

Oldham Council Green Infrastructure Strategy – Policy and Document Review (06.01.22)

Documents Reviewed

- National Planning Policy Framework (2021)
- Planning Practice Guidance (2014)
- A Green Future: Our 25 Year Plan to Improve the Environment (2018)
- Joint Core Strategy and Development Management Policies Development Plan Document (2011)
- Oldham Metropolitan Borough Unitary Development Plan – Saved Policies (2006)
- Urban Design Supplementary Planning Document (2007)
- The Oldham Plan (2017 – 2022) (Corporate Plan)
- Oldham Green New Deal Strategy (2020)
- Oldham Town Centre Vision (2020)
- Valuing Oldham's Urban Forest (2019)
- Places for Everyone Joint Plan (2021)
- The Greater Manchester Strategy 'Our People Our Place' (2017)
- Greater Manchester Landscape Character and Sensitivity Assessment (2018)
- All Our Trees – Greater Manchester's Tree & Woodland Strategy (2019) GMCA
- Strategic Flood Risk Assessment (2019) GMCA
- Greater Manchester Moving – The Plan for Physical Activity & Sport 2017-21 #GM Moving

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<p>MHCLG (2021) National Planning Policy Framework</p>		
<p>Section 3 – Plan Making</p>	<p>Paragraph 20 outlines that Strategic Policies as set by local authorities should set out an overall strategy for the pattern, scale and quality of places, making specific provision for the <i>‘conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.’</i></p>	<p>The Green Infrastructure (GI) Strategy will provide recommendations for suitable GI policies to be included in the emerging Local Plan, based on a robust and detailed methodology of mapping, stakeholder consultation and wider research. Mechanisms for providing GI relative to the pattern and scale of development will be outlined within the Strategy, providing comprehensive guidance to aid developers and other plan makers in GI decisions.</p>
<p>Section 8 – Promoting Healthy and Safe Communities</p>	<p>Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</p> <ul style="list-style-type: none"> • Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other • Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling (Paragraph 92) 	<p>Social interaction and inclusion form part of the GI planning approach. Projects such as Forest Schools and Green Gyms which encourage interaction with nature as well as other community members, will be incorporated into the Strategy where deemed appropriate to provide a range of benefits. The Nature4Health Scheme for example, run by the Mersey Forest in the North West of England was proven to improve mental and physical health drastically in the areas in which it was implemented, through providing opportunities for community health walks and therapeutic gardening.</p> <p>Enabling healthy lifestyles is also a key feature of the GI planning approach. Providing mechanisms to increase the provision of spaces such as allotments, accessible green space, and encouraging cycling and walking will all contribute to Section 8 of the NPPF.</p> <p>Due to ever tightening public sector budgets, the GI planning approach recognises the cost benefit of GI interventions for health care providers. Due to the growing concern over the costs of treating ill health,</p>

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		<p>resulting from pressures on public money, ageing populations and widening health inequalities, the GI planning approach aligns with the growing body of evidence that suggests public engagement with GI is a way of preventing health issues and reducing the costs on health care.</p>
<p>Section 12 - Achieving well-designed places</p>	<p>Under paragraph 130, planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change and establish a strong sense of place.</p> <p>Paragraph 131 states that trees make an important contribution to the character and quality of urban environments. Planning policies and decisions should ensure that new streets are tree-lined and that opportunities are taken to incorporate trees elsewhere in developments</p>	<p>Tree planting is a key priority of the GMCA, under the All Our Trees – Greater Manchester’s Tree & Woodland Strategy (2019) GMCA. The GI Strategy will identify areas of need for tree planting in existing urban areas and will identify potential development sites from the GM Mapping.</p>
<p>Section 14 – Meeting the Challenge of climate change, flooding and coastal change</p>	<p>The National Planning Policy Framework emphasises that responding to climate change is central to the economic, social and environmental dimensions of sustainable development.</p> <p>Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies</p>	<p>The GI planning approach, in order to align with Section 14 of the NPPF, will identify priority areas for GI intervention, targeting areas where the most benefits can be gained in terms of mitigating and adapting to climate change.</p> <p>The planning approach recognises GI as a method for reducing vulnerability of populations, habitats and biodiversity. For example, it is widely recognised that Sustainable Drainage Systems (SuDS) such as green roofs can aid interception of rainfall, reducing surface water runoff and therefore reducing the</p>

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	<p>should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures (Paragraph 153).</p> <p>Paragraph 154 advises that new development should be planned in ways that <i>'avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.'</i></p> <p>In accordance with Paragraph 161, plans should manage flood risk by using improvements in green infrastructure to reduce the causes and impacts of flooding.</p>	<p>chance of flooding. In turn, populations are less vulnerable to major storm events, likely to be exacerbated by climate change.</p> <p>The planning approach, through focusing on both green and blue infrastructure is able to align water management with green infrastructure to provide benefits for the regulation of the water cycle and providing resilient measures to deal with flood risk.</p>
<p>Section 15 – Conserving and Enhancing the Natural Environment</p>	<p>Planning policies and decisions should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> • Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures • Wherever possible, make improvements to the local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans (Paragraph 174) 	<p>A GI approach is clearly advocated by national policy, as outlined in Section 15 of the NPPF.</p> <p>The planning approach can provide mechanisms to support and enhance the intrinsic character landscapes whilst also providing sustainable public access to promote a wide range of benefits for multiple users.</p> <p>Similarly, the planning approach, through GIS mapping and stakeholder engagement, pinpoints spatial areas where GI interventions have the potential to increase biodiversity through multi-functional interventions.</p>

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	<p>Paragraph 175 states that plans should allocate land with the least environmental or amenity value, where consistent with other policies in the Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure, and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.</p> <p>Opportunities to improve air quality or mitigate impacts should be identified, such as through green infrastructure provision and enhancement (Paragraph 186).</p> <p>Paragraph 179 outlines the ways in which biodiversity should be protected and enhanced:</p> <ul style="list-style-type: none"> • Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including internationally, nationally and locally designated sites, wildlife corridors and stepping stones that connect them, and areas identified by national and local partnerships for habitat management, enhancement, recreation or creation • Promote the conservation, restoration and enhancement of priority habitats, ecological networks and priority species, and identify and pursue opportunities for securing measurable net gains for biodiversity 	<p>Within the GI planning approach, opportunities to improve air quality and mitigate its impacts are identified through mapping areas of poor air quality and identifying GI interventions through stakeholder consultation and other means.</p>

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<p>MHCLG (2014) Planning Practice Guidance</p>		
<p>Open Space, Sports and Recreation Facilities, public rights of way and local green space</p>	<p>The value and benefits of open space is outlined in the PPG. Paragraph 001 states that <i>'it is for local planning authorities to assess the need for open space and opportunities for new provision in their areas.'</i></p> <p>Public rights of way form an important component of sustainable transport links and should be protected or enhanced. Paragraph 004 states that the DEFRA Rights of Way circular (1/09) gives advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way.</p>	<p>After assessing need, the GI planning approach provides general advice for optimising the use of Oldham's existing open space, sports and recreation facilities, public rights of way and local green spaces.</p> <p>The DEFRA Rights of Way Circular (1/09) will form part of the evidence base of the GI planning approach. The circular recognises the multiple benefits of PRow including boosting tourism, a convenient means of travelling and a recreational facility, all of which will inform the planning approach.</p>
<p>Natural Environment</p>	<p>Biodiversity Paragraph 007 reinforces the National Planning Policy Framework which is clear that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, and that a core principle for planning is that it should contribute to conserving and enhancing the natural environment and reducing pollution.</p> <p>Paragraph 008 states that local planning authorities and neighbourhood planning bodies should therefore seek opportunities to work collaboratively with other partners, to develop and deliver a strategic approach to protecting and improving the natural environment based on local priorities and evidence.</p>	<p>Biodiversity The planning approach provides practical advice for optimising the use of Oldham's GI biodiversity enhancements as well as identifying opportunities and mechanisms within Oldham to improve biodiversity (and net gain).</p> <p>The GI planning approach, through mapping and consultation, identifies gaps in Oldham's existing ecological framework; in these areas priority interventions can be targeted.</p> <p>The planning approach is informed by local knowledge, to ensure that improvements and interventions are targeted in areas most at need, where the most benefits can be derived.</p> <p>Green Infrastructure</p>

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	<p>It is advised in paragraph 017 that biodiversity in and around development should be led by a local understanding of ecological networks and should seek to include improved links between existing sites, habitat restoration and expansion, buffering of existing important sites, new biodiversity features within development and securing long term management.</p> <p><i>Green Infrastructure</i> After paragraph 027 introduces the concept of green infrastructure, paragraph 030 outlines what is meant by a strategic approach to planning for green infrastructure. It states that an authority-wide green infrastructure framework or strategy should be evidence-based by, for example including an assessment of current green infrastructure provision that identifies gaps in the network and the components and opportunities for improvement.</p> <p>This strategic approach to green infrastructure may cross administrative boundaries. Therefore neighbouring authorities, working collaboratively with other stakeholders including Local Nature Partnerships (LNPs) and Local Enterprise Partnerships (LEPs), may wish to consider how wider strategies for their areas can help address cross-boundary issues.</p> <p>Paragraph 031 states that arrangements for managing green infrastructure, and for funding its management over the long-term, should be identified as early as possible when planning</p>	<p>In accordance with paragraph 030, the planning approach provides an evidence-based assessment of GI across the borough. Through mapping the existing GI typologies across Oldham, in accordance with PPG17, the planning approach provides a comprehensive assessment of the existing GI provision in the borough, enabling identification of gaps in the current network.</p> <p>Neighbouring authorities will form part of the wider stakeholder group who are consulted on the project. This ensures that the approach links to existing GI corridors and initiatives across administrative boundaries, to ensure that Oldham provides maximum benefits for populations residing close to and across its boundaries.</p> <p>The planning approach identifies funding streams and mechanisms for achieving GI enhancements. This may include traditional funding streams as well as more innovative approaches such as social prescribing and Section 106 funding.</p>

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	green infrastructure and factored into the way that it is designed and implemented.	
Air Quality	<p>In reference to encouraging sustainable transport and the location of proposed development, Paragraph 002 states that in plan making, it is important to take into account air quality management areas and other areas where there could be specific requirements or limitations on new development because of air quality.</p> <p>Paragraph 008 cites the use of green infrastructure (particularly trees) to absorb dust and other pollutants, to be an appropriate mitigation technique to ensure that new development prevents unacceptable risk. In addition, the PPG promotes transport with low impact on air quality.</p>	<p>The Oldham Air Quality Management Area (AQMA) was declared in 2001. The AQMA incorporates a large area of the borough covering parts of Chadderton, Failsworth, Oldham and Royton. There are also parts of the Borough within the Greater Manchester Combined Authority AQMA.</p> <p>Reinforced by GIS mapping using available data on air quality, the planning approach identifies where GI interventions can benefit areas with poor air quality, likely to be within the areas within or in close proximity to AQMAs. The AQMAs fall within urban areas with heavy traffic flows; the planning approach recognises the multiple benefits of improving GI including street trees and pocket parks within urban areas.</p>
Climate Change	<p>Climate change is considered in the PPG in the capacity that local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development.</p> <p>Paragraph 003 advises that providing sustainable transport is an example of an approach to mitigate climate change by reducing emissions.</p>	<p>Oldham’s strategy for climate change is adaptation and mitigation as detailed in the Joint Core Strategy and Development Management Policies Development Plan Document.</p> <p>The planning approach recognises GI as a widely applicable, economically viable and effective tool to combat the impacts of climate change. The European Commission¹ outlines ways in which GI can help to adapt or mitigate to the adverse effects of climate change. The following are examples of adaptation/mitigation measures using GI which form background to the GI planning approach:</p> <ul style="list-style-type: none"> • Restoring natural flood defences

¹ http://ec.europa.eu/environment/nature/ecosystems/pdf/Green%20Infrastructure/GI_climate_adaptation.pdf

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	<p>A further example provided of adapting to climate change relevant to green and blue infrastructure is stated to include the consideration of available water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality</p> <p>Paragraph 004 advises that local planning authorities should pay particular attention to integrating adaptation and mitigation approaches and looking for ‘win-win’ solutions that will support sustainable development. One of the win-win solutions presented is the <i>‘provision of multi-functional green infrastructure, which can reduce urban heat islands, manage flooding and help species adapt to climate change – as well as contributing to a pleasant environment which encourages people to walk and cycle’</i>.</p> <p>Green infrastructure is presented as a way of dealing with uncertainty of climate risks. Local planning authorities are advised to identify <i>‘no or low cost responses to climate risks that also deliver other benefits, such as green infrastructure that improves adaptation, biodiversity and amenity’</i>.</p>	<ul style="list-style-type: none"> • Using tree species and forestry practices that are less vulnerable to storms and fires • Reducing heat islands in urban areas • Implementing green corridors to help species migrate <p>In relation to paragraph 003, the planning approach provides mechanisms and opportunities to enhance connectivity through sustainable transport options such as walking and cycling, using existing and enhanced greenways and cycle links.</p> <p>GI is recognised within the planning approach as a win-win solution as per the explanation in the PPG, which is a cost-effective and investible opportunity. Restoring floodplain forests for example is often cheaper in terms of maintenance costs than purely technical solutions such as dams, though still providing the same level of flood prevention, often at lower cost and higher resilience, and providing multiple further benefits beyond flood prevention. The planning approach draws on opportunities across a range of themes to provide these cost-effective, multi-functional solutions will be identified through mapping, stakeholder consultation and qualitative analysis.</p>
Flood Risk and Coastal Change	<p>Paragraph 050 presents green infrastructure as an opportunity to reduce overall flood risk in a development area and beyond, as well as the use of Sustainable Drainage Systems (SuDS). SuDS provide opportunities such as combining water management with green space with</p>	<p>GI interventions form a cost-effective solution to reducing flood risk, such as the use of Sustainable Drainage Systems which provide combined opportunities for green and blue infrastructure.</p>

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	<p>benefits for amenity, recreation and wildlife (Paragraph 051).</p>	<p>The planning approach recognises the value of both restoration and enhancement of blue infrastructure, and can provide an indication of where GI interventions can alleviate flood risk pressures.</p> <p>GI measures can contribute to the following to reduce the risk of flooding, which may be identified as suitable, cost-effective solutions through the GI planning approach:</p> <ul style="list-style-type: none"> • Floodplain restoration and management • Wetland restoration and management • Stream bed re-naturalisation <p>The planning approach, aligning with Paragraph 050, views GI as a climate change adaptation measure. Methods to achieve this include using GI to combat the Urban Heat Island effect and restoring floodplains to reduce the risk of flooding.</p>
<p>HM Government (2018): A Green Future: Our 25 Year Plan to Improve the Environment</p>		
<p>A Green Future: Our 25 Year Plan to Improve the Environment</p>	<p>Key policies include:</p> <ul style="list-style-type: none"> • Using and managing land sustainability; • Recovering nature and enhancing the beauty of landscapes; • Connecting people with the environment to improve health and wellbeing; • Increasing resource efficiency and reducing pollution and waste; • Securing clean, productive and biologically diverse seas and oceans; <p>and</p>	<p>The planning approach can provide mechanisms to support and enhance the intrinsic character landscapes whilst also providing sustainable public access to promote a wide range of benefits for multiple users.</p> <p>The planning approach recognises GI as a method for reducing vulnerability of populations, habitats and biodiversity.</p> <p>The planning approach, through focusing on both green and blue infrastructure is able to align water management with green infrastructure to provide</p>

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	<ul style="list-style-type: none"> Protecting and improving the global environment 	<p>benefits for the regulation of the water cycle and providing resilient measures to deal with flood risk.</p> <p>Initial GIS mapping of environmental constraints and existing designations will assist in identifying key assets for protection. Stakeholder consultation and further analysis will inform where enhancement and protection measures are required.</p>
<p>Joint Core Strategy and Development Management Policies Development Plan Document (adopted November 2011)</p>		
<p>Policy 1 Climate Change and Sustainable Development</p>	<p>Development should adapt to and mitigate against climate change and address the low carbon agenda, contribute towards sustainable development, help create a sense of place, improve the quality of life for residents and visitors, and enhance the borough's image. Improvements that benefit the health and well-being of people in Oldham will be supported.</p> <p>When allocating sites and determining planning applications, the Council will ensure development respects Oldham's natural, built and historic environments, Green Infrastructure, biodiversity (including the environmental value of brownfield sites), geodiversity and landscapes, and their settings.</p>	<p>The principle of sustainable development is key factor in the GI approach, in order to align with both national and local planning policy.</p> <p>The three strands of sustainable development – economic, social and environmental –inform the themes identified within the approach, to ensure that all aspects are met through the proposed strategic actions, projects and interventions.</p> <p>Initial GIS mapping of environmental constraints and existing designations will assist in identifying key assets for protection. Stakeholder consultation and further analysis will inform where enhancement and protection measures are required,</p>
<p>Policy 2 Communities</p>	<p>Promoting and addressing the needs of local neighbourhoods is key to creating sustainable communities across Oldham. The Council will support appropriate development that</p>	<p>In identifying areas to fill in existing gaps in Oldham's GI network, and therefore improving connectivity, the planning approach is an enabler for active travel across the borough.</p>

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	<p>contributes towards creating sustainable communities and promotes community cohesion across the borough, supports the transformation of education and skills, and contributes to improved health and well-being of people in Oldham.</p> <p>Development should contribute towards sustainable communities, and should not undermine community cohesion.</p> <p>The Council will support proposals for new and improved community facilities that meet an identified need, where appropriate, by working with partners and through the use of developer contributions.</p>	<p>Allotments will be mapped via GIS typology mapping in accordance with PPG17. In recognising their value for health food supply and social interaction, the planning approach improves green links to and from these spaces.</p> <p>The GI planning approach considers environmental aspects relating to health and wellbeing. These could include sealed surface cover and tree canopy coverage to ensure interventions for targeting the Urban Heat Island (UHI) effect are concentrated in areas where there will be maximum benefit, especially in terms of shading and cooling to contribute to a healthy environment.</p>
<p>Policy 4 Promoting Sustainable Regeneration and Prosperity</p>	<p>The Council will promote and enhance the needs of the local economy within a borough wide and Greater Manchester context. Oldham will encourage and support sustainable, low carbon economic regeneration, diversification, growth and prosperity. The Council will allocate sufficient employment land to meet the needs of existing and new businesses, and contribute towards Greater Manchester’s economic land supply.</p> <p>The Council will allocate approximately 82 hectares of employment land in the Site Allocations DPD, for the period 2008 to 2026.</p>	<p>There is a wealth of evidence to support the local economic development opportunities associated with GI interventions, which include²:</p> <ul style="list-style-type: none"> • Attracting and retaining a quality workforce • Reducing environmental costs such as those associated with a reduction in flood risk • Improving the image of a place • Boosting property values • Supporting a reduction in healthcare costs • Attracting inward investment • Saving energy and money for building owners <p>The approach draws on the above benefits to determine where are the most appropriate areas for GI interventions for economic benefits, whilst</p>

² Adapted from: <https://www.gov.scot/publications/green-infrastructure-design-placemaking/>

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		<p>balancing the social and environmental aspects of sustainable development. GI can also be massively cheaper to maintain than grey infrastructure, so retrofitting of GI into urban environments will be considered as recommendations where appropriate.</p>
<p>Policy 5 Promoting Accessibility and Sustainable Transport Choices</p>	<p>The Council will guide development to the most accessible locations, and promote and encourage use of public transport, Metrolink, walking and cycling.</p> <p>The Council will promote walking and cycling by ensuring developments are located so as to link to an attractive and safe network of routes where possible.</p>	<p>Through GIS, with accompanying text, the approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham. This comprises identifying areas which can accommodate new greenways and cycle routes to increase connectivity, whilst providing an attractive and safe alternative to the car for residents and tourists alike.</p> <p>In order to ensure connectivity between new and existing communities, as well as the surrounding area, the approach provides a locally distinct guide for developers on how GI can be incorporated into developments, especially major housing and employment allocations and potential new settlements. If sustainable transport corridors and green connectivity initiatives are identified, the approach will also consider connections to neighbouring authorities.</p>
<p>Policy 6 Green Infrastructure</p>	<p>The Council will value our local natural, built and historic environments, green infrastructure, biodiversity, geodiversity and landscapes, and their wider settings. The Council will identify, protect, conserve and enhance this multi-functional Green Infrastructure network in the borough and maximise the benefits associated with Green Infrastructure, such as health and climate change adaptation.</p>	<p>Policy 6 already recognises the importance of GI within the borough. Paragraph 5.73 states it is important to plan for Green Infrastructure as an asset (e.g. open space) but also in terms of its functions (e.g. health benefits). Green Infrastructure can offer a range of functions that offer environmental, social and economic benefits and is described as being multi-functional where different functions take place on the same land.</p>

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	<p>Development proposals, where appropriate, must:</p> <ul style="list-style-type: none"> • Promote and enhance the borough’s Green Infrastructure network. This currently consists of nature conservation sites, strategic recreation routes, green corridors and links, canals and open spaces • Make a positive contribution to Green Infrastructure assets and its functions in priority areas identified in the Greater Manchester Green Infrastructure Framework and elsewhere where there are deficiencies in quantity, quality, accessibility and functionality • Support opportunities to contribute towards the habitat creation and repair of Biodiversity Opportunity Areas identified in the Greater Manchester Ecological Framework • Have regard to historic landscape • Enhance and reinforce distinctive elements of the borough’s landscapes 	<p>The GI Strategy will map environmental constraints and existing designations which will assist in identifying key assets for protection. This will include:</p> <ul style="list-style-type: none"> • Ecological designations; • Landscape designations; and • Historic Environment designations. <p>Planning for GI at the landscape scale has the potential to link large ecologically significant natural areas with green corridors that provide habitats for resident and migratory species, improve water quality at the catchment scale, and increase resilience of the landscape to storms and flooding.</p>
Policy 9 Local Environment	<p>Quality of life is affected by the state of the local environment. Tackling pollution, addressing amenity and ensuring the safety of developments will have impacts on health and well-being and the environment. Promoting safe neighbourhoods and clean, green spaces for all to enjoy will benefit everyone who lives, works and visits Oldham.</p> <p>The Council will protect and improve local environmental quality and amenity by ensuring</p>	<p>Reinforced by GIS mapping using available data on air quality, the planning approach identifies where GI interventions can benefit areas with poor air quality, likely to be within the areas within or in close proximity to AQMAs.</p> <p>The planning approach provides mechanisms to ensure that proposals are considered in relation to the extent to which they would protect the local landscape character, and its nature conservation interest where relevant.</p>

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	development does not have an unacceptable impact on the environment or human health caused by air quality and does not have a significant, adverse impact on the visual amenity of the surrounding area, including local landscape and townscape,	
Policy 14 Supporting Oldham's Economy	It is important Oldham has a range of sites to support the local economy. Employment areas are spread across the borough. They provide land for existing firms to expand and for new firms to locate here, so providing for job opportunities.	<p>A report by Natural England (2008)³ reports that environmental attractiveness, including GI, enhances the value of property, further boosting the local economy. The approach also recognises that workers with access to GI are healthier and more productive.</p> <p>Therefore, it is important that the Oldham GI Strategy identifies areas for GI enhancement around key employment sites, and well as providing opportunities for employees to travel to and from work via green links and active travel routes.</p>
Policy 15 Centres	Oldham Town Centre and the centres of Chadderton, Failsworth, Hill Stores, Lees, Royton, Shaw and Uppermill make significant contributions to the borough. They act as focal points for its commercial, shopping, social, civic, community and cultural activities, and play a major part in the borough's identity and image. A key aim for the LDF is to promote and enhance the vitality and viability of all the borough's centres.	GI can contribute to attractive and connected town centres, as well as enhancing workforce productivity, increasing inward investment and improving biodiversity and storm water retention in urban environments. For example, vegetation in building design can drastically reduce the need for energy in heating and cooling of the building, provides water management benefits and provides visual amenity benefits.
Policy 17 Gateways and Corridors	Developments at key gateways and along transport corridors should be high quality uses and contribute towards making the routes greener and more attractive. Developments should relate to the importance of the gateway	As mentioned above, through GIS, with accompanying text, the approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham. This comprises identifying areas which can

³ http://www.greeninfrastructurenw.co.uk/resources/The_Economic_Value_of_Green_Infrastructure.pdf

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	<p>route in height, scale and quality. The Council will seek to improve existing transport routes and networks and safeguard land for future infrastructure improvements.</p> <p>The Council will support the emerging Pedestrian Strategy and will support the Public Rights of Way Improvement Plan (2008-2017) which includes proposals to improve existing public rights of way and to create a:</p> <ul style="list-style-type: none"> • `Green Walk` linking Oldham Edge to Alexandra Park; and • `Green Loop` connecting Oldham Town Centre to key green space sites and rights of way routes to the south and east of Oldham. <p>The Council will support the cycle network and bridleways in the borough by:</p> <ul style="list-style-type: none"> • Protecting and improving existing bridleways and supporting new bridleways; • Promoting the Cycling Strategy (including the Oldham Cycle Network Map); and • Encouraging improvement of the existing cycle network and expansion of new routes for non-motorised travel. <p>The Council will support the Sustainable Modes of Travel (to school) Strategy, which includes proposals to improve existing infrastructure to facilitate more sustainable travel to school.</p>	<p>accommodate new greenways and cycle routes to increase connectivity, whilst providing an attractive and safe alternative to the car for residents and tourists alike.</p> <p>Increasing connectivity using green links across the borough will also satisfy other policy areas such as improving health and wellbeing, increasing open space provision and contributing to tourism revenue.</p>

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<p>Policy 19 Water and Flooding</p>	<p>Flooding can cause disruption to communities and it is therefore important to avoid developing in flood risk areas. Recent flood events across the country have reinforced the importance of considering flooding from all sources such as surface water flooding and the importance of permeable solutions in new development. The Council will ensure development does not result in unacceptable flood risk or drainage problems by directing development away from areas at risk of flooding, and protecting and improving existing flood defences, water resources and quality.</p> <p>Development proposals must retain a green corridor next to watercourses and rehabilitate and enhance watercourse corridors where possible.</p>	<p>It is widely recognised that Sustainable Drainage Systems (SuDS) such as green roofs can aid interception of rainfall, reducing surface water runoff and therefore reducing the chance of flooding. In turn, populations are less vulnerable to major storm events, likely to be exacerbated by climate change. The planning approach recognises that SuDS form an effective solution to reducing flood risk, and can provide multi-functional benefits such as wildlife corridors and reducing the urban heat island effect.</p>
<p>Policy 20 Design</p>	<p>The contribution that high quality design can make to regeneration and sustainable development is widely recognised. High quality design brings economic, social and environmental benefits, adding to quality of life, attracting new business and investments and reinforcing civic pride.</p> <p>Development proposals must meet the following design principles, where appropriate:</p> <ol style="list-style-type: none"> a. Local Character (including a character appraisal as appropriate) b. Safety and Inclusion c. Diversity d. Ease of Movement e. Legibility 	<p>The planning approach provides guidance to ensure that new developers receive the necessary information to incorporate locally relevant GI into new developments whilst retaining existing GI.</p> <p>In order to ensure connectivity between new and existing communities, as well as the surrounding area, the approach provides a locally distinct guide for developers on how GI can be incorporated into developments, especially major housing and employment allocations and potential new settlements.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration.</p>

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Policy Reference	Policy	Assessment of Policy
	<ul style="list-style-type: none"> f. Adaptability g. Sustainability h. Designing for Future Maintenance i. Good Streets and Spaces j. Well Designed Buildings 	<p>Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users.</p>
<p>Policy 21 Protecting Natural Environmental Assets</p>	<p>New development and growth pressures must be balanced by protecting, conserving and enhancing our local natural environments, Green Infrastructure, biodiversity, geodiversity and landscapes to ensure a high quality of life is sustained. The Council will value, protect, conserve and enhance the local natural environment and its functions and provide new and enhanced Green Infrastructure.</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> • Protect and maximise opportunities for Green Infrastructure at or near to the site. • Protect, conserve and enhance biodiversity and geodiversity, designated nature conservation sites, legally protected species and their habitats and Local Nature Reserves. • Maintain, extend or link existing green corridors and links, including strategic recreational routes, where appropriate. • Have regard to the principal landscape objective for the relevant landscape character area and type found within the Oldham Landscape Character Assessment. 	<p>The approach at a strategic level provides borough wide guidance to identify mechanisms and opportunity areas in Oldham for biodiversity improvements and net gain.</p> <p>As well as responding to the target areas for the natural environment outlined in the Oldham Local Plan, the planning approach also guides the approach to create a more robust ecological and landscape structure across the borough. Through GIS mapping and stakeholder consultation, the GI approach identifies gaps in the existing GI network, and where strategic scale enhancements for biodiversity and landscape could take place. Through GIS mapping and stakeholder consultation, the approach identifies areas where a net-gain in biodiversity can be targeted, as well as the extension of existing GI assets.</p> <p>Ecosystem services form a key concept of the approach; multi-functionality of GI plays a large role in identifying where GI assets can be improved or implemented to provide a wide range of benefits for both the population of Oldham and the wider ecosystems.</p> <p>In accordance with Policy 21 the planning approach provides mechanisms to ensure that proposals are considered in relation to the extent to which they</p>

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Policy Reference	Policy	Assessment of Policy
		would protect the local landscape character, and its nature conservation interest where relevant.
Policy 23 Open Spaces and Sports	<p>Open space can contribute to people's quality of life. It has a key role to play in the protection of the environment, enhancing the biodiversity of the borough and creating habitats for flora and fauna. Access to quality open space is essential to health and well-being, encouraging increased physical activity and exercise and contributing to improved mental health. Quality open space provision can contribute to social inclusion and community cohesion in Oldham and can support and enhance the image and appeal of the borough for residents and visitors.</p> <p>The Council will protect, promote and enhance existing open space in the borough, and will seek to secure new and improved well-designed open spaces where appropriate.</p> <p>All residential developments should contribute towards the provision of new or enhanced open space, unless it can be demonstrated by the developer that it is not financially viable for the development proposal or that this is neither practicable nor desirable.</p>	<p>The outcomes of the GI Strategy will provide opportunities and mechanisms which will contribute to the borough's objectives of creating safer and stronger communities, improving and valuing the borough's environment, and encouraging healthier lifestyles.</p> <p>The planning approach aims to ensure that practical advice is provided for optimising use of Oldham's Green Infrastructure (including parks, open space and sports pitches etc) for recreation, permeability, environmental enhancement and biodiversity where necessary. This will be informed by mapping existing GI typologies, along with stakeholder engagement to identify where there are gaps in open space and recreational green space provision.</p> <p>Multi-functionality mapping is a tool used to identify how effectively the Local Green Spaces are currently functioning, in order to advise where resources or interventions should be prioritised.</p>
Policy 24 Historic Environment	<p>Oldham has a rich historic environment with many significant and valuable features, structures and characteristics.</p> <p>When allocating sites and determining applications for planning, the Council will seek to protect, conserve and enhance the architectural features, structures, settings, historic character</p>	<p>Through the GIS mapping, the planning approach maps Registered Parks and Gardens as existing GI assets across the borough. If necessary, the planning approach can aim to improve connectivity and accessibility to these sites which comprise a variety of features including open space, flora and water features.</p>

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Policy Reference	Policy	Assessment of Policy
	and significance of the borough’s heritage assets and designations including registered parks and gardens (their historic character and setting).	
Policy 25 Developer Contributions	The council will work with partners and developers to secure, where appropriate, the provision of additional, extended or improved physical, social and green infrastructure that will be needed to support the delivery of the LDF. Developers will be required to provide or contribute through a commuted sum to the costs of appropriate infrastructure that results from the development and/or to mitigate the effects of the proposal.	The planning approach will consider how developer contributions can be used to improve GI across the borough and as a means of securing biodiversity net gain to create a resilient ecological network.
Oldham Metropolitan Borough Unitary Development Plan – Saved Policies (2006)		
Policy H1 Housing Release	Policy H1.1 and H1.2 allocated land for future housing development in the borough over two phases.	A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users.
Policy B1.1 and B1.2	Policies B1.1 and B1.2 allocates land for future business and industrial used and business and office use.	A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users.

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Policy Reference	Policy	Assessment of Policy
Policy B1.3 Mixed Use Allocation	Policy B1.3 allocates Frenches Wharf/Wellington Road, Greenfield, Saddleworth has a mixed use site for employment use, residential and tourism.	A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users.
Urban Design Supplementary Planning Document (adopted 2007)		
Principle 8c	Development proposals must be designed to incorporate measures for the conservation of water resources and, where relevant, flood prevention. They should incorporate sustainable urban drainage where feasible and appropriate.	It is widely recognised that Sustainable Drainage Systems (SuDS) such as green roofs can aid interception of rainfall, reducing surface water runoff and therefore reducing the chance of flooding. In turn, populations are less vulnerable to major storm events, likely to be exacerbated by climate change. The planning approach recognises that SuDS form an effective solution to reducing flood risk, and can provide multi-functional benefits such as wildlife corridors and reducing the urban heat island effect.
Principle 8e	Development must make a positive contribution to the greening of the urban environment and supporting biodiversity.	The planning approach provides practical advice for optimising the use of Oldham’s GI biodiversity enhancements as well as identifying opportunities and mechanisms within Oldham to improve biodiversity (and net gain).
Air Quality SPD (2007)		
Air Quality SPD	The local authority has responsibilities in relation to air quality, which are set out in the Environment Act 1995. This requires the authority to determine whether health-based air quality objectives for seven pollutants will be achieved in the Borough. Air Quality	Reinforced by GIS mapping using available data on air quality, the planning approach identifies where GI interventions can benefit areas with poor air quality, likely to be within the areas within or in close proximity to AQMAs. The AQMAs fall within urban areas with heavy traffic flows; the planning approach

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Policy Reference	Policy	Assessment of Policy
	Management Areas should be declared in areas where the air quality objectives may not be met by target dates.	recognises the multiple benefits of improving GI including street trees and pocket parks within urban areas.

Policy/Document	Explanation of Policy/Document	Analysis
The Oldham Plan (2017 – 2022) (Corporate Plan)		
3. Thriving Communities	The vision is for people and communities to have the power to be healthy, happy, able to make positive choices and both offer and access insightful and responsive support when required.	As mentioned in the Analysis for Section 8 of the NPPF, enabling healthy lifestyles is a key feature of the GI planning approach. Providing mechanisms to increase the provision of spaces such as allotments, accessible green space, and encouraging cycling and walking will all contribute to healthy lifestyles and a flourishing good economy.
4. Confident and Connected	Oldham is known for social and green innovation – a leader in low carbon, community renewables and a flourishing food economy.	See above.
Oldham Green New Deal Strategy (2020-2025)		
Vision	“Make Oldham a greener, smarter, more enterprising place”	
Targets	<p>Carbon Neutrality for the Council by 2025;</p> <ul style="list-style-type: none"> • Reducing CO2 emissions from buildings & street lighting • Investing in large-scale renewable energy generation • Implementing local, meaningful and verifiable ‘carbon offset’ measures such as tree planting <p>Carbon Neutrality for the Borough by 2030</p>	<p>In addition to the targets of the Green New Deal Strategy, the GI planning approach can contribute to and promote active travel and reducing car use and resulting CO2 emissions. Proposals for improving the environment for walking and cycling infrastructure can attract people away from the private car.</p> <p>Up to 25% of all CO2 emissions come from transport⁴</p>

⁴ Need reference for this

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	<ul style="list-style-type: none"> • Leading a strategic partnership of major energy users across all sectors in Oldham to achieve carbon neutrality • Developing a Local Energy Market • Investing in and supporting the development and roll-out of large-scale low carbon anchor energy infrastructure such as low carbon heat networks • Supporting the development of the Green Technology and Services sector across the borough • Maximising the local benefits from Greater Manchester and national level schemes which aid decarbonisation 	<p>Road congestion: 58% of car journeys made in England in 2018 were under five miles long and could have been made by walking or cycling.⁵ Making active travel safer and more inviting can help to minimise traffic and unproductive congestion.</p> <p>Town and Country Planning Association's (TCPA): 20 minute neighbourhood: <i>The 20-minute neighbourhood concept aims to produce connected places offering a range of services to meet most people's daily needs</i></p>
Objectives (abridged)	<ul style="list-style-type: none"> • Make Oldham a leading local authority area for environmental quality • Deliver a sustainable economy, tackling fuel poverty and generating training and employment opportunities in the growing green business sector • Maintain a high-quality local environment which delivers health and wellbeing benefits for residents, including food and recreation, reducing costs for public services • Generate inbound tourism for the borough by building on Oldham's reputation for being a green, attractive and forward-thinking sustainable borough 	

⁵ Gear Change: A Bold Vision for Cycling and Walking. Department for Transport, Jul. 2020.
<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

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	<ul style="list-style-type: none"> • Keep Oldham at the forefront of development and deployment of cutting-edge environmental technologies, and ensure that the benefits are kept locally • Future-proof the regeneration of the borough by establishing Oldham as an exemplar Green City on energy, carbon, water and green infrastructure • Ensure that Council staff and strategic partners, residents, schools and businesses are 'carbon literate' and actively engaged in delivering environmental change • Help deliver the GM2040 Transport Strategy Right Mix target for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040. 	
The Three Pillars of the Strategy	GREEN ECONOMY - Growing the green business sector	The planning approach draws on the benefits to determine where the most appropriate areas for GI interventions are for economic benefits.
The Three Pillars of the Strategy	LOW CARBON - sustainable travel	<p>In identifying areas to fill in existing gaps in Oldham's GI network, and therefore improving connectivity, the planning approach is an enabler for active travel across the borough.</p> <p>The approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham.</p>
The Three Pillars of the Strategy	NORTHERN ROOTS - 160-acre eco-park at Snipe Clough; Alex Park Zero carbon Eco-Centre; Care Farming – social prescribing; Tourism & recreation; Green & Growing Oldham; Tree Planting.	Through GIS mapping, the planning approach will identify opportunities to provide GI connections to existing projects such as Northern Routes through interventions such as sustainable and active travel.

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Pledges	2. We will achieve carbon neutrality for the Council by 2025 and for the borough by 2030	<p>The GI planning approach, will identify priority areas for GI intervention, targeting areas where the most benefits can be gained in terms of mitigating and adapting to climate change.</p> <p>Multi-functionality mapping builds upon the initial typology mapping, and assesses the number of functions that each GI typology can provide, such as carbon storage.</p> <p>The GIS mapping will help identify opportunity areas for increased tree planting and woodland creation.</p>
Pledges	6. We will continue our commitment to new woodland creation.	As above.
Pledges	9. We will make it easier for people to make greener travel choices by investing in cycling, walking, public transport and other sustainable transport infrastructure.	The approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham.
Target outcomes (relevant to GI)	<p>1. Oldham remains the borough with the lowest carbon footprint in GM</p> <p>4. Improved air quality in Oldham.</p>	Reinforced by GIS mapping using available data on air quality, the planning approach identifies where GI interventions can benefit areas with poor air quality, likely to be within the areas within or in close proximity to AQMAs. The AQMAs fall within urban areas with heavy traffic flows; the planning approach recognises the multiple benefits of improving GI including street trees and pocket parks within urban areas.
Oldham Town Centre Vision (2020)		
Oldham Town Centre Vision	<p>The vision can be defined as ‘Our Town Centre: a place that thrives’ ... by:</p> <ul style="list-style-type: none"> attracting, retaining and growing businesses; 	As previously mentioned there is evidence to support the local economic development opportunities associated with GI interventions. The planning approach draws on the benefits to determine where

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	<ul style="list-style-type: none"> ensuring a safer, healthier, and friendly environment; and ensuring it is green, clean and sustainable. 	<p>the most appropriate areas for GI interventions are for economic benefits.</p> <p>Enabling healthy lifestyles is also a key feature of the GI planning approach through mechanisms to increase the provision of spaces such as allotments, accessible green space, and encouraging cycling and walking.</p> <p>GI can contribute to attractive and connected town centres through interventions such as tree planting and green roofs.</p>
<p>Valuing Oldham’s Urban Forest (2019)</p>		
	<p>Defines structure, composition & distribution of Oldham’s urban forest in order to obtain a baseline from which to set goals and to monitor progress.</p> <p>Annual monetary benefits of tree canopy cover: £1,538,200 (i-Tree Eco method??) (including: pollution removal, carbon storage & avoided runoff)</p> <p>Urban Tree Cover (%) in Oldham: 12%</p> <p>Species composition (top - urban): Alder 15.8%, Ash 8.3%, Norway spruce 6.4 %</p> <p>Species composition (top - rural): Alder 31.6%, Ash 15.8%, Larch 13.2%</p> <p>Size class distribution: 28% of trees > 30cm diameter at breast height (dbh)</p> <p>Air pollution removed (annual value): £1,026,649</p> <p>Carbon sequestration (annual value): £202,250</p> <p>Avoided runoff (annual value): £307,300</p> <p>Replacement cost of Oldham trees (through damage of disease): £231M</p>	<p>The Valuing Oldham’s Urban Forest (2019) provides detailed evidence in terms of tree canopy coverage in urban and rural, species composition of tree cover and monetary benefits tree cover brings.</p> <p>The Oldham GI Strategy will complement the Valuing Oldham’s Urban Forest (2019) study by mapping the distribution of the tree canopy across the borough and together with the GMCA ESS mapping provide recommendations for targeted planting and monitoring.</p> <p>The Oldham GI Strategy will consider diversifying the tree stock across the borough.</p>

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	<p>Most valued tree in rural: Sycamore (£38M) (just 4.6% of total population, but has 16.5% of total leaf area & 21.1 dominance value) Most valued tree in urban: Ash (£20M) CAVAT (amenity value of Oldham trees): £1.8B Tree diversity (rural): 12 species Tree diversity (urban): 51 species</p> <p><u>Conclusion:</u> Ash Dieback and Phytophthora diseases threaten around 30% of Oldham’s tree resource and this could have a devastating effect on the provision of tree benefits and the landscape they occupy. Valuing Oldham’s urban forest provides a justification for investment in the tree stock for long terms sustainability of Oldham. Understanding the urban forest composition enables a strategic plan. Through targeted planting, maintaining, diversifying, monitoring, community engagement & training.</p>	
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Policy/Document	Explanation of Policy/Document	Analysis
GMCA (August 2021): Places for Everyone Joint Plan		
Policy JP-S 1 Sustainable Development	To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.	The principle of sustainable development is key factor in the GI approach, in order to align with both national and local planning policy. The three strands of sustainable development – economic, social and environmental –inform the themes identified within the approach, to ensure

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		that all aspects are met through the proposed strategic actions, projects and interventions.
Policy JP-S 2 Carbon and Energy	<p>The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:</p> <ul style="list-style-type: none"> Increasing the range of nature based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree-planting and natural flood management techniques 	The GI planning approach, will identify priority areas for GI intervention, targeting areas where the most benefits can be gained in terms of mitigating and adapting to climate change.
Policy JP-S 4 Resilience	<p>Development will be managed so as to increase considerably the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges, including climate change. Key measures will include:</p> <ul style="list-style-type: none"> Increasing the size, spread, quality and interconnectedness of the green infrastructure network, enabling the city region, its citizens and wildlife to adapt to changing conditions 	The planning approach provides an evidence-based assessment of GI across the borough. Through mapping the existing GI typologies across Oldham, in accordance with PPG17, the planning approach provides a comprehensive assessment of the existing GI provision in the borough, enabling identification of gaps in the current network.
Policy JP-S 5 Flood Risk and the Water Environment	<p>An integrated catchment based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by:</p> <ul style="list-style-type: none"> Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants; to flooding; Expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed greenfield run-off rates or 	<p>GI interventions form a cost-effective solution to reducing flood risk, such as the use of Sustainable Drainage Systems which provide combined opportunities for green and blue infrastructure.</p> <p>The planning approach recognises the value of both restoration and enhancement of blue infrastructure, and can provide an indication of where GI interventions can alleviate flood risk pressures.</p>

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	<p>alternative rates specified in district local plans, such as those identified for areas with critical drainage issues.</p>	<p>GI measures can contribute to the following to reduce the risk of flooding, which may be identified as suitable, cost-effective solutions through the GI planning approach:</p> <ul style="list-style-type: none"> • Floodplain restoration and management • Wetland restoration and management • Streambed re-naturalisation
<p>Policy JP-S 6 Clean Air</p>	<p>A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met.</p>	<p>Reinforced by GIS mapping using available data on air quality, the planning approach identifies where GI interventions can benefit areas with poor air quality, likely to be within the areas within or in close proximity to AQMAs. The AQMAs fall within urban areas with heavy traffic flows; the planning approach recognises the multiple benefits of improving GI including street trees and pocket parks within urban areas.</p>
<p>Policy JP-G 1 Valuing Important Landscapes</p>	<p>Development should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:</p> <ul style="list-style-type: none"> • Topography, geology and drainage; • Land use and field patterns; • Semi-natural habitats and woodland cover; • Archaeology and cultural heritage; • Settlement, road pattern and rights of way; and • Views and perceptual qualities. 	<p>The planning approach can provide mechanisms to support and enhance the intrinsic character landscapes whilst also providing sustainable public access to promote a wide range of benefits for multiple users.</p> <p>Planning for GI at the landscape scale has the potential to link large ecologically significant natural areas with green corridors that provide habitats for resident and migratory species, improve water quality at the catchment scale, and increase resilience of the landscape to storms and flooding.</p>
<p>Policy JP-G 2 Green Infrastructure Network</p>	<p>A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Figure 8.2 'Green Infrastructure Network' provides, including flood management, climate change mitigation and</p>	<p>The planning approach provides an evidence-based assessment of GI across the borough. Through mapping the existing GI typologies across Oldham, in accordance with PPG17, the planning approach provides a comprehensive assessment of the existing GI provision in the</p>

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	<p>adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities. The protection, management and enhancement of Green Infrastructure will contribute to the development of a Nature Recovery Network for Greater Manchester.</p> <p>The following opportunity areas are identified as having particular potential for delivering improvements to our Green Infrastructure Network:</p> <ul style="list-style-type: none"> • South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, • Kirklees and High Peak); • Moston Brook Corridor (Manchester and Oldham) 	<p>borough, enabling identification of gaps in the current network.</p> <p>Neighbouring authorities will form part of the wider stakeholder group who are consulted on the project. This ensures that the approach links to existing GI corridors and initiatives across administrative boundaries, to ensure that Oldham provides maximum benefits for populations residing close to and across its boundaries.</p>
<p>Policy JP-G 4 Lowland Wetlands and Mosslands</p>	<p>The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands will be protected, enhanced and restored, with a strong emphasis on reconnecting local communities to the natural and historic environments</p>	<p>The planning approach provides practical advice for optimising the use of Oldham’s GI biodiversity enhancements as well as identifying opportunities and mechanisms within Oldham to improve biodiversity (and net gain).</p> <p>The GI planning approach, through mapping and consultation, identifies gaps in Oldham’s existing ecological framework; in these areas priority interventions can be targeted.</p> <p>The planning approach is informed by local knowledge, to ensure that improvements and interventions are targeted in areas most at need, where the most benefits can be derived.</p>

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<p>Policy JP-G 5 Uplands</p>	<p>Our upland areas contain important component parts of the green infrastructure network, including significant areas of blanket bog priority habitat, Sites of Biological Importance (SBIs), Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), woodlands and habitats vulnerable to climate change.</p>	<p>As above.</p>
<p>Policy JP-G 6 Urban Green Space</p>	<p>To ensure there is an appropriate scale, type, quality and distribution of accessible urban green space that can support a high quality of life and other important green infrastructure functions: existing urban green space will be protected and enhanced in balance with other considerations; and we will work with developers and other stakeholders to deliver new high quality urban green spaces which meet accessibility standards.</p> <p>Development should be designed to support the positive use of nearby green spaces, such as by offering a high quality setting, providing natural surveillance, and facilitating easy access by walking and cycling.</p>	<p>The planning approach aims to ensure that practical advice is provided for optimising use of Oldham’s Green Infrastructure (including parks, open space and sports pitches etc) for recreation, permeability, environmental enhancement and biodiversity where necessary. This will be informed by mapping existing GI typologies, along with stakeholder engagement to identify where there are gaps in open space and recreational green space provision.</p> <p>Multi-functionality mapping is a tool used to identify how effectively the Local Green Spaces are currently functioning, in order to advise where resources or interventions should be prioritised.</p>
<p>Policy JP-G 7 Trees and Woodland</p>	<p>In making planning decisions and carrying out other associated activities, we will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.</p>	<p>GIS mapping will help identify the most suitable areas across Oldham which would benefit from additional tree and woodland planting.</p>
<p>Policy JP-G 9 A Net Enhancement of Biodiversity and Geodiversity</p>	<p>Across the plan as a whole, a net enhancement of biodiversity resources will be sought, including by:</p> <ul style="list-style-type: none"> Increasing the quality, quantity, extent and diversity of habitats, particularly priority 	<p>The planning approach provides practical advice for optimising the use of Oldham’s GI biodiversity enhancements as well as identifying</p>

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	<p>habitats identified in national or local biodiversity action plans and those that support priority species;</p> <ul style="list-style-type: none"> Improving connections between habitats, to protect and enhance the provision of corridors ecological networks (including Nature Recovery Networks) and stepping stones that enable the movement of species, especially as the climate changes 	<p>opportunities and mechanisms within Oldham to improve biodiversity (and net gain).</p> <p>The GI planning approach, through mapping and consultation, identifies gaps in Oldham’s existing ecological framework; in these areas priority interventions can be targeted.</p> <p>The planning approach is informed by local knowledge, to ensure that improvements and interventions are targeted in areas most at need, where the most benefits can be derived.</p>
Policy JP-P 1 Sustainable Places	<p>We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:</p> <ul style="list-style-type: none"> Incorporating high quality and well managed green infrastructure and quality public realm 	<p>Mechanisms for providing GI relative to the pattern and scale of development will be outlined within the Strategy, providing comprehensive guidance to aid developers and other plan makers in GI decisions.</p>
Policy JP-P 2 Heritage	<p>Through this Plan we will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct identity and sense of place.</p>	<p>Through the GIS mapping, the planning approach maps Registered Parks and Gardens as existing GI assets across the borough. If necessary, the planning approach can aim to improve connectivity and accessibility to these sites which comprise a variety of features including open space, flora and water features.</p>
Policy JP-P 6 Health	<p>To help tackle health inequality new development will be required, as far as practicable, to:</p> <ul style="list-style-type: none"> Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development; Support healthy lifestyles, including through the use of active design principles making 	<p>Enabling healthy lifestyles is a key feature of the GI planning approach through mechanisms to increase the provision of spaces such as allotments, accessible green space, and encouraging cycling and walking.</p>

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	physical activity an easy, practical and attractive choice	
Policy JP-C 5 Walking and Cycling	<p>In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:</p> <ul style="list-style-type: none"> • Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community using national and locally adopted design guidance; and • Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling. 	<p>Through GIS, with accompanying text, the approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham. This comprises identifying areas which can accommodate new greenways and cycle routes to increase connectivity, whilst providing an attractive and safe alternative to the car for residents and tourists alike.</p> <p>Green active travel routes can contribute to healthier lifestyles, encouraging walking and cycling as the natural choice for daily journeys. This is embedded in the approach.</p>
JP Allocation 2 Stakehill	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles; • Deliver high quality landscaping and green and blue infrastructure within the site both to enhance the attractiveness of the scheme and provide opportunities for recreation to both residents and people working in the area. This should include good quality boundary treatment, particularly on the boundary separating the development area and land to be retained as Green Belt to the south to provide an attractive defensible Green Belt boundary; 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and

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	<ul style="list-style-type: none"> • Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and ponds within the site. 	<ul style="list-style-type: none"> • Landscaping
<p>JP Allocation 12 Beal Valley</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; • Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and • Landscaping

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	<p>Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;</p> <ul style="list-style-type: none"> • Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. 	
<p>JP Allocation 12 Bottom Field Farm (Woodhouses)</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Deliver multi-functional green infrastructure and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; • Retain and enhance the hierarchy of biodiversity within the site, following the mitigation hierarchy and deliver a meaningful 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable</p>

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	<p>and measurable net gain in biodiversity, integrating them as part of a multi-functional green infrastructure network with the wider environment</p> <ul style="list-style-type: none"> • Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network to encourage active travel and improve connections and access to adjoining communities and countryside; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • Development should deliver... the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network. 	<p>and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and • Landscaping
<p>JP Allocation 14 Broadbent Moss</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel

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	<ul style="list-style-type: none"> • Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt; • Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network. 	<ul style="list-style-type: none"> • Ecology; and • Landscaping
<p>JP Allocation 15 Chew Brook Vale (Robert Fletchers)</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Incorporate multi-functional green and blue infrastructure and high levels of landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees and habitat areas, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas surrounding the site; • Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and

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	<p>of the multi-functional green infrastructure network with the wider environment;</p> <ul style="list-style-type: none"> • Be designed to relate positively to Chew Brook and other watercourses running through the site, integrating them as part of a multi-functional green infrastructure network, creating a green route along the river / brook, ensuring that development is set back to allow ecological movement; • Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. 	<ul style="list-style-type: none"> • Landscaping
<p>JP Allocation 16 Cowlshaw</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. • Retain and enhance the hierarchy of biodiversity within the site, notably the existing Cowlshaw Ponds SBI and the area of priority habitat to the south of Crompton 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS

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	<p>Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment;</p> <ul style="list-style-type: none"> • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • Development should deliver... the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network. 	<ul style="list-style-type: none"> • Active Travel • Ecology; and • Landscaping
<p>JP Allocation 17 Land South of Coal Pit Lane (Ashton Road)</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; • Retain and enhance the hierarchy of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and • Landscaping

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	<ul style="list-style-type: none"> • Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt; • Development should deliver... the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network. 	
<p>JP Allocation 18 South of Rosary Road</p>	<p>Development of the site is required to:</p> <ul style="list-style-type: none"> • Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; • Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance; • Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt; • Provide for new and/or the improvement of existing open space, sport and recreation facilities; • Development should deliver... the incorporation of sustainable drainage 	<p>A place-based approach is also central to the development of the Oldham Green Infrastructure Strategy. GIS analysis supported by stakeholder consultation will provide an assessment of local need to ensure that the most appropriate solutions are recommended.</p> <p>The planning approach aims to ensure that GI is considered from the outset of development design rather than being a last minute consideration. Through encouraging this process, GI can be integrated into active travel routes, open spaces and ensure a permeable and safe site for its end users. To address policy requirements, recommendations will be made in relation to;</p> <ul style="list-style-type: none"> • SuDS • Active Travel • Ecology; and • Landscaping

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	systems as part of the multi-functional green infrastructure network.	
GMCA (2017): The Greater Manchester Strategy 'Our People Our Place'		
Priority 4: A thriving productive and productive economy in all parts of Greater Manchester	Greater Manchester will drive our economic growth through nurturing and developing all of our industries, attracting new businesses and ensuring strong and productive sectors across the city-region	The planning approach draws on the benefits to determine where the most appropriate areas are for GI interventions for economic benefits, whilst balancing the social and environmental aspects of sustainable development. These benefits include attracting and retaining a quality workforce; attracting inward investment; and boosting property values.
Priority 5: World-class connectivity that keeps Greater Manchester moving	<ul style="list-style-type: none"> • Greater Manchester will have world-class connections that support long-term, sustainable economic growth and access to opportunity for all • Reducing congestion and improving air quality 	<p>As previously mentioned, through GIS, with accompanying text, the approach identifies opportunities to improve permeability for pedestrians and cyclists in a green context (off road) within Oldham. This comprises identifying areas which can accommodate new greenways and cycle routes to increase connectivity, whilst providing an attractive and safe alternative to the car for residents and tourists alike.</p> <p>Within the GI planning approach, opportunities to improve air quality and mitigate its impacts are identified through mapping areas of poor air quality and identifying GI interventions through stakeholder consultation and other means.</p>
Priority 7: A green city region and a high quality culture and leisure offer for all	<ul style="list-style-type: none"> • Greater Manchester will be a national leader in protecting and strengthening the natural environment • Greater Manchester will be a carbon neutral city-region • Ensure that Greater Manchester offers a vibrant, stimulating environment for people to 	<p>The GI planning approach, will identify priority areas for GI intervention, targeting areas where the most benefits can be gained in terms of mitigating and adapting to climate change.</p> <p>The GI planning approach, through mapping and consultation, identifies gaps in Oldham's existing</p>

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	live, work, study and play, supported by a world-class cultural and leisure offer	ecological framework; in these areas priority interventions can be targeted. The planning approach is informed by local knowledge, to ensure that improvements and interventions are targeted in areas most at need, where the most benefits can be derived.
Greater Manchester Landscape Character and Sensitivity Assessment (GMCA, August 2018)		
Greater Manchester Landscape Character and Sensitivity Assessment (GMCA, August 2018)	Landscape character types (LCT) in Oldham: <ul style="list-style-type: none"> • Urban Fringe Farmland (see main document) • Pennine Foothills (West/South Pennines) • Open Moorlands & Enclosed Upland Fringes (West/South Pennines) • Open Moorlands & Enclosed Upland Fringes (Dark Peak) (see main document) • Incised Urban Fringe Valleys (see main document) 	
	<p><u>LCT Open Moorlands & Enclosed Upland Fringes (West/South)</u></p> <p>LCA 29: Rough Hill to Brun Moor LCA 30: Shore Edge to Dove Stones Reservoir</p> <p><u>Intactness & condition</u></p> <p>The uplands and upland fringes are a remote, highly rural landscape. Generally the landscape is intact with an important mosaic of textured semi-natural upland habitats on the unenclosed moorland and grassland traditionally managed by sheep grazing in the enclosed fields. It forms a continuation of character from the wider Pennine upland</p>	The GI planning approach will value landscape character and recommend that any GI proposals enhance that character rather than undermine it.

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	<p>landscapes, including the Dark Peak area of the Peak District National Park.</p> <p>Issues which impact on intactness and condition include stone-wall boundary loss and subsequent replacement by post and wire fencing and urban fringe influences adjacent to development, including the proliferation of horse keeping in some localised areas (with associated structures and features including pony tape). Large-scale wind turbines and pylon lines form dominant features on the otherwise undeveloped skylines. Active quarrying operations introduce noise and movement, which detract from the remote and tranquil qualities of the landscape. Litter (particularly along roads and in car parks) and fly tipping are also issues within this landscape. Some areas are frequently used for illegal off-roading (predominantly with dirt bikes and quads) resulting in damage to important habitats. Wildfires also impact upon the intactness and condition of semi-natural habitats. Designated habitats on the unenclosed moorland of the South Pennines are mostly in 'unfavourable recovering' condition. Areas within the West Pennine Moors SSSI vary in their condition from 'unfavourable – no change' to 'favourable'. Restorative works and active management are regularly undertaken on large areas of the moorland to improve habitat condition.</p> <p><u>Landscape Sensitivity Assessment</u></p> <ul style="list-style-type: none">• Medium high sensitivity: 2-3 storey residential housing developments• High sensitivity: commercial/industrial developments	
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	<p><u>Guidance and opportunities to consider within this Landscape Character Type include:</u></p> <ul style="list-style-type: none">• Avoid siting any development on the unenclosed upland moorland and in areas on the immediate edge of the Peak District National Park. Also avoid development on steeply sloping areas or on complex landforms.• Ensure that the design of any development is in-keeping with existing form, size and vernacular of the area, replicating traditional styles and materials where possible. Avoid any large scale developments due to the overall sparse settlement character.• Protect and where possible enhance the valued mosaic of semi-natural habitats, including internationally designated areas of heather moorland, blanket bog, acid grassland and wet and dry heathland. Conserve semi-natural habitats within the upland fringe including broadleaved woodland, species rich grassland and wetlands.• Seek to restore the landscape structure of the enclosed upland fringe areas through the ongoing maintenance of the distinctive gritstone walls and the restoration of areas which have been damaged or deteriorated.• Utilise existing woodland cover to integrate any development into the landscape.• Ensure that any required road upgrades are in-keeping with the existing character of the narrow tracks and lanes.• Ensure the visual character of the landscape is retained. Avoid development where it	
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	<p>would be prominent on the broad, sweeping skylines. Protect long, uninterrupted views from higher ground over the mill settlements in the valleys below, and Greater Manchester communities beyond.</p> <ul style="list-style-type: none">• Conserve and protect the setting of valued heritage features, including the Scheduled remains at Blackstone Edge Moor, Castleshaw and Knott Hill, Smithills Hall and Park and Garden, historic villages and numerous historic buildings including churches and country houses.• Retain the important recreation function of the landscape, which is important both locally and to the wider region.• Protect the overriding rural, remote characteristics of the landscape. Ensure that the traditional management of the landscape continues, part sheep grazing.• Ensure any new development does not adversely affect the special qualities of the Peak District National Park, including its beautiful views, sense of tranquillity and dark night skies, and the vital benefits that flow beyond the NP boundary.• Design-in the introduction of SuDS to any new development, addressing any changes in hydrology and subsequent knock-on effects, such as increased diffuse pollution from agricultural run-off which may impact on nearby major rivers including the River Tame, River Roch and River Tonge. <p>LCT: Pennine Foothills (Dark Peak) LCA 33: Matley & Mottram Dark Peak Foothills</p>	
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	<p><u>Intactness & Condition</u></p> <p>This rural landscape sits on the immediate doorstep of urban communities, evidenced by the presence of urban fringe land uses such as golf courses and over-grazed pony paddocks, detracting from the traditional farmed 'Dark Peak' character of the wider area. Views to and sounds from nearby urban development and transport infrastructure result in associated impacts on perceptions of tranquillity and remoteness. Issues relating to current condition largely relate to a decline in the management of component landscape features, including a significant fragmentation or complete loss of sections of characteristic gritstone walls and hedgerows in favour of fencing; anti-social behaviour evident in fly-tipping and litter in verges; neglect of traditional farms, with an abandonment or lack of management of agricultural land (e.g. used for storage, overgrown due to a lack of grazing), traditional farm buildings falling into a state of disrepair, and the introduction of non-vernacular buildings and structures. Characteristic clough woodlands have similarly suffered from a lack of management, with Compstall Nature Reserve SSSI now classed as in 'unfavourable recovering' condition – an invasion of non-native species being addressed through conservation grazing and clearance programmes.</p> <p>Despite these issues, intact areas of Dark Peak character are retained, with a pleasing pattern of pastures, dry stone walls and snaking clough valleys underpinned by traditional farming communities. Strong visual relationships with the</p>	
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	<p>moorlands of the South Pennines and the Peak District National Park reinforce a connection with the uplands (strengthened by good opportunities for access and enjoyment), combining to result in Greater Manchester’s distinctive landscape setting.</p> <p><u>Landscape Sensitivity Assessment</u></p> <ul style="list-style-type: none">• Medium sensitivity: 2-3 storey residential housing developments• High sensitivity: commercial/industrial developments <p><u>Guidance and opportunities to consider within this Landscape Character Type include:</u></p> <p>Avoid siting any development on the highly prominent, elevated ridgelines and hill summits of the LCT, including Werneth Low (the Country Park in Tameside and the separate ridge on the Stockport/Tamesideborder), Holly Bank, Hough Hill, Mottram Hill, above Oldham Golf Club and above Capstone.</p> <ul style="list-style-type: none">• Protect the landscape’s role as an immediate rural hinterland and backdrop to the adjacent urban areas of Oldham, Mossley, Ashton-under-Lyne, Dukinfield, Stalybridge, Hyde, Romiley and Marple.• Conserve expansive views from elevated land to the distinctive remote moorlands of the Peak District National Park and South Pennines, as well as visual connections with important mill heritage features at lower elevations.	
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	<ul style="list-style-type: none">• Protect the character and setting of historic landmarks, including Hartshead Pike Tower, church spires/towers (including the Grade II* church at Mottram) and Werneth Low war memorial.• Protect and enhance the landscape's contribution to the character and setting of Conservation Areas at Compstall, Mill Brow, Mellor and Brook Bottom, with their concentrations of Listed Buildings.• Protect the wider LCT's important relative sense of tranquillity and remoteness with a dispersed pattern of stone-built farms and cottages, including a number of Grade II Listed buildings.• Protect and where possible enhance the landscape's semi-natural habitats in association with new development, including ancient and broadleaved woodlands, wetlands, ponds and grasslands.• Utilise areas of tight valley landform and woodland cover to integrate new development into the landscape, avoiding sites designated for their nature conservation importance.• Encourage the natural regeneration of woodland and wetland habitats within valleys (as well as new planting/habitat restoration) to improve their function in flood prevention and preventing diffuse pollution.• Strengthen the stone wall and hedgerow network, using local gritstone for walls and locally prevalent and climate resilient species for hedges. Any new boundaries should reflect local characteristics, including the	
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	<p>planting of a new generation of hedgerow trees.</p> <ul style="list-style-type: none"> • Ensure any new development does not further dilute the areas of surviving historic field patterns, particularly those of medieval origin. <p>Ensure any new development does not adversely affect the special qualities of the Peak District National Park, including its beautiful views, sense of tranquillity and dark night skies, and the vital benefits that flow beyond the NP boundary.</p> <ul style="list-style-type: none"> • Respect local building styles and materials in new housing developments, seeking to reflect these in their design and build (particularly the use of local stone). <p>Design-in the introduction of SuDS to any new development, addressing any changes in hydrology (and subsequent knock-on effects such as increased diffuse pollution from agricultural run-off).</p> <ul style="list-style-type: none"> • Improve and enhance sustainable opportunities for access and enjoyment by nearby communities, such as a more attractive gateway into Etherow Country Park at Compstall (Stockport) and additional promoted multi-user access points, particularly linking to urban areas and adjacent landscapes 	
<p>All Our Trees – Greater Manchester’s Tree & Woodland Strategy (2019) GMCA</p>		
	<p>p. 30 Where is Greater Manchester’s Urban Forest?</p>	

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	<p>2010 GM Tree Audit advises that 16% of GM is covered by tree canopy (also equivalent to the England average)</p> <p>Tree Cover by Oldham Ward (from map 2):</p> <ul style="list-style-type: none">• 3-10% - Saddleworth North, Saddleworth South, Crompton, Chadderton South• 11-16% - Shaw, St James , St Mary's, Coldhurst , Werneth, Chadderton Central• 17-21% - Royton North, Royton South, Chadderton North, Waterhead, Medlock Vale, Hollinwood, Failsworth East, Failsworth West• 22-26% - Alexandra• 27-40% - Saddleworth West & Lees <p>Page 32: no orchards in Oldham</p> <p>Section 3 – Where Do We Need More Trees?</p> <p>See Mapping GM <u>Map 3: Maximum Opportunity Map:</u></p> <p>Individual need maps for:</p> <ul style="list-style-type: none">• Air quality• Oxides of nitrogen• Cooling• New development• Expand woodland• Recovery networks	
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	<ul style="list-style-type: none"> • Active travel • 11: Mental wellbeing • 12: Recreational/physical activity • 13: Development • 14: Retail • 15: Neighbourhood (why relatively few) • 16: Catchment Planting • 17: Riparian Planting • 18: Floodplain Planting • 19: Surface Water (why concentrated in four centres) • 20: Private Gardens 	
<p>GMCA Strategic Flood Risk Assessment Level 1 (JBA Consulting, 2019)</p>		
	<p>Information relevant to Oldham Borough</p>	<p>Assessment of that information</p>
	<p>The Irwell catchment partnership’s three key objectives are: cleaner water, more naturally functioning and resilient waterbodies that are better connected, and managed habitats. In terms of flood risk, the partnership has mapped areas in the catchment where green infrastructure can be used to help address surface water flooding.</p>	<p>The GI planning approach will identify priority areas for GI intervention, targeting areas where the most benefits can be gained in terms of mitigating and adapting to climate change.</p> <p>The planning approach recognises GI as a method for reducing vulnerability of populations, habitats and biodiversity. For example, it is widely recognised that Sustainable Drainage Systems (SuDS) such as green roofs can aid interception of rainfall, reducing surface water runoff and therefore reducing the chance of flooding. In turn, populations are less vulnerable to major storm events, likely to be exacerbated by climate change.</p>

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		The planning approach, through focusing on both green and blue infrastructure is able to align water management with green infrastructure to provide benefits for the regulation of the water cycle and providing resilient measures to deal with flood risk.
	Small areas of GI can have value at a more local level and does not imply that more local GI is unimportant; all areas of GI should be considered on merit when considering development.	As above.
	Open space, or Green Infrastructure (GI), should be designed and managed as a multifunctional resource.	As above.
	Local authorities and developers should seek opportunities to reduce the overall level of flood risk in the area and beyond. This can be achieved, for instance, through the layout and form of development, including green infrastructure and the appropriate application of sustainable drainage systems.	As above.
	<u>Study Area (Oldham)</u> Notable main rivers include the River Tame, which is a tributary to the River Mersey in Stockport having risen at New Year's Bridge Reservoir in Denshaw, Oldham and flowed south through Tameside and into Stockport.	
	<u>Water Framework Directive & Water Environment Regulations</u> Wince Brook, flowing from Oldham into the River Irk in Rochdale is the only watercourse with Bad status.	
	<u>Critical Drainage Areas (CDA)</u> CDAs can be designated by LPAs or LLFAs for their own purposes with several having been drafted as part of previous SFRAs carried out by the GM	

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	<p>authorities. Each GM council has developed policy to attach to the CDAs. Such policy can include:</p> <ul style="list-style-type: none"> • minimum requirements for runoff volumes from development sites; • a preference for a certain type of SuDS; • drainage strategies to be in place for larger development sites; • stricter requirements on site-specific FRAs i.e. lowering the requirement for FRAs to sites greater than half a hectare in size rather than one hectare. <p>AEP: annual exceedance probability (measured as a percentage)</p> <p>CDA Policy for Oldham:</p> <ul style="list-style-type: none"> • Brownfield sites – 50% less than pre-development • Greenfield sites - Current runoff up to 1 in 100 AEP event + climate change • Other - FRAs required for all development over 0.5 ha in CDAs and to have regard to recommended runoff rates; development should be designed so that there is no flooding to the development in a 1 in 30 AEP event and no property flooding in a 1 in 100 year plus climate change event 	
	<p><u>Flood Zone 3 in Oldham</u> <u>Two residential areas in Oldham</u></p> <p>Lower Rushcroft: Culverted Main River</p> <p>Goats: Old Brook; River Beal</p>	

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	<p><u>Surface water flood risk in GM</u></p> <p>Only the upland areas of the north and east of GM i.e. in Bury, Rochdale, Oldham, Tameside and Stockport are not covered in 'the blue' of surface water flood risk. Surface water flood risk is clearly therefore an issue for all of GM, according to the RoFSW.</p>	
	<p><u>Opportunity Areas for Further Critical Drainage Management (OAFCDMs)</u></p> <p><i>The EA can designate Areas with Critical Drainage Problems (ACDPs). ACDPs may be designated where the EA is aware that development within a certain catchment / drainage area could have detrimental impacts on fluvial flood risk downstream, and / or where the EA has identified existing fluvial flood risk issues that could be exacerbated by upstream activities. In these instances, the EA would work with the LLFA and LPA to ensure that adequate surface water management measures are incorporated into new development to help mitigate fluvial flood risk.</i></p> <p><i>EA guidance on carrying out Flood Risk Assessments¹⁹ states that a FRA should be carried out for sites in Flood Zone 1 that are...</i></p> <p><i>"...in an area with critical drainage problems as notified by the Environment Agency."</i></p> <p><i>This statement refers to sites within an ACDP, not a CDA. At the time of writing there are no ACDPs in GM.</i></p> <p><i>As discussed in Section 4.7.3, CDAs can be designated by LPAs or LLFAs for their own</i></p>	

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	<p><i>purposes. The EA do not have to be consulted on sites that are within a CDA if such sites are in Flood Zone 1.</i></p> <p><i>Opportunity Areas for Further Critical Drainage Management (OAFCDM) have been drafted as part of this SFRA using:</i></p> <ul style="list-style-type: none"> <i>• UU DAZ data,</i> <i>• surface water flood 'Hotspots' generated from the 2013 GM SWMP and</i> <i>• historical surface water flooding data provided by the LLFAs and UU.</i> <p><i>The OAFCDMs are listed in Table 6-4 along with the Wastewater Treatment Works (WwTW) that the area covered by each OAFCDM is drained by.</i></p> <p>OAFCDMs in Oldham (ref. Figure 6-4)</p> <ul style="list-style-type: none"> • 9: Oldham (town centre) • 10: Saddleworth • 17: Lees • 18: Thorp 	
	<p><u>Source Protection Zones (SPZ)</u></p> <p>The EA has defined SPZs for groundwater sources such as wells, boreholes and springs used for public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk.</p> <p>The EA uses the zones in conjunction with the Groundwater Protection Policy to set up pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluters nearby.</p>	

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	This includes consideration of new development which can have major impacts on the groundwater source.	
	<u>Also Canal and Reservoir Flood Risk</u>	
	<p><u>Development and Flood Risk</u></p> <p>Site screening of GMSF allocation sites (Oldham)</p> <p>35% of sites* at risk, in flood zone 3b (functional floodplain)</p> <p>94% high risk surface water</p> <p>Strategic Recommendations (Oldham)</p> <p>B. 2 sites: exception test required if site passes sequential test</p> <p>C. 5 sites: consider site layout and design around the identified flood risk if site passes Sequential Test, as part of a detailed FRA or drainage strategy;</p> <p>D. 10 sites: site-specific FRA required</p> <p>* two sites overlap Oldham & Rochdale</p>	
Greater Manchester Moving – The Plan for Physical Activity & Sport 2017-21		
#GMMoving	https://www.gmmoving.co.uk/	
	Information relevant to Oldham Borough	Assessment of that information
	<p><u>Extract from Foreword</u></p> <p><i>Physical activity is a public health priority and will be embedded in our approach because going from</i></p>	

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	<p><i>inactivity to activity is often one of the easiest and most positive lifestyle changes people can make. Having taken that step, people are then more likely to make other changes – be that smoking, drinking or diet.</i></p> <p><i>But the challenge is significant. 38% of us are not active enough to benefit our health. Women and girls, those from lower income groups, those with a long term illness or disability, those from black and ethnic minority backgrounds and older people are all less likely to enjoy the benefits of an active life. The health costs of inactivity are at least £26 million per year in Greater Manchester. (2013/14 figures)</i></p>	
	<p>Leadership in challenging inactivity: Sport England, Greater Manchester Combined Authority and the Greater Manchester Health and Social Care Partnership,</p>	<p>Leaders in Oldham: Oldham Council First Choice Homes Oldham</p>
	<p>Physical activity programmes at work can reduce absenteeism by up to 20% and on average physically active workers take 27% fewer sick days.</p>	
	<p>Road transport is responsible for 80% of the pollution where legal limits are being broken in the UK. Reducing the environmental impact of road transport will be critical to supporting our carbon targets and improving air quality, as it accounts for 65% of nitrogen oxide and 79% of particulate emissions.</p>	
	<p>While everyone would benefit from being more active every day, this is especially true in Greater Manchester, with 65% of adults and 28% of children classified as overweight or obese, which is significantly worse than the UK average.</p>	

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	<p>Oldham⁶ Overview (2018-19) 67.7% of adults active or fairly active but rates following declining trajectory Inactivity levels (MSOA) 16.1% in parts of Saddleworth North & South wards 40.9% St Mary's & Alexandra wards</p>	
	<p>For children and young people, 22% of pupils in Greater Manchester are starting school in reception class with excess weight, which increases to over 35% when leaving primary school.</p>	
	<p>Oldham Children & Young People Activity Levels 2017-18⁷</p> <ul style="list-style-type: none"> • 45% - less active (less than average 30 mins/day) • 24.9% - fairly active (don't reach an average of 60 mins/day) • 20.6% - active across the week (Do an average of 60 minutes or more a day but don't do 60 minutes every day) • 9.1% (Do 60 minutes or more every day) <p>These are some of the least favourable figures in GM</p>	
	<p>Research suggests that participating in 3 x 30 minutes of activity per week could translate to an average increase in earnings of 7.5% due to improved productivity, social capital/networks and motivation to perform.</p>	
	<p>The Scale of the Challenge in GM 38% of Greater Manchester adults (16+) are not active enough to benefit their health.25% are</p>	

⁶ Oldham Adult Active Lives 2018-19

⁷ Greater Sport: Oldham: Children & Young People – The Physical Activity & Sport Picture (2019)

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	inactive. This is higher than the national level, at 22% ⁸	
	Levels of inactivity vary between localities, ranging from 22-33% across the ten boroughs of Greater Manchester, and also across various under-represented Groups	
	Between the upper (1-2) and lower (6-8) socio-economic groups, levels of inactivity rise from 16.3% to 33.9%	
	Levels of inactivity range from 18.4% between the ages of 16-25 and 33.2% for those aged 65 and over	
	The proportions of inactive people from Asian, Black, Chinese, mixed and other ethnicities are all higher than those from white British backgrounds	
	<p><u>GM Moving Strategic Framework 2017-21</u></p> <p>12 Priorities:</p> <ul style="list-style-type: none"> • Priority 7: Place - Active and sustainable environments and communities • Priority 8: Place - Contribution to economic growth <p>Outcomes:</p> <ul style="list-style-type: none"> • Physical wellbeing • Mental wellbeing • Individual development • Social & community development • Economic development 	
	The role of 'place' is significant in a whole system approach to population scale behaviour change. In Greater Manchester, solutions are sometimes	

⁸ Active Lives Survey November 2015-November 2016

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	<p>possible across the city region, sometimes at locality, town, or neighbourhood level. We will encourage our residents to lead active lives, putting in place the infrastructure required to enable more people to walk or cycle and redesigning our streets to meet the needs of all users, establishing Greater Manchester as a world-leading cycle city.</p>	
	<p>Ten Principles of Active Design (GI can contribute to the following):</p> <ul style="list-style-type: none"> • Activity promotion & local champions • Activity for all • Walkable communities • Connected walking & cycling routes • Network of multifunctional open space • High quality streets & spaces • Management, maintenance, monitoring & evaluation <p>Priority Action (7.3):</p> <ul style="list-style-type: none"> • Maximise the potential of outdoor environments to support and inspire people to live active lives by creating a Greater Manchester Moving Active Outdoors network, in doing so contributing to key environmental outcomes for Greater Manchester such as the Low Emission Strategy and Air Quality Action Plan. This includes: the development of the Active Forest initiative, creating green connections, utilisation of neighbourhood parks and green spaces for formal and informal recreation. 	

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	<p>Population level change requires 'whole system' approaches:</p> <ul style="list-style-type: none">• Policy• Physical environment• Organisations & institutions• Social environment• Individual	
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