

Oldham

Local

Development

Framework

**Infrastructure Study
Update**

Joint Core Strategy and Development Management Policies
Development Plan Document

February 2011



Oldham
Council

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1 Background

- 1.1 This is the first update of the Oldham Infrastructure Study⁽¹⁾ (the Study) which was published alongside the Oldham LDF joint Core Strategy and Development Management Policies Development Plan Document⁽²⁾ (joint DPD for short). The coalition government have made changes to a number of infrastructure programmes identified through the Study as a result of which it is considered appropriate to publish an Update to the Study. The Update should be read in conjunction with the Study.
- 1.2 As identified in the Study⁽³⁾, it is necessary to support the LDF with the integration of infrastructure and development. The Study therefore forms part of the evidence base informing the LDF. It will assist the council and other service providers to identify and prioritise infrastructure provision as part of an integrated approach to planning and infrastructure delivery development.
- 1.3 The Infrastructure Study Update document (the Update document) examines the implementation of the LDF and identifies updates to infrastructure delivery in the borough where appropriate. The Update document highlights any known significant changes to infrastructure planning delivery programmes and projects that have been identified in the Infrastructure Study as well as any new programmes that are taking place.
- 1.4 The Study is a 'live document' that will be monitored regularly as appropriate.
- 1.5 The implementation mechanisms and delivery agencies have been included in the Study and the joint DPD as appropriate. For physical, social and green infrastructure the Study examines what provision is required to support the policies of the joint DPD. The Study identifies how the delivery of the required infrastructure will be implemented and which agencies will support its delivery. Table 32 of the joint DPD sets out the details of infrastructure planning delivery in the borough.
- 1.6 The joint DPD highlights implementation mechanisms through 'Linkages' tables at the end of each policy.
- 1.7 The joint DPD policies and infrastructure needs identified through the Study will be delivered through a range of mechanisms including:
 - Site Allocations DPD;
 - Developer contributions, Section 106 agreements or Community Infrastructure Levy (CIL);
 - Foxdenton Masterplan;
 - Infrastructure capital programmes including the LIFT programmes, Metrolink and Building Schools for the Future (BSF);
 - Funding Opportunities such as 'Plugged in Places' and the Regional Growth Fund;
 - LDF evidence base including the following key documents: the Oldham Strategic Housing Land Availability Assessment (SHLAA); the Oldham Strategic Housing Market Assessment (SHMA); the Oldham Employment Land Review; the Oldham Retail and Leisure Study; the Oldham Affordable Housing Economic Viability

1 Oldham LDF Infrastructure Study, September 2010

2 Oldham LDF joint Core Strategy and Development Management Policies Development Plan Document

3 Oldham LDF Infrastructure Study, September 2010, page 7, paragraph 3.2

Assessment (AHEVA); the Oldham Strategic Flood Risk Assessment (SFRA) and the Oldham Open Space Study;

- Highways Agency transport modelling protocol;
- Towards a Green Infrastructure framework for Greater Manchester, AGMA and Natural England;
- Granted planning permissions (Development Management); and
- AGMA level work/decisions such as the Greater Manchester Strategy and the Greater Manchester Spatial Framework.

1.8 Key agencies who will be involved in the implementation of the joint DPD policies and the borough's infrastructure requirements are included in the joint DPD.

1.9 The joint DPD and Infrastructure Study were published in October 2010. A six week period of consultation took place, as part of which a range of service providers submitted comments. During this period meetings were held with United Utilities and the Environment Agency at their request to discuss the LDF.

2 Infrastructure Planning Delivery

Local Investment Plan (LIP) 2 Greater Manchester

2.1 LIP2 has been prepared by AGMA as a successor to LIP1. It forms an important element of Greater Manchester's emerging agreed collaborative framework to deliver the Greater Manchester Strategy. LIP1 outlined around £375 million of investment in Greater Manchester. However given the uncertainty of resources and investment from April 2011, LIP2 focuses more on outlining the challenges and opportunities for investment in Greater Manchester. It is hoped that the plan will generate and shape investment in housing and physical regeneration in Greater Manchester.

Transport

Local Transport Capital Funding

2.2 Details of Local Transport Capital Funding identified in the Study should now be replaced by the information highlighted within this Update document. Following the Autumn 2010 Spending Review, local transport funding has been reduced from 26 funding streams to four:

- LTP Integrated Transport Block funding for small transport improvement schemes (capital);
- LTP Capital Maintenance Block funding for highways maintenance (capital);
- Major schemes i.e. individual schemes costing over £5 million each (capital); and
- A Local Sustainable Transport Fund (capital and revenue).

Local Transport Plan (LTP) Integrated Transport Block

2.3 As in previous years, the Integrated Transport Block (ITB) will be provided as a grant to the Greater Manchester Integrated Transport Authority. ITB is capital funding used for small transport improvement schemes costing less than £5 million. Schemes typically include small road projects, road safety schemes, bus priority schemes and walking and cycling schemes. The funding is intended to: improve road safety; improve public transport and accessibility; reduce congestion; and tackle pollution.

2.4 Actual allocations for Greater Manchester have been confirmed for the next two years, with indicative allocations notified for 2013/14 and 2014/15. ITB LTP funding for 2010/11 reduced by 25% in June 2010 and then by a further 27% for 2011/12 following the Spending Review. After this reduction the total amount of LTP funding for Greater Manchester is £0.7 million less than the amount of the topslice required for Major Capital Projects included in the Greater Manchester Transport Fund programme in 2011/12. This shortfall is fully offset by increases in the next two years however this means that there will be no ITB LTP funding available to Oldham or any other Greater Manchester Authority or GMITA until 2014/15.

Table 1 Greater Manchester Integrated Transport Block allocation

| | Actual Received | Final allocation Announced | | Indicative allocation Announced | |
|--|-----------------|----------------------------|-------------|---------------------------------|-------------|
| | 2010-11 (£) | 2011-12 (£) | 2012-13 (£) | 2013-14 (£) | 2014-15 (£) |

| | Actual Received | Final allocation Announced | | Indicative allocation Announced | |
|--------------------|-----------------|----------------------------|------------|---------------------------------|------------|
| Greater Manchester | 37,752,000 | 21,462,000 | 22,893,000 | 22,893,000 | 32,193,000 |

LTP Capital Maintenance Block

2.5 The Capital Maintenance Block provides funding support for transport capital maintenance of roads, bridges and street lighting. In a change to previous years, the LTP Capital Maintenance Block will in future be allocated to the Integrated Transport Authority (not directly to the individual GM local authorities). In making the Capital Maintenance Block settlement, Government has identified notional amounts for each Greater Manchester Authority which it has calculated using condition data for roads, bridges and street lighting. It is anticipated that Oldham will be awarded its notional allocation by Greater Manchester Integrated Transport Authority (GMITA), which is shown in Table Two. Compared with 2010/11, the figures represent a phased reduction over the next 4 years, with Oldham receiving 2.2% less in 2011/12, 8.2% less in 2012/13, 14.4% less in 2013/14 and 19.4% less in 2014/15. Confirmation of Oldham's allocation is expected towards the end of February 2011.

Table 2 Greater Manchester Capital Maintenance Block allocation

| | Actual Received | Final allocation Announced | Indicative allocation Announced | | |
|--------------------|-----------------|----------------------------|---------------------------------|-------------|-------------|
| | 2010-11 (£) | 2011-12 (£) | 2012-13 (£) | 2013-14 (£) | 2014-15 (£) |
| Greater Manchester | N/A | 27,434,000 | 26,153,000 | 25,323,000 | 23,542,000 |
| Oldham | 2,597,000 | 2,541,000 | 2,382,000 | 2,222,000 | 2,093,000 |

Major Schemes

2.6 Greater Manchester has established a Greater Manchester Transport Fund through which it will deliver a £1.5 billion programme of major schemes covering Metrolink, road, rail and bus networks, which are being funded partly by the Department for Transport (DfT) and partly by local funding from AGMA. The programme includes a number of schemes which will result in investment in Oldham:

- Oldham Metrolink extension (3a);
- Oldham Town Centre extension (3b); and
- Accelerated Park and Ride Package.

2.7 The accelerated Park and Ride Package would provide an extra 180 parking spaces at Shaw and Crompton Metrolink, 75 spaces at Derker Metrolink, 260 spaces at Oldham Mumps Metrolink and 92 spaces at Hollinwood Metrolink. It was identified for early delivery within the Greater Manchester Transport Fund programme. However as part of its review of the major scheme funding and approval process, the DfT is currently

unable to confirm the availability or timing of future funding for the package and as a result GMPTE will be working in conjunction with key stakeholders to identify a way forward for this proposed package of works.

- 2.8** Despite the Government review of the major scheme process it is continuing to fund the Greater Manchester Retaining Wall scheme. This is a collaborative scheme between Oldham, Rochdale, Stockport and Tameside Councils to repair or reconstruct highway retaining walls worth £45 million. Oldham's share of the £45 million is £22.2 million, 10% of which will be funded by the council. The scheme is currently underway and is due to be completed in 2011/12.

Local Sustainable Transport Fund

- 2.9** The Government announced its intention to create the Local Sustainable Transport Fund in the Comprehensive Spending Review and issued guidance on 19th January 2011. The £560 million fund will provide £350 million revenue and £210 million capital funding nationally over the period 2011/12 to 2014/15. This Fund is intended for smarter choices and active travel measures. There will be a single Greater Manchester bid to the Fund made by GMITA, which will include projects put forward by individual GM local authorities, including Oldham.

Congestion Target Performance Funding

- 2.10** This funding stream is due to end with the final, Tranche 4, payment in March 2011. This will be wholly revenue funding, although it can be spent on capital schemes. The funding is paid to Greater Manchester and distributed between the authorities through a competitive bidding process. Since the Study was published, Oldham has received additional funding under Tranche 3b of £200,000 towards the cost of Metrolink works at Manchester Street roundabout.

Standedge Tunnel and Diggle Station

- 2.11** The Study discusses the Standedge Tunnel and Diggle Station. As part of the joint DPD consultation, GMPTE suggested that further text on the tunnel and station should be included within the LDF. The Update document is considered an appropriate place for this additional information. The following text was requested by GMPTE in relation to Policy 17 'Gateways and Corridors' of the joint DPD:

"The quote in (paragraph) 6.88 [of the joint DPD] refers primarily to central Manchester and therefore is not directly relevant to Diggle. However, Appendix B of the Network Rail report lists Infrastructure Interventions Considered and it is correct in saying that the 4-tracking in the Diggle/Marsden area is required in both Manchester/Northern Hub options, this has the support of GMITA. Section 6.88 [paragraph 6.88 of the joint DPD] could be enhanced by reference to the fact that the line through Diggle is:

- *The main line between Manchester and Leeds, Hull, York, Middlesborough and Newcastle*
- *An important local / commuter route*
- *Part of the national rail Strategic Freight Network".*

Building Schools for the Future (BSF)

2.12 Work is underway to identify the transport improvements required to support the changes in pupil travel patterns that will result from this programme, including cycling and walking facilities. A maximum capital resource of £2.166 million has been set aside by the council towards the cost of the delivering the necessary improvements over the next 2-3 years.

Cycling

2.13 The Study highlights canal towpaths accessible to cyclists in the borough. In addition to those identified, the Rochdale Canal connects with the Moston Brook Corridor, another off road route and part of the wider Greater Manchester green infrastructure network.

Energy

Oldham Town Centre District Heating Programme

2.14 Oldham, as part of an ambitious programme, is reviewing a host of projects that will contribute to the Low Carbon Economic Area. As part of this Oldham Council commissioned Aecom to prepare an 'Assessment Of Energy Saving Opportunities for St. Mary's Heat Network, Oldham'. The Assessment is due to be completed in 2011.

2.15 The Study emerged from the desire to review opportunities for the current town centre district heating plant. The St. Marys District Heating (DH) system currently serves around 1,400 homes and a leisure centre. The former coal and now gas-fired plant provides heat and hot water and is currently managed by First Choice Homes Oldham via a contract with Dalkia. The current contract with Dalkia expires during 2012 and all available future options must be considered, including reviewing options for the existing gas boilers that have potentially 12 years useful life.

2.16 The council and partners are reviewing options to improve the current district heating plant, review its fuel source and explore expansion network opportunities. Although the Study is yet to be finalised, the new boiler is likely to be biomass fuelled. The Study is also exploring network expansion opportunities, which would identify opportunities for developments to link to the district heating network in the future.

2.17 In delivering this critical low carbon infrastructure, ERDF funding (£850k) with private sector match leverage (British Gas) has been secured to construct a new boiler house and see the installation of the renewable (biomass) boiler. This new infrastructure will provide a basic package to offer a low carbon heat source to existing town centre residents and businesses connected to the existing district heat network.

2.18 To help implement the scheme further the council, in partnership with AGMA, is looking to submit a bid under the Regional Growth Fund (RGF) round two. This may look at obtaining funding to convert the boiler to a combined heat and power energy centre (approximately £2 million). In essence this means generating both heat and electricity. Funding may also be used (approximately £1 million) to see further expansion of the infrastructure (district heating pipe work) as part of the town centre investment programme. It is anticipated that the biomass boiler will be operational by December 2012.

Greater Manchester Housing Retrofit Programme

2.19 Greater Manchester has submitted a bid for the RGF for a housing retrofit programme. The project will support a co-ordinated range of energy-efficiency retrofit activities in social housing across Greater Manchester. The activities will focus on dealing with hard-to-treat (e.g. solid wall construction) properties which are causally linked to high levels of Fuel Poverty, high running costs, high carbon emissions, poor health and other associated negative issues. Through practical intervention, homes will be brought up to excellent standards of energy efficiency. This proposal has been developed through a unique partnership arrangement incorporating Greater Manchester housing providers, local authorities, procurement organisations, the Energy Saving Trust, National Housing Federation and Envirolink NW. This partnership is charged with delivery of Greater Manchester's Domestic Retrofit Work Package under its Low Carbon Economic Area Designation. If successful this will be delivered in 2011/12. The total cost is approximately £51 million, with approximately half secured through RGF.

Plugged in Places

2.20 Greater Manchester, led by Oldham Council, has successfully secured Plugged in Places funding (£3.6 million) which will see 305 power points put up across the region for charging electric vehicles. This will be piloted in Oldham, Manchester city centre and south Manchester (towards the airport) at locations including town centres, on-street, in public car parks, transport depots, business premises and taxi ranks. The project will create a private-public sector joint venture company that will install and manage the infrastructure. Oldham Council, on behalf of Greater Manchester, intends to submit for RGF (round 2) to achieve an acceleration of the take up of electric vehicles in Greater Manchester and to create direct jobs in this new industry including in assembly and battery technology which would otherwise potentially be led by overseas economies. Installation of the 305 charging points will be by August 2012.

Climate Change Action Plan

2.21 The council has prepared a Climate Change Action Plan. The Plan is not yet approved but should be by the time of LDF submission. The Plan sets out measures to tackle climate change and will contribute to a range of sub-regional activities including:

- The five year Low Carbon Economic Area work programme that aims to reduce CO2 emissions across Greater Manchester by six million tonnes
- Decentralised (low carbon and renewable) energy planning and critical infrastructure
- Low carbon spatial pilots of which there are seven in Greater Manchester
- Low carbon travel such as Metrolink and electric vehicle charging infrastructure

2.22 The plan contains objectives based on the following themes: at home and in the neighbourhood; work, business and skills (including the supply chain); at school; decentralised, renewable and low carbon energy; getting around; waste and other resources; buying for change; adapting to climate change; and making it happen.

New Generation Broadband

2.23 New Generation Broadband infrastructure along the Metrolink route is in development. It would act as a driver for new types of employment, such as creative industries, for both Oldham Town Centre and Hollinwood. The Manchester City Council/New East Manchester Sharp Project at the old Sharp's electronics factory in Central Park, Newton Heath, demonstrates what can be achieved through the infrastructure. Here the old

factory has been converted into space for digital industries with space for film, animation, sound, special effects and so on. The development offers space for offices, sets, production, studios and storage. Most attractively there is start up space available from low rents but with 1 gigabyte broadband connectivity dwarfing BT's and Virgin's 60 -100 megabytes and enabling global access. Central Park benefits from the only direct access to transatlantic data cabling outside of London. New Generation Broadband along Metrolink would extend this facility to Oldham but will require investment to provide the appropriate connections. Opportunities to exploit this will be explored as part of the work on the Town Centre Investment Strategy.

Water Supply

2.24 The North West Water Cycle Scoping Study highlighted in the Study⁽¹⁾ has been completed and will be used to inform and facilitate the undertaking of outline water cycle studies.

Flood Prevention

2.25 Work on further flood risk and water management studies has commenced. AGMA are preparing a Preliminary Flood Risk Assessment (PFRA) which is being led by Rochdale Council as well as a Surface Water Management Plan (SWMP).

2.26 A post at Rochdale has been set up to deliver the production of a Greater Manchester Preliminary Flood Risk Assessment (PFRA) by June 2011. The PFRA will provide both a strategic Greater Manchester Assessment and an agreed representation of significant risk of flooding from local sources within each Greater Manchester district. AGMA will ensure effective co-ordination and where required, shared task management between the production of the PFRA and the Greater Manchester Surface Water Management Plan (now underway). The post will also assist the development of an AGMA work programme and associated organisational arrangements to support Lead Local Flood Authorities (LLFA) in meeting their obligations under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

Waste

2.27 The Publication report of the Greater Manchester Joint Waste Development Plan Document (JWDPD) highlighted in the Study⁽²⁾ went out for consultation in November 2010.

Minerals

2.28 The ten Greater Manchester local authorities have a requirement to include minerals policies and identify sites for aggregate extraction, processing and safeguarding within each of their LDFs. Greater Manchester Geological Unit (GMGU) is preparing on behalf of the ten authorities the Minerals Plan, called the 'Greater Manchester Joint Minerals Development Plan Document' (JMDPD). The production of the Minerals Plan commenced in November 2009. The DPD is due to be adopted in October 2012. The 'Preferred Approach' for the Minerals Plan went out for consultation in October/November 2010.

1 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 33, paragraph 4.78

2 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 39, paragraph 4.100

2.29 The Minerals Plan does not identify any sites for mineral extraction in Oldham. The plan identifies 'Areas of Search' for aggregates in Oldham for sandstone, gravel and sand. Within these areas applications for minerals developments would be permitted where the proposal meets the requirements of the Minerals Plan and the Oldham LDF and other relevant national and local planning policy. The Minerals Plan also identifies 'Mineral Safeguarding Areas' in the borough for sand and gravel, sandstone, brick clay, peat and coal (although it is recognised that peat is an important biodiversity resource). This will ensure that development does not needlessly sterilise future mineral resources. Further information on Minerals Plan can be found through the following weblink: <http://www.gmineralsplan.co.uk/>.

Regional Science Centre Oldham

2.30 The name of the facility has now been changed from the 'Regional Science Centre' to the 'Regional Science Centre Oldham'. There is also a clearer date on the opening of the Centre which is set to be in April/May 2011.

Building Schools for the Future (BSF)

2.31 Since the government's review of the BSF programme in the summer, there have been no significant changes to the BSF schools going forward. However the schemes have developed since September 2010 and the status of the schools has now changed. There have also been slight changes in the proposed capacity of the Oasis Academy Oldham.

Table 3 Current status of each development, details of each school and the expected completion dates

| Existing School | Current Status | Change as a result of BSF | Details | Expected completion date |
|---------------------------|-----------------------------------|---|--|--------------------------|
| Breeze Hill (East Oldham) | Waterhead Academy Roxbury Campus | Close, replace with Waterhead Academy on site of former Orb Mill, Waterhead (East Oldham) | Current capacity: 900 and 1,320 | November 2012 |
| Counthill (East Oldham) | Waterhead Academy Moorside Campus | | New Capacity: 1,500 | |
| Grange (West Oldham) | Oldham Academy North | Close, replace with Oldham Academy North located on Our Lady's RC School site (Royton, Shaw and Crompton) | Current capacity: 870 New capacity: 1,200 | September 2013 |

| Existing School | Current Status | Change as a result of BSF | Details | Expected completion date |
|---|---|--|--|--------------------------|
| Kaskenmoor (Failsworth and Hollinwood) | Oasis Academy Roman Road Campus | Close, replace with Oasis Academy Oldham on Brook Mill, Hollinwood (Failsworth and Hollinwood) | Current capacity: 900 and 850 | September 2012 |
| South Chadderton (Chadderton) | Oasis Academy Butterworth Lane Campus | | New capacity: 1,500 | |
| North Chadderton School and Sixth Form (Chadderton) | North Chadderton School and Sixth Form | Remodelled on same site | Current capacity: 1,350 New capacity: 1,200 | July 2013 |
| Our Lady's RC High (Royton, Shaw and Crompton) | Name will change to The Blessed John Henry Newman R.C College in September 2011 | Close (merge), replace with The Blessed John Henry Newman R.C College on former Radclyffe school site (Chadderton) | Current capacity: 900 (each) | September 2012 |
| St. Augustine of Canterbury RC (West Oldham) | Name will change to The Blessed John Henry Newman R.C College in September 2011 | | New capacity: 1,500 | |

Housing

2.32 There have been changes to the mix of housing tenure and stock in the borough as shown in Table 4.

Table 4 Number and percentage of dwellings by housing tenure in the borough 2006/07 - 2009/10

| | 2006/7 | | 2007/8 | | 2008/9 | | 2009/10 | |
|----------------------|--------|---------------|--------|---------------|--------|---------------|---------|---------------|
| | No. | % Total Stock | No. | % Total Stock | No. | % Total Stock | No. | % Total Stock |
| Private Stock | 71,773 | 77.4 | 73,721 | 78.5 | 74,252 | 78.2 | 74,098 | 78 |

| | 2006/7 | | 2007/8 | | 2008/9 | | 2009/10 | |
|--|--------|---------------|---------|---------------|--------|---------------|---------|---------------|
| | No. | % Total Stock | No. | % Total Stock | No. | % Total Stock | No. | % Total Stock |
| Local Authority Stock | 14,504 | 15.6 | 14,231 | 15.2 | 13,867 | 14.6 | 13,799 | 14.5 |
| Housing Association/ Registered Social Landlord Stock | 6,434 | 6.9 | 6,503** | 6.9 | 6,795* | 7.2 | 6,912 | 7.2 |
| Total | 92,711 | | 94,455 | | 94,914 | | 94,809 | |

(Source HSSA 2008-9 / Registered & Statistical Return 2010; *Annual RSR - TSA; **Housing Net)

2.33 First Choice Homes became a Registered Social Landlord (RSL) on 17 January 2011 and council housing stock transferred to the new RSL. Following the stock transfer, the remaining council stock will be managed by Private Finance Initiative (PFI) contracts with 1,500 managed by Housing 21 and 650 by Great Places.

2.34 The Study⁽³⁾ identifies Yorkshire Metropolitan as a RSL with housing stock in the borough. Yorkshire Metropolitan have changed their name to the 'Yorkshire Housing Association' and are now looking to transfer their stock to other RSLs.

2.35 In addition to housing challenges highlighted in the Study⁽⁴⁾ the borough are facing the difficulty of people securing mortgages as a result of the economic downturn and also the under-occupying of homes.

2.36 The PFI4 programme is expected to be completed early in 2011 with the number of dwellings having increased to 324.

Housing Market Renewal (HMR)

2.37 The announcement that funding for HMR will be discontinued from the end of March 2011 presents a challenge for the borough and its future housing market. Oldham and Rochdale Councils are currently considering the implications of the funding decision, both to the programme as a whole and its affect on individual neighbourhoods. The potential of bidding to the new Regional Growth Fund could enable some HMR activity to be taken forward.

Health

3 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 55, paragraph 5.26

4 Oldham LDF Infrastructure Study, Oldham Council September 2010, page 55, paragraph 5.30

2.38 Table 20 of the Study identifies proposed Oldham Local Improvement Finance Trust (LIFT) projects in the borough⁽⁵⁾. The Royton Health and Wellbeing Centre highlighted in the table opened in October 2010.

2.39 New maternity, neonatal and children's units have been approved for development at The Royal Oldham Hospital. The £44 million facilities are estimated to open around December 2012.

Town Centre Investment Strategy

2.40 A Town Centre Investment Strategy is in preparation. By March a Final Prospectus document and a Final Investment Plan document should be available. Taylor Young are leading on the Prospectus document and Amion on the Investment Plan.

Allotments

2.41 The Study⁽⁶⁾ identifies allotment sites in the borough. Two new shared community allotments (managed by Adult and Community Services) have now been developed and are now running at Marlborough Drive in Failsworth and at Crompton Cemetery in Crompton. A further community allotment (community only site) at Cartmel Crescent in Chadderton is still in the early stages of construction.

Playbuilder Programme

2.42 The Study⁽⁷⁾ highlights the details of the playbuilder programme and the projects. Since the publication of the Study Oldham has had its playbuilder funding reviewed. This has resulted in the reduction of funds from £589,000 to £550,000. Through the funds, ten play sites are being developed which are due to be completed in March 2011.

Waterways

Huddersfield Narrow Canal

2.43 The two phases of canal towpath enhancement works highlighted in the Study⁽⁸⁾ have been completed.

2.44 A further £10,000 of LTP funding has been secured between 2010/11 and 2012/13 to audit and improve the current access points and signage along both the Rochdale and Huddersfield canal corridors. The signage and access audit has now been completed and intentions are to submit a bid to the Saddleworth and Lees District Partnership in early 2011 secure further funding for implementation of signage and access improvements on the Huddersfield Canal.

Rochdale Canal

5 Table 20, paragraph 5.47, page 61, Oldham LDF Infrastructure Study, Oldham Council, September 2010

6 Oldham LDF Infrastructure Study, Oldham Council, September 2010, Page 83, Table 27

7 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 86, paragraph 619.

8 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 96, paragraph 6.40

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- 2.45** Funding identified in the Study⁽⁹⁾ for towpath improvements should now read £80,000. The improvements will now stretch from Failsworth Centre to Hollinwood Business Park and beyond into Chadderton. Further towpath improvements identified in the Study⁽¹⁰⁾ have now been implemented.
- 2.46** Works are due to start in early 2011 on towpath improvements from Failsworth to Manchester city centre following a successful bid to the Congestion Performance fund for £100,000 by Manchester City Council.
- 2.47** British Waterways have commissioned consultants to undertake a second evaluation study of the Rochdale and Huddersfield Canals, to assess impacts approximately eight years after their respective restorations. This post-restoration, economic evaluation study shows clearly the continual increase in the economic, social and environmental value of the two canals. The minimum annual value of benefits for the Rochdale and Huddersfield Canals comes to £5.4 million, against the restoration investment of £56 million. The canals will have paid for their own restoration in just over ten years and will continue to add value to the areas and communities they run through for many years into the future.

9 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 96, paragraph 6.42

10 Oldham LDF Infrastructure Study, Oldham Council, September 2010, page 96, paragraph 6.43

3 Appendix One: Minor Amendments

- 3.1 Paragraph 4.19 of the Study should be amended to remove the repetition of the word 'have'.
- 3.2 Paragraph 4.71 of the Study should be amended from '119' to '143' major developments that had to meet the conditions of UDP Policy NR3.3 introduced in 2005. This is to take account of updated information from the 2010 AMR.
- 3.3 Paragraph 6.36, point 'ii' of the Study. The word 'Suflanet' should be amended to read 'Sufalnet'.
- 3.4 Paragraph 6.36, point 'ii' of the Study. The word 'Eurpoean' should be amended to read 'European'.