely affecting human populations, ecosystems, water courses, air quality and soil quality.

PPGs Please see Planning Policy Guidance Notes

Previously developed land is defined in Planning Policy Guidance Note 3 Housing as: “land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures. The definition excludes land and buildings that are currently in use for agricultural or forestry purposes, and land in built up areas which has not been developed previously (e.g. parks, allotments ...). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can

reasonably be considered as part of the natural surroundings) and where there is a clear reason that could outweigh the re-use of the site - such as its contribution to nature conservation - or it has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.”

PrimePrimary Shopping Frontages Key frontages of the Town and District Centres predominantly in retail use

Public Local Inquiry The forum at which all unresolved objections to the draft Unitary Development Plan after the second deposit stage are heard by an independent inspector.

Public realm The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares or parks.

Public Open Space ~~Amenity space to which the general public have unrestricted access at all times.~~ Open space to which there is public access, even though the land may not be in public ownership.

Public transport Public transport services include buses, Ring and Ride (for people with mobility impairments), Metrolink, local rail, and other forms of public transport defined as such in the GM Local Transport Plan. For example, a ‘demand responsive’ system arranged by the GMPTE, such as a shared taxi or mini-bus service, would be considered public transport.

Public transport accessibility For the purposes of the UDP, the Council is using the following classification to assess the public transport accessibility of sites. It is derived from criteria set out in the Greater Manchester Local Transport Plan.

Very good accessibility: within 400 m of a frequent bus route, including but not limited to Quality Bus Corridors, AND 800 m of a rail station or future Metrolink stop, thus offering a choice of modes. (A frequent bus route is defined as a route with a service, or a combination of services, running at a minimum of every 10 minutes daytime Monday to Saturday and running evenings and Sundays.)

Good accessibility: within 400 m of a frequent bus route (as above) OR 800 m of a rail station or future Metrolink stop.

Satisfactory accessibility: within 400 m of a bus route with a service, or a combination of services, running at a frequency of two per hour daytime Monday to Saturday.

Basic accessibility: within 400 m of a bus route with a service, or a combination of services, running daytime Monday to Saturday.

Regional Planning Guidance for the North West (RPG13) ~~Guidance provided Published in March 2003 by Regional Government Offices the Government Office of the North West, RPG13 comprising comprises~~ a broad spatial strategy

within which local authority development plans and local transport plans should be prepared. ~~At the time of preparing this plan, Regional Planning Guidance for the North West (RPG13) 1996 was itself being reviewed, therefore this plan was prepared within the context of the draft RPG document ‘People, Places & Prosperity’ prepared by the North West Regional Assembly. Consequently, the Council has had regard to its advice in preparing the Revised Deposit Draft Replacement UDP.~~

Renewable energy This is defined as energy which occurs naturally and repeatedly in the environment (Planning Policy Guidance Note 22 Renewable Energy). By current convention, the definition also includes combustible or digestible industrial, agricultural and domestic waste material. This may change in the future but for the purposes of this plan, they are included.

Replacement Plan (as opposed to alterations) Replacement Plans are complete new plans and are used where the existing plan is substantially out-of-date and the scale of alterations needed is fundamental. Alterations to plans are more likely to be appropriate where a partial rolling forward of the plan is needed, or where forecasts or assumptions have changed, or where additional policies are needed to deal with previously unforeseen issues.

RPG Please see Regional Planning Guidance.

Residential or workplace amenity. Those general aspects of the home or workplace environment that define the quality of living or working conditions enjoyed by the occupants of a property. These are normally taken to include such things as privacy, safety and security, access to reasonable levels of daylight and sunlight, absence of noise and air pollution, and general outlook (but not the right to a view per se).

Scale The impression of a building when seen in relation to its surroundings, or the size of the parts of a building or its details, particularly as experienced in relation to the size of a person.

Section 106 Agreement/planning obligation An agreement made under Section 106 of the Town and Country Planning Act 1990 to secure a planning obligation.

Sites of Biological Importance (SBI's) areas recognised by the Council as being of particular interest by reason of any flora, fauna, geological or landscape features which require protection and preservation.

Sites of Special Scientific Interest (SSSI's) areas recognised by English Nature as being of special interest by reason of their flora, fauna, geological or landscape features and which have statutory protection to preserve these features.

Social Inclusion/Exclusion There are many definitions of social inclusion and exclusion. A simple definition is “the deprivation of opportunity to participate in society.” Aspects of people’s participation in society include:

- having a job, or taking part in education;
- having a network of family and social contacts;
- enjoying collective leisure activities;
- taking part in community activities; and
- living in confidence and without fear for their own safety.

SRB6 Sixth round of the Government's Single Regeneration Budget, a grant programme to support a range of improvements (physical, environmental, education and training, etc.) in a specific urban area. In Oldham Borough, the SRB6 area includes all of Werneth ward, most of Hollinwood ward and part of Chadderton South ward and the programme runs for a seven year period, from 2000 to 2007.

Sui generis please see under "Use Classes Order".

Sunrise Industries consist of 7 target business sectors that have been identified in the North West Regional Development Agency's Regional Strategy. These have been identified as:

- Environmental technologies;
- Life science industries (biotechnology and pharmaceuticals);
- Medical equipment and technology;
- Financial and professional services;
- Tourism;
- Computer software and services/internet-based services; and
- Creative industries, media, advertising and public relations.

Supplementary Planning Guidance (SPG) Additional planning advice to support and expand the policies and proposals of the Unitary Development Plan. Whilst not forming part of the plan, such guidance may be taken into account as a material consideration when planning applications are considered. Such guidance is publicly available and subject to public consultation during its preparation, and is subsequently subject to review.

Sustainable development Defined by the Bruntland Commission (1987) and quoted in PPG 1 as "Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations" The UK's strategy for sustainable development "A Better Quality of Life" was published in 1999 and highlights the need for environmental improvement, social progress and economic success to go hand in hand.

Sustainability Please see Sustainable development

Sustainability Appraisal A sustainability appraisal is a process which tests the consistency and performance of a policy or plan and their objectives against sustainability objectives. Sustainability objectives range from reducing poverty to reducing emissions of gases which contribute to climate change to protecting and enhancing endangered and valued species and habitats.

Topography The general lie of the land, particularly slope.

Top up shopping Trips to purchase perishable products that do not last, such as milk and bread.

Urban Renaissance is an approach to urban regeneration founded on the principles of design excellence, social well-being and environmental responsibility within a viable economic and legislative framework. This is set out in the Urban Task Force publication “Towards an Urban Renaissance”.

Use Classes Order The different uses to which land can be put are classified for planning purposes in the Town and Country Planning (Use Classes) Order 1987: The Order is in four parts as shown below:

- A1- shops
- A2- financial and professional services
- A3- food and drink
- B1- business (offices/ light industry)
- B2- general industry
- B8- storage and distribution
- C1- hotels and hostels
- C2- residential institutions
- C3- dwelling houses
- D1- non-residential institutions
- D2- assembly and leisure
- Sui generis- all other uses not specified

Vista An enclosed view, normally a long narrow one.

Vitality and Viability This expression is used in relation to the Town and District Centres’ ability to: retain and develop a wide range of attractions and amenities including shops, offer an attractive environment, provide good accessibility to and within the centre, and attract continuing investment in the development of new, or refurbishment of existing, buildings.