

# Oldham

# Local Plan

**Publication Plan: Infrastructure Delivery Plan**

**January 2026**



**Oldham**  
Council

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## 1. Introduction

- 1.1. Oldham Council is preparing a new Local Plan, which will sit alongside the [Places for Everyone](#) Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan (PfE) <sup>1</sup>.
- 1.2. This Infrastructure Delivery Plan (IDP) forms part of the evidence base and has been prepared to support the Oldham Local Plan: Publication Plan. It sets out how infrastructure provision has been, and will be, considered during the preparation and implementation of the Plan. It provides a comprehensive assessment of infrastructure across the borough and sets out what infrastructure is likely to be required to support new development over the plan period. The IDP then sets out how policies within the Oldham Plan, in addition to PfE, will help to support delivery of this infrastructure.
- 1.3. The document has involved collaborative work between the Council and a range of key partners involved in delivering infrastructure to support planned growth in the borough. It forms a framework for ongoing engagement with infrastructure providers.

## 2. The Oldham Local Plan

- 2.1. Oldham's Local Plan will guide development in the borough up to 2039. The main purposes of the Plan are to:
  - Set out the policies through which the Council will manage development coming forward and use to determine planning applications;
  - Identify designations, such as those for the protection of the borough's environmental and historical assets, our town centres, and employment areas; and
  - Facilitate the development of supporting infrastructure, such as transport, education and utilities.
- 2.2. The Local Plan covers the whole borough except that part which falls within the Peak District National Park (PDNP). Where development proposals in Oldham fall within the PDNP applicants must consider the Peak District National Parks' relevant planning policies and apply to the PDNP Authority for planning permission.
- 2.3. The Local Plan has been prepared to support the delivery and implementation of PfE at an Oldham level. The Local Plan supports the level of growth proposed in PfE for Oldham, including the requirements for housing, offices and industry and warehousing set out in policies JP-J3: Office Development, JP-J4: Industry and Warehousing Development and JP-H1: Scale, Distribution and Phasing of New Housing Development. The Local Plan supports the implementation of these

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<sup>1</sup> The Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan can be found at: <https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf>

policies, through Policy H1 - Delivering a Diverse and Sustainable Housing Offer and Policy E1 - Employment Floorspace Requirements. Further detail regarding these policies and supporting evidence can be found in the Housing Topic Paper and Economy and Employment Topic Paper, published alongside the Oldham Local Plan: Publication Plan.

- 2.4. Providing more detailed local level 'development management' policies that support the strategic policies in PfE, whilst ensuring that together they reflect, and support delivery of, the Council's priorities and those of our [Building a Better Oldham](#)<sup>2</sup> regeneration ambitions.
- 2.5. For further information on the context of the Oldham Local Plan and its relationship to PfE please go to the Setting the Scene Topic Paper that has been published alongside the Publication Plan.

### 3. The Purpose of the Infrastructure Delivery Plan

- 3.1. The Council is required to plan positively to meet future development and infrastructure needs, and to evidence that the policies and proposals in the Local Plan are deliverable and contribute towards the achievement of sustainable development.
- 3.2. The IDP, as far as possible, assesses currently planned infrastructure provision across the borough and the associated infrastructure required to deliver the Local Plan.
- 3.3. Whilst the IDP seeks to identify the key infrastructure required to deliver the Local Plan, it does not capture every project being planned by all Council services and external providers. Nor is it intended to provide a prescribed implementation plan for the provision of infrastructure with confirmed funding and delivery timetables. It will be a 'living' document, recognising that infrastructure requirements will change over time as new or improved infrastructure is provided or facilities are lost; or technological advances or social and national policy changes require new forms of infrastructure or alternative methods of provision.
- 3.4. Finally, it is important to recognise that it will be necessary to balance infrastructure requirements with the need to ensure that development remains viable. A Local Plan Viability Assessment has been prepared to support the Oldham Local Plan and has been published alongside the Publication Plan.

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<sup>2</sup> More information can be found at: <https://www.google.com/search?q=building+a+better+oldham>

## 4. National and Sub-regional Context

### National Planning Policy and Guidance

- 4.1. The [National Planning Policy Framework](#)<sup>3</sup> (NPPF) and national planning guidance on [Plan-making](#)<sup>4</sup> highlights the importance for planning authorities to plan for infrastructure in the plan making process, identifying what infrastructure is required and how it can be funded and brought forward.
- 4.2. Through the plan-making process, strategic policy-making authorities are expected to work collaboratively with infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters to identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed.

### The Greater Manchester Infrastructure Framework 2040

- 4.3. The Greater Manchester Combined Authority (GMCA) has worked with infrastructure providers to produce the [Greater Manchester Infrastructure Framework 2040](#)<sup>5</sup> (GMIF). This Framework considers strategic infrastructure needs at the Greater Manchester level and looks various elements of physical infrastructure – energy; transport; digital; flooding, surface and wastewater management; green and blue infrastructure; and potable (drinking) water. It sets out what the key issues and opportunities are that need to be addressed through a wider Infrastructure Strategy.
- 4.4. The Framework presents the vision for the Greater Manchester Infrastructure Strategy which is to *'develop and maintain a holistic infrastructure system that is robust, accommodates sustainable growth and supports the ambitions of the Greater Manchester Strategy to make 'Greater Manchester one of the best places in the world to grow up, get on and grow old'.*
- 4.5. The Framework identifies 11 key infrastructure challenges. These are:
  1. Greater Manchester needs infrastructure capable of delivering low/zero carbon heat

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<sup>3</sup> The National Planning Policy Framework (December 2024, as amended February 2025) can be found at: [https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF\\_December\\_2024.pdf](https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf)

<sup>4</sup> National planning guidance on Plan-making can be found at: <https://www.gov.uk/guidance/plan-making>

<sup>5</sup> The Greater Manchester Infrastructure Framework 2040 can be found at: <https://www.greatermanchester-ca.gov.uk/media/1715/greater-manchester-infrastructure-framework-2040.pdf>

2. There needs to be a substantial programme of reduction in demand from existing and new buildings
  3. The current electrical infrastructure needs to be able to accommodate the growth of local renewable generation, rapid electric vehicle charging and, potentially, the electrification of heat
  4. Greater Manchester's transport infrastructure networks should provide the capacity, connectivity and diversity to meet the future needs of its residents
  5. Greater Manchester needs the infrastructure to support ultra-low emissions vehicles
  6. Provision of infrastructure that maintains and/or reduces flood risk across Greater Manchester whilst accommodating developmental growth and climate change
  7. Maximising the eco-systems services provided by green and blue infrastructure, whilst responding to spatial pressures on finite space and improving accessibility
  8. Implementation of the GM Digital Strategy to provide pervasive, affordable, resilient digital connectivity
  9. Greater Manchester's infrastructure needs a collaborative and co-ordinated approach to meet the present and future needs of the region
  10. Funding models are needed to meet the present needs and enable change for the Future
  11. Infrastructure that is resilient to shocks and stresses
- 4.6. The Framework identifies the responses required by GMCA, the 10 Local Authorities and other stakeholders to address the key challenges listed at paragraph 4.5, and the opportunities for collaborative working. It sets out where relevant projects and programmes are already underway or planned, and where additional initiatives may be required.
- 4.7. In identifying the key challenges, and the responses needed, the GMIF has considered the implications of future trends. These trends relate to population and employment growth (having regard to that set out in PfE (albeit referred to in the Framework as its predecessor the 'Greater Manchester Spatial Framework'), the ageing population and urban densification / regeneration); the environment and climate change; and technological, digitisation and wider changes. The Framework then considers the impact these trends will have on the key infrastructure sectors and what actions may be needed to address the challenges. In many cases there are already projects and programmes underway or planned to address the challenges identified.
- 4.8. It is recognised that to deliver action against these challenges an integrated and collaborate approach is required. A [Greater Manchester Strategic Infrastructure Board](#)<sup>6</sup> (GMSIB) has therefore been established. The purpose of the GMSIB is to

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<sup>6</sup> Information on the Greater Manchester Strategic Infrastructure Board can be found at: <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/strategic-infrastructure/>

bring together at a strategic level the main organisations responsible for managing and/or delivering Greater Manchester's critical physical infrastructure. Members include United Utilities, Electricity North-West, Cadent, Environment Agency, Natural England, Transport for Greater Manchester, The Greater Manchester Chief Resilience Officer and the GMCA. This Board will focus on taking the Infrastructure Framework forward and support the delivery of the Strategy.

## Places for Everyone Joint Development Plan

4.9. [Places for Everyone](#) (PfE) was adopted 21 March 2024 and is the joint development plan of nine Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) dealing with strategic planning issues including jobs, homes, transport, and natural environment.

4.10. All policies within PfE are 'strategic policies' and it:

- provides the strategic framework for the Oldham Local Plan;
- sets out specific requirements to be taken forward through the Oldham Local Plan in relation to housing, offices, and industry and warehousing, and identifies the main areas where this will be focused;
- identifies the important environmental assets which will be protected and enhanced;
- allocates sites for employment and housing outside of the urban area – in Oldham this is JPA2 Stakehill (a cross-boundary allocation with Stakehill), JPA10 Beal Valley, JPA11 Bottom Field Farm, JPA12 Broadbent Moss, JPA13 Chew Brook Vale, JPA14 Cowlshaw, JPA15 Land south of Coal Pit Lane' and JPA16 South of Rosary Road;
- supports the delivery of key infrastructure, such as transport and utilities; and
- defines a new Green Belt boundary the borough.

4.11. PfE will provide the strategic policies for the Borough. The Oldham Local Plan will provide the non-strategic policies (with a focus on 'Development Management' policies). The IDP has therefore been prepared in this context, and as the Local Plan does not propose any additional growth than that set out in PfE and its spatial strategy much of the evidence drawn upon relates to the Joint Plan also.

4.12. There are individual policies throughout PfE that require certain types of infrastructure where new development would result in an increase demand on existing provision, such as:

- **Policy JP-C8: Transport Requirements of New Development**, requires planning applications to be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Potential transport interventions for individual allocations (including those in Oldham) are set out in Appendix D, which should be the starting point for any further transport assessments.
- **Policy JP-P5: Education, Skills and Knowledge**, which requires (where appropriate) housing developments to make a financial contribution to the provision

of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate.

- **Policy JP-P6: Health**, which requires (where appropriate) the provision of new or improved health facilities as part of new developments proportionate to the additional demand that they would generate.
- **Policy JP-P7: Sport and Recreation**, which requires (where appropriate) new development to provide new and/or improved existing facilities commensurate with the demand they would generate.

- 4.13. **PfE Policy JP-D1: Infrastructure Implementation** is the key policy in relation to infrastructure delivery and seeks to ensure the effective development and implementation of the infrastructure needed to deliver the vision and objectives of the Plan. It states that:

*We will:*

1. *Take a long term, strategic, holistic and integrated approach to place shaping, supported by devolved resources and powers. Utilising the spatial locations set out in this Plan a place-based approach will be undertaken to overcome barriers, achieving prosperity and opportunity;*

*We will work with infrastructure providers to:*

2. *Promote collaboration and synchronisation of investment plans. Key infrastructure providers include NHS Greater Manchester Integrated Care Partnership (formerly Clinical Commissioning Groups), the NHS, National Highways, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;*
3. *Ensure that future investment plans have regard to this Plan. The involvement of regulators (including Ofcom, Ofwat and Ofgem) will be critical in this regard;*
4. *Minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and*
5. *Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.*

*We will, through local plans, other local planning documents and development management decisions:*

6. *Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;*
7. *Require applicants to prepare an infrastructure phasing and delivery strategy to be agreed by the local planning authority for sites where build out will be delivered by different developers or in phases. This strategy must outline what needs to be provided by when and who will fund and deliver it; and*



8. *Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility capacity to support the delivery and occupation of their proposed development. Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to contribute to and/or facilitate necessary improvements where this would be necessary to mitigate the impact of development*<sup>7</sup>.
- 4.14. A comprehensive evidence base was assembled to support the policies and proposals in PfE. The [Delivery Topic Paper](#)<sup>7</sup> provides a summary of delivery, viability and infrastructure considerations that informed the Joint Plan. Whilst site-specific infrastructure requirements and issues are set out in the individual site allocation topic papers<sup>8</sup>.

## 5. Local Context

### Building a Better Oldham

- 5.1. [Building a Better Oldham](#)<sup>9</sup> is an ambitious plan to transform Oldham. It will unlock investment worth £285 million and create more than 2,000 new homes in Oldham town centre, 1,000 new jobs and 100 apprenticeship opportunities.
- 5.2. The ambition and vision is that the Council, and its partners, will be Building a Better Oldham by:
- building quality homes
  - providing opportunities to learn & gain new skills
  - providing opportunities to grow local businesses and create jobs
  - ensuring Oldham is the greenest borough
  - embedding sustainability, energy efficiency & low (zero) carbon
  - improving life-chances, health and well-being of our residents and local communities
- 5.3. A central component in the regeneration of Oldham Town Centre, is making it easier, safer and more enjoyable to travel around – especially for cyclists and pedestrians. Accessible Oldham is a scheme which is transforming streets around Oldham, by improving roads, footpaths and public area. The [Oldham Transport Strategy and](#)

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<sup>7</sup> The Places for Everyone Delivery Topic Paper can be found at: <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/pfe-previous-stages/places-for-everyone-2021-regulation-19/supporting-documents-2021/?folder=03%20Plan%20wide#fList>

<sup>8</sup> Topic papers for individual Places for Everyone Strategic Allocations in Oldham can be found at: <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/places-for-everyone/pfe-previous-stages/places-for-everyone-2021-regulation-19/supporting-documents-2021/?folder=10.05%20Site%20Allocations%20-%20Oldham#fList>

<sup>9</sup> Information on Building a Better Oldham can be found at: [https://www.oldham.gov.uk/info/201248/building\\_a\\_better\\_oldham](https://www.oldham.gov.uk/info/201248/building_a_better_oldham)

[Delivery Plan](#)<sup>10</sup> also states that safety in design will be used to improve transport and public realm areas in Oldham Town Centre, local district centres and the wider network and that the design of good public realm and improvements to transport interchanges are an opportunity to ensure adequate lighting and visibility features in the solutions.

## Oldham Green New Deal Strategy

- 5.4. The [Oldham Green New Deal Strategy](#)<sup>11</sup> sets challenging new carbon neutrality targets whilst bringing a new focus on building the green economic sector in Oldham to generate inward investment, jobs and training opportunities for residents.
- 5.5. The targets are achieving carbon neutrality for the council by 2025; and the borough by 2030. They reflect the Council's commitment to, and understanding of, the urgency in helping to tackle the severe impact of the climate crisis, and the Strategy sets out our approach to achieving them, enabled by the development of, and investment in, the 'green' sector in Oldham's local economy.
- 5.6. In relation to the 'carbon neutrality for the borough by 2030, the Strategy sets out that this will be achieved through:
1. Leading a strategic partnership of major energy users across all sectors in
  2. Oldham to achieve carbon neutrality and demonstrate community leadership.
  3. Developing a Local Energy Market which will change the economic
  4. dynamic to incentivise renewable energy development.
  5. Investing in and supporting the development and roll-out of large-scale low
  6. carbon anchor energy infrastructure such as low carbon heat networks.
  7. Supporting the development of the Green Technology and Services sector across the Borough.
  8. Maximising the local benefits from Greater Manchester and national level schemes which aid decarbonisation, including in the areas of air quality, transport, waste and other key priority sectors, securing inward investment for 'clean growth' from public and private sectors.
- 5.7. Since adoption of the Green New Deal Strategy progress has been made with several initiatives:
- **Wrigley Head Solar Farm** – a solar farm being developed on a landlocked Council-owned site of poor environmental quality that will generate up to 888kW (kilotWatts) of renewable electricity, that will initially be exported into the grid to generate revenue income for the Council.

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<sup>10</sup> The Oldham Transport Strategy and Delivery Plan can be found at:

[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

<sup>11</sup> The Oldham Green New Deal Strategy can be found at:

[https://www.oldham.gov.uk/info/201249/green\\_new\\_deal/3002/oldham\\_green\\_new\\_deal\\_strategy](https://www.oldham.gov.uk/info/201249/green_new_deal/3002/oldham_green_new_deal_strategy)

- **Oldham Town Centre Low Carbon District Heat Network** – this will use heat from renewable energy sources, such as Air Source Heat Pumps, and explored the potential to use heat, reclaimed from floodwater in disused coal mines beneath the Town Centre, to heat a range of buildings, including the Old Library and new Performance Space, as well as other Council and residential sites.

## 6. Infrastructure Types

- 6.1. The Council has a strong track record of actively engaging with infrastructure and service providers to understand what infrastructure is required to meet the needs of residents and businesses and to support development in the borough. The Council is not responsible, however, for the delivery of most infrastructure services and facilities.
- 6.2. The scope of infrastructure considered in this IDP is wide-ranging and includes physical and non-physical infrastructure. Table 1 below lists the infrastructure types considered in this IDP, and some of the providers / partners that have been engaged in the assessment of needs, or which the Council will need to collaborate with going forward. This is not an exhaustive list.
- 6.3. It is also important to note that development that comes forward cannot be expected to solve existing infrastructure deficits, although it is essential that new development does not create additional burdens on these services and facilities and in doing so there may also be the opportunity to add value and provide new infrastructure that can benefit existing communities.

*Table 1: Infrastructure types and providers / partners*

Infrastructure type	Sub-category	Provides / partners
<b>Physical</b>		
<b>Transport and connectivity</b>	Highway network	National Highways Transport for Greater Manchester (TfGM) Oldham Council
	Rail and tram network	TfGM Network Rail Train operating companies
	Bus network	TfGM
	Public rights of way	Oldham Council
<b>Utilities</b>	Water	United Utilities Environment Agency
	Sewage	United Utilities
	Gas	National Grid Cadent
	Electricity	National Grid

Infrastructure type	Sub-category	Provides / partners
		Electricity North West
	Green energy	Green energy providers
	Digital infrastructure	Telecommunication providers
<b>Waste</b>	Waste Management	Waste disposal authority
<b>Flooding</b>	Flood storage and management	Environment Agency
<b>Social</b>		
<b>Health</b>	Primary care	NHS Greater Manchester
	Hospitals	The Royal Oldham Hospital Northern Care Alliance, NHS Foundation Trust
<b>Education</b>	Early years	Oldham Council
	Primary	Oldham Council
	Secondary	Oldham Council
	SEND	Oldham Council
	Further and Higher Education	Oldham Sixth Form Oldham College University Collage Oldham
<b>Leisure and culture</b>	Open space, sport and recreation facilities	Oldham Council
	Leisure centres	Oldham Active
	Heritage, libraries and arts	Oldham Council
<b>Communities</b>	Family Hubs	Oldham Council
	Community centres and facilities	Oldham Council
<b>Housing</b>	Affordable Homes	Oldham Council Affordable Homes Providers
<b>Emergency services</b>	Police	Greater Manchester Police
	Ambulance	North West Ambulance Service
	Fire	Greater Manchester Fire and Rescue
<b>Green Infrastructure</b>		
	Green Infrastructure	Oldham Council
	Open Space, Sport and Recreation Provision	Oldham Council Partners / organisations
	Playing Pitch and Outdoor Sports Provision	Oldham Council Partners / organisations
<b>Flood management</b>	Sustainable drainage	Local Lead Flood Authority

Infrastructure type	Sub-category	Provides / partners
		United Utilities Environment Agency

6.5. To inform preparation of the Local Plan and this IDP, several evidence base documents relating to infrastructure planning have been undertaken. These include:

- Oldham Local Housing Needs Assessment (LHNA) (2024)
- Green Infrastructure Strategy and Open Space Study (2022)
- Playing Pitch and Outdoor Sports Strategy (2025)
- Retail & Leisure Study (2020)
- Oldham Local Plan Viability Assessment (2025)

6.6. In addition to Local Plan evidence documents informing the IDP, we have worked with internal and external infrastructure service providers to consider the likely impacts on their services from planned growth.

6.7. The remaining sections of this IDP look at the individual infrastructure categories listed in Table 1, providing information on current and future provision and considering any implications for the delivery of the Oldham Local Plan.

## Transport and Connectivity

### Current provision

6.8. Table 2 lists the main transport related infrastructure currently available in the borough, split by category (i.e. walking, bus, highway).

*Table 2: Existing transport infrastructure in Oldham*

Infrastructure type	Count
<b>Walking</b>	
Public rights of way: footpaths	403.81 Km
Public rights of way: bridleways	42.23 Km
Restricted byways	2.72 Km
<b>Bus</b>	
Bus interchanges	2 (Oldham Central; Oldham West Street)
<b>Metrolink</b>	
Metrolink stops	10
Park and ride facilities	4
<b>Rail</b>	

Infrastructure type	Count
Rail stations	2 (Mills Hill; Greenfield)
<b>Cycling</b>	
Cycle lanes painted onto edge of carriageway	11,338m / 7.05 miles
Adjacent to road and off-road cycle tracks (bitmac)	41,706m / 25.91 miles
Off-road cycle tracks (dirt / gravel)	38,530m / 23.94 miles
Canal towpaths (cycle permitted with permit)	2,271m / 1.41 miles
Quiet streets and lanes suitable for cycling	244,243m / 151.77 miles
National Cycle Network Route	2,410m / 1.50 miles
<b>Roads</b>	
Motorways	Parts of the M62, A627M, and M60 run through the borough
A roads	111,408m <sup>12</sup>
B roads	34,935m
C roads and other classified roads	30,769m
<b>Parking</b>	
Dedicated on-street motor cycle parking locations	None
Car parks: multi-storey / surface	60 individual car parks of varying sizes

## Future provision

6.9. There are two key documents that are critical to future provision of transport infrastructure and services in Oldham:

- The Greater Manchester Local Transport Plan (LTP), comprising the Greater Manchester
- Transport Strategy 2040 and a 5-year Delivery Plan; and
- The Oldham Transport Strategy and Delivery Plan.

6.10. Consultation on the [Greater Manchester Transport Strategy 2050 and Delivery Plan](#)<sup>13</sup> is currently underway by Transport for Greater Manchester (TfGM). Further information on the 2050 Strategy is provided below. Whilst Oldham Council is in the process of preparing a Cycling and Walking Local Improvement Plan which will sit under the council's Transport Strategy.

<sup>12</sup> This is lengths of roads managed by Oldham Council. It does not include the A663 Broadway in Chadderton as this is managed by National Highways, along with the parts of the motorways that run through the borough.

<sup>13</sup> Details of the Greater Manchester Transport Strategy 2050 and Delivery Plan consultation can be found at: <https://www.gmconsult.org/transport/transport2050/>

## Greater Manchester Transport Strategy 2040 and Our Five-Year Delivery Plan

- 6.11. The [Greater Manchester Transport Strategy 2040](#)<sup>14</sup> (GMTS 2040) has been prepared by TfGM in collaboration with the ten districts in Greater Manchester, including Oldham Council. It was published in 2017 and updated in 2021.
- 6.12. The GMTS 2040 outlines a vision for transport in Greater Manchester which focuses on creating world class connections that support long-term, sustainable economic growth and access to opportunity for all.
- 6.13. To achieve their long-term ambitions as set out in the GMTS 2040 TfGM prepared a [Five-Year Transport Delivery Plan](#)<sup>15</sup>, which provides a clear programme of interventions, infrastructure projects and regulatory powers to secure, plan for and deliver over the next five years. The current delivery plan was published in January 2021 and covers the period 2021-2026.
- 6.14. To support the GMTS 2040, there a suite of supporting strategies that have been, or will be, prepared by TfGM including:
- [The Streets for All Strategy](#)<sup>16</sup>;
  - [Electric Vehicle Charging Infrastructure Strategy](#)<sup>17</sup>;
  - The [Greater Manchester Bus Strategy](#)<sup>18</sup>;
  - [Draft Greater Manchester Rapid Transit Strategy](#)<sup>19</sup>; and
  - The [Greater Manchester Freight and Logistics Transport Strategy](#)<sup>20</sup>.
- 6.15. The GMTS 2040 includes a 'Right Mix' ambition for half of all journeys in Greater Manchester to be made by active travel or public transport by 2040. This means at least 50% of all journeys will be made by active travel and public transport by 2040.

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<sup>14</sup> The Greater Manchester Transport Strategy 2040 can be found at:

[https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater\\_Manchester\\_Transport\\_Strategy\\_2040\\_final.pdf](https://assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf)

<sup>15</sup> Our Five-Year Transport Delivery Plan 2021-2026 can be found at:

[https://downloads.ctfassets.net/nv7y93idf4jq/5Y95swfmf42WVZozNA4fE/84092928376473c507ec000098b18c35/Delivery\\_Plan\\_2021-2026\\_Jan\\_2021\\_Final.pdf](https://downloads.ctfassets.net/nv7y93idf4jq/5Y95swfmf42WVZozNA4fE/84092928376473c507ec000098b18c35/Delivery_Plan_2021-2026_Jan_2021_Final.pdf)

<sup>16</sup> The Streets for All Strategy can be found at:

[https://assets.ctfassets.net/nv7y93idf4jq/2jl7ApjSymHATQzRtObTT7/0cdfea7890fa7053ed80d0bfe19c063f/Streets\\_for\\_All\\_strategy.pdf](https://assets.ctfassets.net/nv7y93idf4jq/2jl7ApjSymHATQzRtObTT7/0cdfea7890fa7053ed80d0bfe19c063f/Streets_for_All_strategy.pdf)

<sup>17</sup> The Electric Vehicle Charging Infrastructure Strategy can be found at:

<https://democracy.greatermanchester-ca.gov.uk/documents/s16663/EVCi%20Strategy%20Appendix.pdf>

<sup>18</sup> The Greater Manchester Bus Strategy can be found at:

[https://assets.ctfassets.net/nv7y93idf4jq/6c6HrEMbs6OJBmFa0P8HfO/bdd8114c64ae8acb26174ba864b72315/GM\\_Bus\\_Strategy\\_-\\_PUBLICATION.pdf](https://assets.ctfassets.net/nv7y93idf4jq/6c6HrEMbs6OJBmFa0P8HfO/bdd8114c64ae8acb26174ba864b72315/GM_Bus_Strategy_-_PUBLICATION.pdf)

<sup>19</sup> The draft Greater Manchester Rapid Transit Strategy can be found at:

<https://democracy.greatermanchester-ca.gov.uk/documents/s32911/11A%20GMCA%2020240712%20Draft%20Greater%20Manchester%20Rapid%20Transit%20Strategy%20-%20Appendix%201.pdf>

<sup>20</sup> The Greater Manchester Freight and Logistics Transport Strategy can be found at:

[https://assets.ctfassets.net/nv7y93idf4jq/4BVHRGgu2cWa4ouscQWa2O/62457d1eb4adf94164034b31011f548b/Greater\\_Manchester\\_Freight\\_and\\_Logistics\\_Strategy.pdf](https://assets.ctfassets.net/nv7y93idf4jq/4BVHRGgu2cWa4ouscQWa2O/62457d1eb4adf94164034b31011f548b/Greater_Manchester_Freight_and_Logistics_Strategy.pdf)

As part of this there is an increased emphasis on the importance of cycling and walking and use of public transport with improvements to those modes of travel.

## Oldham Transport Strategy and Delivery Plan

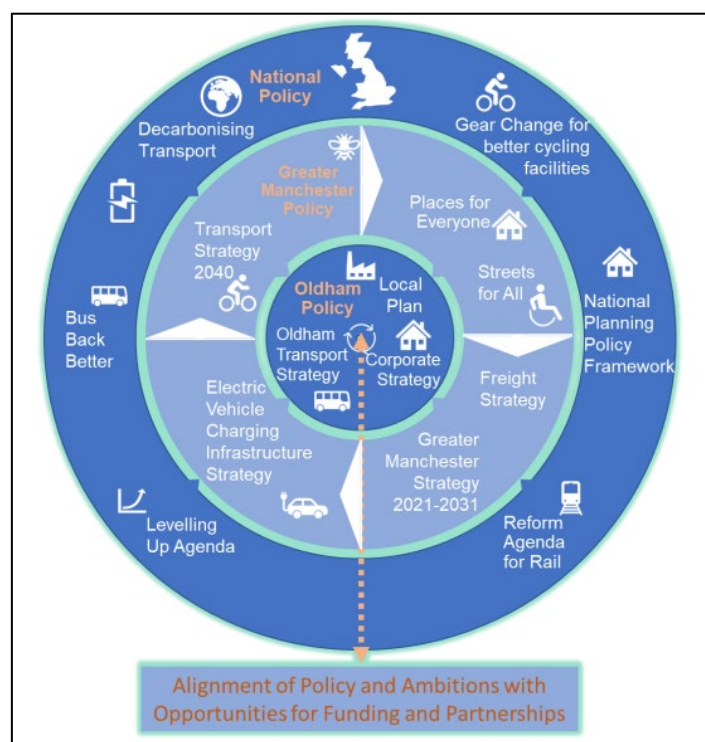
- 6.16. The [Oldham Transport Strategy and Delivery Plan](#)<sup>21</sup> was approved in January 2023. The Strategy supports delivery of the GMTS 2040 at an Oldham level and has been aligned with the priorities of PfE (as illustrated in Figure 1). The Strategy builds on opportunities to create a transport network that connects all our communities across the borough, supports healthy travel choices and is safe and accessible.
- 6.17. Across the borough, the Transport Strategy looks to provide a transport system that will:
- Support long-term economic growth and makes it easier and quicker for people and goods to get around;
  - Improve the quality of life for all by being integrated, affordable and reliable;
  - Improve our environment and our air quality because protecting the health of the borough's residents is a priority;
  - Uses the newest technology and innovation to achieve both Oldham's and Greater Manchester's targets to be net zero carbon by 2030 and 2038 respectively.

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<sup>21</sup> The Oldham Transport Strategy and Delivery Plan, approved January 2023, can be found at: [https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)



Figure 1: Alignment of our policy ambitions nationally and with our neighbours<sup>22</sup>



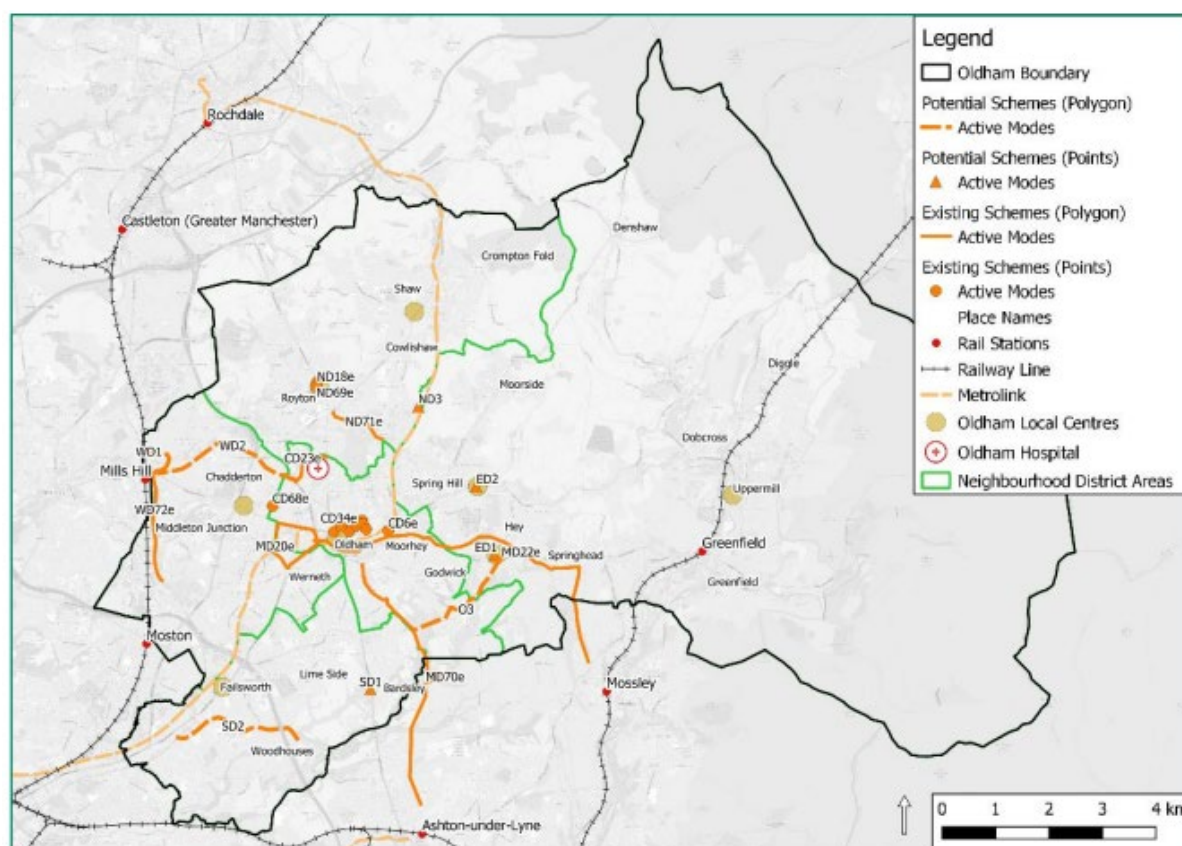
- 6.18. The Council's vision of the transport network is centred on the six core ambitions and the Transport Strategy sets out how it will contribute towards to their delivery. A summary of each ambition, with a focus on those elements relating to the delivery of emerging Local Plan and supporting infrastructure, is provided below.

#### *Ambition 1: Healthy Oldham*

- 6.19. Improving opportunities for active travel and its integration with public transport is a key part of creating a healthy Oldham that supports residents to access employment, local services and green infrastructure in a sustainable and accessible way.
- 6.20. The Oldham Transport Strategy identifies new measures for active travel and these are shown in Figure 2.

<sup>22</sup> Source - Oldham Transport Strategy, figure 1-1, page 4, found at: [https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

Figure 2: Walking and cycling scheme locations<sup>23</sup>



### Ambition 2: Safe Oldham

- 6.21. The Strategy sets out that the Council will prioritise safety on the transport network at all times of the day including Metrolink, footways and streets. Ensuring everyone feels confident to use the borough's transport network is important for both user safety and to support the overall shift to the 'Right Mix' of travel by sustainable modes of transport across Greater Manchester.
- 6.22. Linked to this ambition Oldham Council, with TfGM, is developing a programme of School Streets to improve highway safety around our schools, reduce congestion and air quality issues, but also to encourage short journeys between home and school to use walking and cycling as much as possible thereby positively contributing to people's health and wellbeing. Safety in design principles will also be used to improve transport and public realm areas in Oldham Town Centre, the borough's other centres and the wider network.

### Ambition 3: Clean Oldham

- 6.23. Lowering traffic related emissions is important for cleaner air, health and wellbeing. All types of vehicles are going through a major change to how they are powered.

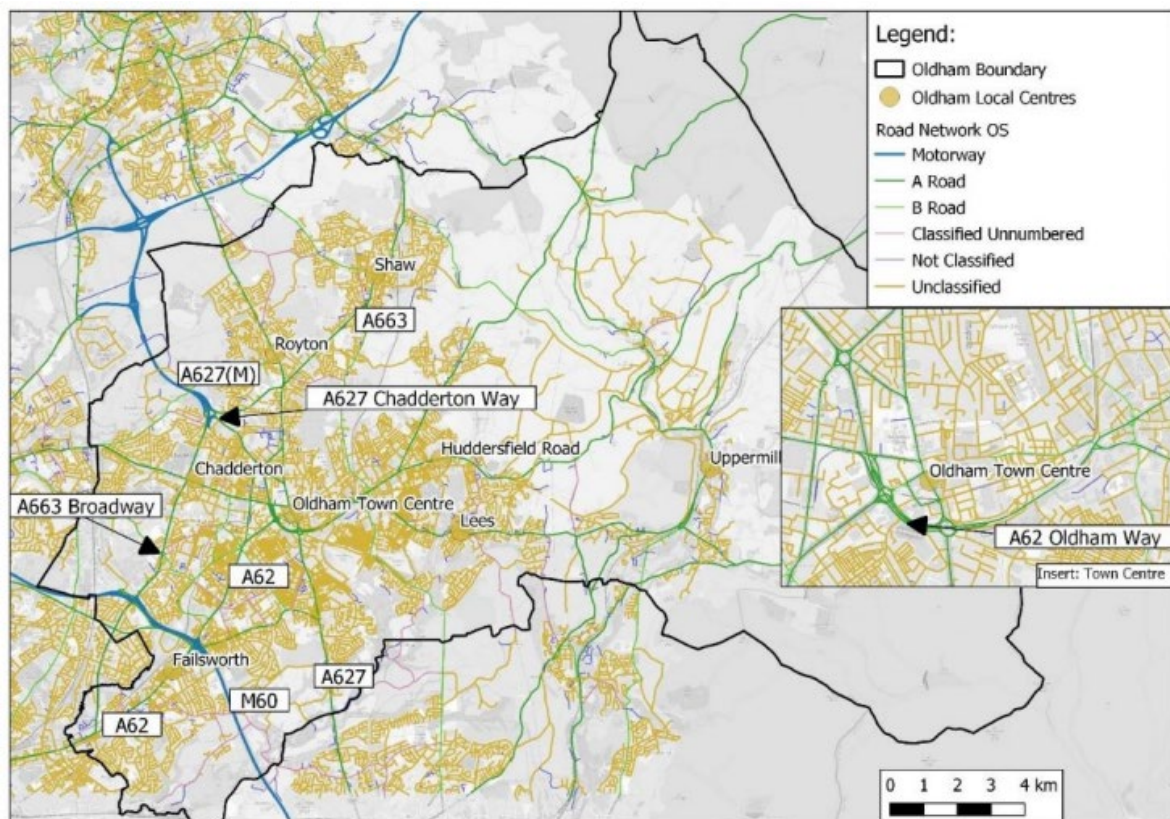
<sup>23</sup> Source - Oldham Transport Strategy, figure 5-2, page 33, found at: [https://www.oldham.gov.uk/downloads/file/7693/oldham\\_transport\\_strategy\\_and\\_delivery\\_plan](https://www.oldham.gov.uk/downloads/file/7693/oldham_transport_strategy_and_delivery_plan)

- 6.24. Electric vehicles, referred to as Ultra Low Emission Vehicles (ULEVs) and zero emission vehicles (ZEVs), are growing in demand with implications for the associated infrastructure. The Council need to adapt for plug-in vehicles in a range of locations. More electric vehicle charging points are required as well as consideration of alternative fuels such as hydrogen.
- 6.25. Oldham Council is working with TfGM to roll-out the aims of the Greater Manchester Electric Vehicle Charging Infrastructure Strategy (EVCI). This focuses on the publicly accessible charging points to enable Greater Manchester's businesses and residents to transition to electric vehicles.

#### *Ambition 4: Connected Oldham*

- 6.26. The maintenance of highway, footways and Public Rights of Way and ensuring they remain useable, safe and that delays are reduced as much as possible is essential to their operation, wellbeing and leisure. A resilient highway network supports businesses and public transport operators by improving journey time reliability on the network. Linked to this are the road lining refresh programme and pothole repairs, and the safety barrier replacement programme.
- 6.27. The roads and footways in Oldham are essential for people and businesses to function. All road vehicles, including bus and freight, require a road network that is reliable and maintained to provide journey time continuity.
- 6.28. The road hierarchy in Oldham is shown in Figure 3. In Oldham it comprises the Strategic Road Network and Local Road Network. The routes in Oldham that are part of the Greater Manchester Key Route Network, which is a strategically important system of major local roads across Greater Manchester, are the; M60; A663; A62; A627; A671 Rochdale Road; and A669 Lees Road.

Figure 3: Road hierarchy in Oldham<sup>24</sup>

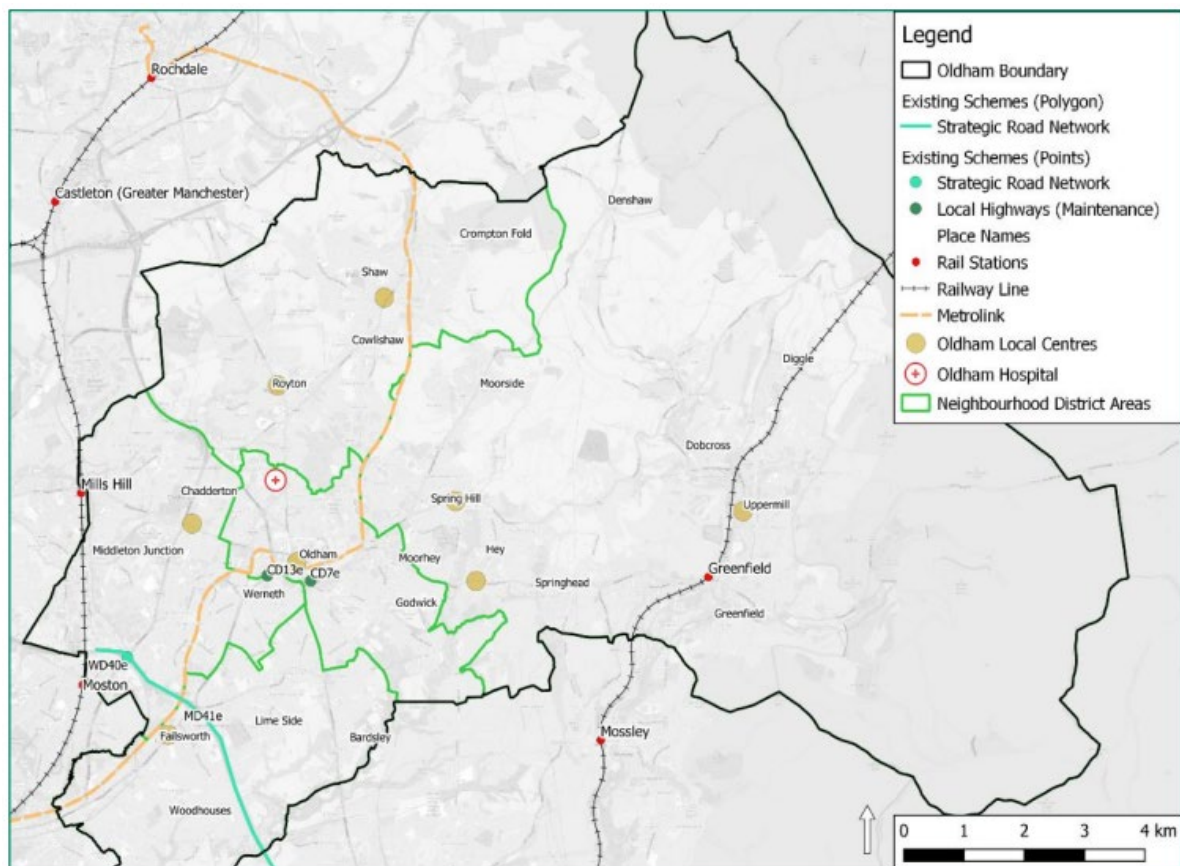


- 6.30. Growth in terms of housing, employment land and leisure needs to be accommodated by the road network. Corridor studies will be commissioned where travel demands may change with growth plans. This will include considering active travel and public transport modes and how they can be better accommodated.
- 6.31. The highway viaducts on main A and B routes in the borough are vital pieces of infrastructure, without which the highway network would not function at all. Viaducts are routinely inspected for maintenance needs and Oldham Council will work with partners at GMCA to communicate requirements and funding needs. The measures identified in the Oldham Transport Strategy align with the Greater Manchester Transport Strategy 2040 for maintenance needs.
- 6.32. The SRN in England represents the most important roads with respect to the movement of traffic. Figure 4 shows the SRN and the existing SRN schemes.

<sup>24</sup> Source - Oldham Transport Strategy, figure 5-4, page 38, found at:  
[https://www.oldham.gov.uk/downloads/file/7693/oldham\\_transport\\_strategy\\_and\\_delivery\\_plan](https://www.oldham.gov.uk/downloads/file/7693/oldham_transport_strategy_and_delivery_plan)



Figure 4: Existing strategic road network scheme locations<sup>25</sup>



- 6.33. In terms of the delivery National Highways (NH) operate and manage the SRN. Local highway connections to the SRN are vital for the Oldham economy and that of the wider region. Oldham Council will continue to work closely with both NH and TfGM to progress measures identified in the Greater Manchester Transport Strategy 2040, and additional measures identified in the Oldham Transport Strategy that relate to key junction improvements.
- 6.34. Vehicles are increasingly being built with aspects of automation and sensors that will improve road safety. The long-term aspiration for Oldham Council is to support and better understand the implications of increasing vehicle automation for the road network. Oldham Council will aim to develop greater understanding of how the adoption of autonomous vehicles can be accommodated by changes to infrastructure on the road network. For Oldham, this may mean the road network, including traffic signals, road signs and street lighting may need to increasingly connect with traffic and other sensors.
- 6.35. Other schemes that will improve connectivity across the borough and which the council will support include:

<sup>25</sup> Source - Oldham Transport Strategy, figure 5-6, page 41, found at: [https://www.oldham.gov.uk/downloads/file/7693/oldham\\_transport\\_strategy\\_and\\_delivery\\_plan](https://www.oldham.gov.uk/downloads/file/7693/oldham_transport_strategy_and_delivery_plan)

- 6.36. The roll out of Travel Hubs by TfGM. These will provide a range of active travel needs and types of bicycles in one place, or a wide range of mobility needs including electric vehicle charging, car clubs and bus services that are in addition to the active travel offer. Oldham Council is working with TfGM to identify potential locations in Oldham, which may include each Neighbourhood District Area, Oldham Town Centre, car parks, Metrolink Stops and Greenfield Station.
- 6.37. Micro-mobility: Electric assisted bicycles, e-scooters and other battery powered single-person transport enable point-to-point travel and are increasingly popular. They can provide an affordable alternative to the high cost of motoring and other travel modes. Oldham Council, along with TfGM, will remain abreast of the changes to legislation and plan accordingly, which could include changes to highway signage and travel information.

#### *Ambition 5: Accessible Oldham*

- 6.38. Oldham has a higher proportion of deprived communities when compared to the national average and transport inclusion is important so that all vulnerable groups can access the network and feel safe when doing so. The Transport Strategy sets out a several ways through which Council, and its partners, will seek to improve accessibility. This includes addressing gaps in the transport network for disabled access to platforms at Greenfield Station and improved pedestrian crossings on the road network. As well as ensuring that public realm areas and footways are appropriately maintained, designed and illuminated to feel accessible for everyone.

#### *Ambition 6: Thriving Oldham*

- 6.39. The Oldham Transport Strategy recognises that transport investment is required to unlock growth. The Council will support delivery of new homes and employment land-uses across the district by working with developers and TfGM through the planning process to support sustainable development. Ensuring that new developments have the necessary and appropriate highway infrastructure in place, and that they are accessible to and connected with public transport services and walking and cycling links.
- 6.40. The GMTS 2040 supports PfE, and Our Five-Year Transport Delivery Plan provides the framework for transport investment required to support growth throughout the Plan period. It incorporates the strategic transport interventions needed for the PfE allocations, including those in Oldham. Proposals will also help to deliver significant investment in Metrolink stops, the Bee Network and road network.
- 6.41. Within Oldham key areas of employment include Business Employment Areas and Saddleworth Employment Areas<sup>26</sup>, Oldham Town Centre and The Royal Oldham Hospital. Our larger business employment areas tend to be clustered in the west of the borough, in closer proximity to the motorway and Metrolink network. Locations such as Broadway Business Park in Oldham and neighbouring Stakehill Industrial

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<sup>26</sup> Business Employment Areas and Saddleworth Employment Areas are defined in the Oldham Joint Core Strategy and Development Management Development Plan Document which can be found at: [https://www.oldham.gov.uk/info/201229/current\\_local\\_planning\\_policy/978/joint\\_core\\_strategy\\_and\\_development\\_management\\_policies\\_development\\_plan\\_documents\\_dpds](https://www.oldham.gov.uk/info/201229/current_local_planning_policy/978/joint_core_strategy_and_development_management_policies_development_plan_documents_dpds)

Park and Kingsway Business Park (both in Rochdale) are important existing destinations for Oldham residents to access employment opportunities. As well as those proposed in PfE, including JPA2 Stakehill and ensuring connectivity to the Northern Gateway allocations in Bury and Rochdale (JP1.1 Heywood / Pilsworth and JPA1.2 Simister and Bowlee).

## Delivering our transport priorities across Oldham

- 6.42. Oldham Council wants each district neighbourhood to be supported by sustainable transport services including better public transport, walking, cycling facilities and a good standard of road maintenance. As such the Transport Strategy looks at the transport priorities that will be delivered across each district. These are summarised below.

### *Central District*

- 6.43. The Central District comprises the wards of Alexandra, Coldhurst, and St Mary's.
- 6.44. Priorities within Central District<sup>27</sup> include improving connectivity through the Accessible Oldham programme, which is a programme of public realm and highway improvements in and around Oldham Town Centre; The delivery of Accessible Oldham Phase 1 is underway, with funding secured from the Local Growth Deal, the Greater Manchester MCF and the Future High Streets Fund. The programme includes Oldham's first Bee Network CYCLOPS junction at St. Mary's Way / Rock Street which will improve safety for pedestrians and cyclists. The Accessible Oldham works will complement the Oldham Town Centre Linear Park and the Cultural Quarter access and public realm works. These measures are key elements of the Town Centre Vision.
- 6.45. An updated [Oldham Town Centre Parking Strategy](#)<sup>28</sup> has also been prepared, which reflects current parking issues and numbers, as well as updated land use development proposals. The Parking Strategy found that:
- There will be a net loss of parking spaces across the Town Centre and parking demand from new development is expected to be contained on site.
  - Based on an assumption of 40% on site provision for residential development combined with TRICS modelling, demand is expected to be contained within the reduced parking stock.
- 6.46. Demand for parking will be managed across several methods, such as: introduction of Mobility Hubs, reduction in price of public transport, improvements to walking and

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<sup>27</sup> For the existing transport improvements commitments in Central District see Figure 6-5 and Table 6-2 of the Oldham Transport Strategy which can be found at:

[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

<sup>28</sup> The Oldham Town Centre Parking Strategy – October 2022 can be found at:

[https://www.oldham.gov.uk/downloads/file/7692/oldham\\_town\\_centre\\_parking\\_strategy\\_-\\_october\\_2022](https://www.oldham.gov.uk/downloads/file/7692/oldham_town_centre_parking_strategy_-_october_2022)

cycling infrastructure, prioritisation of improvements to the perception of safety and Park & Ride facilities.

6.47. In response to these conclusions the Parking Strategy presented various recommendations, including:

- Improvements to signage around the town centre, both in relation to the use of Variable Message Signs and the location of signs to promote the use of Park & Ride facilities.
- Improvements have taken place to pedestrian links at King Street Roundabout and a dedicated pedestrian bridge into Oldham Sixth Form College but there is a need to reduce the severance effect of Oldham Way further with longer-term options for improving pedestrian movement.
- The need for further Electric Vehicle charging infrastructure as demand grows.

### *East District*

6.48. The East District neighbourhood area includes Saddleworth North, Saddleworth South, Saddleworth West and Lees, St James', and Waterhead. The area is notably in the Pennine Fringe with a semi-rural landscape and lower density population that require particular focus for public transport services and transport resilience. Nevertheless, the council want the East District to benefit from same connectivity that other districts get with regards to rail, bus services and active travel.

6.49. Priorities within the East District<sup>29</sup> include:

- Improving access to the centres of Lees, Huddersfield Road / Hill Stores, and Uppermill.
- Greenfield Station accessibility improvements and upgrade (to enable better function as an interchange).
- Cop Road access and active mode improvements and new Cop Road Metrolink stop and Travel Hub / Park & Ride as part of PfE allocations JPA10 Beal Valley and JPA12 Broadbent Moss.
- Diggle New Rail Station and Park and Ride facility.
- Cycling improvements, including on the orbital cycling route – Ashton to Oldham Greenway (NCN 626).
- Derker Metrolink Stop Park & Ride expansion and multi-modal travel hub.
- Trans Pennine Route Upgrade.
- Bus Corridor Improvements, such as the A669 Greenfield – Oldham – Middleton route, and Bee Network Crossings.

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<sup>29</sup> For the existing transport improvements commitments in East District see Figure 6-9 and Table 6-3 of the Oldham Transport Strategy which can be found at:  
[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)



### *North District*

6.50. The North District includes Crompton, Royton North, Royton South and Shaw.

6.51. Priorities within the North District<sup>30</sup> include:

- Improving access to the centres of Royton and Shaw.
- Northern Beal Valley Transport Connectivity.
- Quality Bus Transit scheme – Rochdale – Oldham – Ashton Corridor, and Bee Network crossings and improvements.

6.52. The Transport Strategy also makes references to a Metrolink Overbridge (map ref ND38c on Figure 6-11. This has been superseded by the [Masterplan and Spatial Design Code for Beal Valley and Broadbent Moss](#)<sup>31</sup> that is being prepared by the leading consortium to inform future development on the site and in compliance with PfE allocations JPA10 and JPA12. Reference is also made to the improvement of the A663 Crompton Way / Rochdale Road / Beal Lane and improvement of the B6194 Heyside / Water Street / Bullcote Lane junction as per the indicative transport mitigations listed in Appendix D of PfE.

6.53. Finally, there are important cross-boundary connections with Rochdale and the Atom Valley MDZ' and the council will work with GMCA and our partners to open up the opportunities that the MDZ presents by improving transport connections with the Kingsway Business Park by public transport and active travel.

### *South District*

6.54. The South District includes Failsworth East, Failsworth West, Hollinwood and Medlock Vale.

6.55. Priorities within the South District<sup>32</sup> include:

- Improving access to Failsworth Centre
- Improvement of Coal Pit Lane / A627 Ashton Road Junction (as per the indicative transport mitigations listed in Appendix D of PfE in support of JPA15 Land South of Coal Pit Lane (Ashton Road))
- Quality Bus Transit scheme – Rochdale – Oldham – Ashton Corridor
- Woodhouses – Ashton Road East – Canal Towpath Cycling Corridor

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<sup>30</sup> For the existing transport improvements commitments in North District see Figure 6-11 and Table 6-4 of the Oldham Transport Strategy which can be found at:

[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

<sup>31</sup> The Beal Valley and Broadbent Moss Masterplan and Spatial Design Code can be found online at: <https://bvbm-masterplan.co.uk/>

<sup>32</sup> For the existing transport improvements commitments in South District see Figure 6-14 and Table 6-5 of the Oldham Transport Strategy which can be found at:

[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

### *West District*

- 6.56. The West District includes Chadderton Central, Chadderton South, Chadderton North and Werneth.
- 6.57. Priorities within the West District<sup>33</sup> include:
- Improving access to Chadderton Centre
  - Cycling improvements at Mills Hill to Lydia Becker Way / Broadway and Burnley Lane to Westhulme Avenue (The Royal Oldham Hospital)
  - Improvement of the A627M / Chadderton Way / A663 Broadway interchange (as per the indicative transport mitigations listed in Appendix D of PfE)
  - Support the development of the PfE cross-boundary allocation at JPA2 Stakehill and improve connectivity for Oldham residents
  - Bee Network improvements
- 6.58. Long-term policy aims of TfGM and Oldham Council also include a proposed Metrolink connection between Oldham and Middleton to improve orbital connectivity. The Council is also seeking to improve the Middleton Road bus corridor to improve bus journey time reliability and integration of bus services with rail services at Mills Hill Station. This relates to the Oldham Transport Strategy ambitions for a safer, cleaner and more accessible Oldham.

### *Local Cycling and Walking Improvement Plan*

- 6.59. Oldham Council is preparing a Local Cycling and Walking Improvement Plan (LCWIP), which will be subset to the Oldham Transport Strategy. This will help the Council to identify, prioritise, and deliver improvements to walking and cycling routes across the borough. Providing a strategic plan for where active travel infrastructure is needed and how it will be developed over time. Relevant infrastructure requirements identified as part of the LCWIP will be fed into future iterations of the IDP.

### *Supporting Places for Everyone*

- 6.60. Appendix D of PfE identifies a list of indicative transport mitigation associated with the allocations (through the Locality Assessment's and the SRN Future Work Programme Technical Report prepared to inform the plan) in a single strategic "worst-case" scenario. These are listed below in Table 3.

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<sup>33</sup> For the existing transport improvements commitments in West District see Figure 6-16 and Table 6-6 of the Oldham Transport Strategy which can be found at:  
[https://www.oldham.gov.uk/info/201058/transport\\_parking\\_and\\_travel/3030/transport\\_strategy](https://www.oldham.gov.uk/info/201058/transport_parking_and_travel/3030/transport_strategy)

*Table 3: Indicative transport mitigation associated with PfE allocations in Oldham (Appendix D in PfE)*

Allocation	Transport Intervention
<b>JPA 2 Northern Gateway (Stakehill)</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• A627(M) / A664 Rochdale Road / Whitbrook</li> <li>• Way / Bentley Avenue (Slattocks Roundabout) – localised junction improvements / roundabout improvements</li> <li>• M62 J20 – major junction improvements</li> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• Bus improvements including new RochdaleOldham service</li> <li>• Active travel improvements</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• Potential New Rail Station at Slattocks</li> <li>• M62 J19 improvements / A6046 Middleton Road Heywood Interchange</li> <li>• Localised improvements - resurfacing of Thornham Lane</li> <li>• Tactile kerb installation between the northern site and Castleton Station</li> <li>• Extension of Local Link services</li> </ul>
<b>JPA10 Beal Valley</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility south of Cop Road</li> <li>• Metrolink Overbridge</li> <li>• Beal Valley Spine Road (part of internal highway network) including new junction with B6194 Oldham Road and connection to Broadbent Moss Spine Road</li> <li>• A663 Shaw Road / A671 Oldham Road – junction improvements</li> <li>• A663 Crompton Way / Rochdale Road / Beal Lane – junction improvements</li> <li>• B6194 Heyside / Water Street / Bullcote Lane – junction improvements</li> <li>• Improvement to and/or provision of new local bus services and facilities</li> <li>• Active travel improvements including improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</li> </ul> <p><b>Supporting</b></p>

Allocation	Transport Intervention
	<ul style="list-style-type: none"> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way roundabout interchange – junction improvements</li> <li>• A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane – junction improvements</li> </ul>
<b>JPA11 Bottom Field Farm (Woodhouses)</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• Active travel improvements including cycling and walking improvements connecting to Failsworth Road or existing PROW</li> <li>• Minor traffic management improvements</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>JPA12 Broadbent Moss</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>• New Metrolink Stop and Park and Ride facility south of Cop Road</li> <li>• Broadbent Moss Spine Road (part of internal highway network) including connection to Oldham Road via the Beal Valley spine road and A672 Ripponden Road at the eastern end</li> <li>• Metrolink Overbridge as part of Broadbent Moss Spine Road</li> <li>• A663 Shaw Road / A671 Oldham Road junction improvements</li> <li>• A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</li> <li>• B6194 Heyside / Water Street / Bullcote Lane junction improvements</li> <li>• Improvement to and/or provision of new local bus services and facilities</li> <li>• Vulcan Street – traffic calming measures</li> <li>• Active travel improvements including walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>• A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>• A640 Elizabethan Way / A640 Newhey Road / A6193 Sir Isaac Newton Way – junction improvements</li> </ul>

Allocation	Transport Intervention
	<ul style="list-style-type: none"> <li>A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane junction improvements</li> </ul>
<b>JPA13 Chew Brook Vale (Robert Fletcher)</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>Active travel improvements including improvement to walking and cycling routes</li> <li>Access road and bridge over Chew Brook</li> <li>A635 Holmfirth Road access – junction improvements</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>JPA14 Cowlshaw</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>A663 Shaw Road / A671 Oldham Road – junction improvements</li> <li>A663 Crompton Way / Rochdale Road / Beal Lane junction improvements</li> <li>Active travel improvements including upgrade of PRow to Low Crompton to Bee Network standard</li> </ul> <p><b>Supporting</b></p> <ul style="list-style-type: none"> <li>A627 (M) Junction 1 / A627 Chadderton Way / A663 Broadway – localised roundabout improvements</li> <li>A671 Rochdale Road / B6195 High Barn Street / A671 Oldham Road / B6195 Middleton</li> <li>Road junction improvements</li> </ul>
<b>JPA15 Land south of Coal Pit Lane (Ashton Road)</b>	<p><b>Necessary</b></p> <p>Coal Pit Lane / A627 Ashton Road – junction improvements including localised improvement of Coal Pit Lane</p> <p>Active travel improvements including pedestrian and cycle route between Coal Pit Lane / Ashton Road Junction and White Bank Road</p> <p><b>Supporting</b></p> <p>Rochdale-Oldham-Ashton Quality Bus Transit corridor</p>
<b>JPA16 South of Rosary Road</b>	<p><b>Necessary</b></p> <ul style="list-style-type: none"> <li>Active travel improvements including PRow connections to Bardsey Bridleway</li> <li>Minor traffic management improvements to address local highway concerns</li> </ul>

Allocation	Transport Intervention
	<b>Supporting</b> <ul style="list-style-type: none"> <li>Rochdale-Oldham-Ashton Quality Bus Transit corridor</li> </ul>

- 6.61. The interventions in Appendix D to support walking, wheeling and cycle movements and to facilitate access to high-quality public transport are to be considered as a starting point for developers to mitigate the impacts of allocations. The highway interventions in Appendix D should be considered by developers to mitigate the impact of allocations only once alternative options to manage down the traffic impacts of planned development have been considered as a first preference.
- 6.62. The evidence prepared to support PfE suggests that the “necessary” mitigation would be required to deliver the allocations in the scenario tested, and “supporting” mitigation are complementary measures that could further improve the accessibility and/or transport sustainability of the allocation. As a starting point, it would be beneficial to consider both necessary and supporting interventions through the Transport Assessment scenario testing.

#### *Future transport infrastructure support and the Oldham Local Plan*

- 6.63. PfE includes Policy JP-C8: Transport Requirements for New Development which states that *‘Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.’*
- 6.64. In doing so, consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D (shown in Table 3 above), as appropriate.
- 6.65. In addition to PfE, the Oldham Local Plan: Publication Plan also includes **Policy T1 – Delivering Oldham’s Transport Priorities**, sets out how the Local Plan will support the delivery of Oldham’s Transport Strategy. As part of this the Council will seek developer contributions, where appropriate, towards the provision or enhancement of highway, public transport and / or active travel schemes.

## Education and Skills

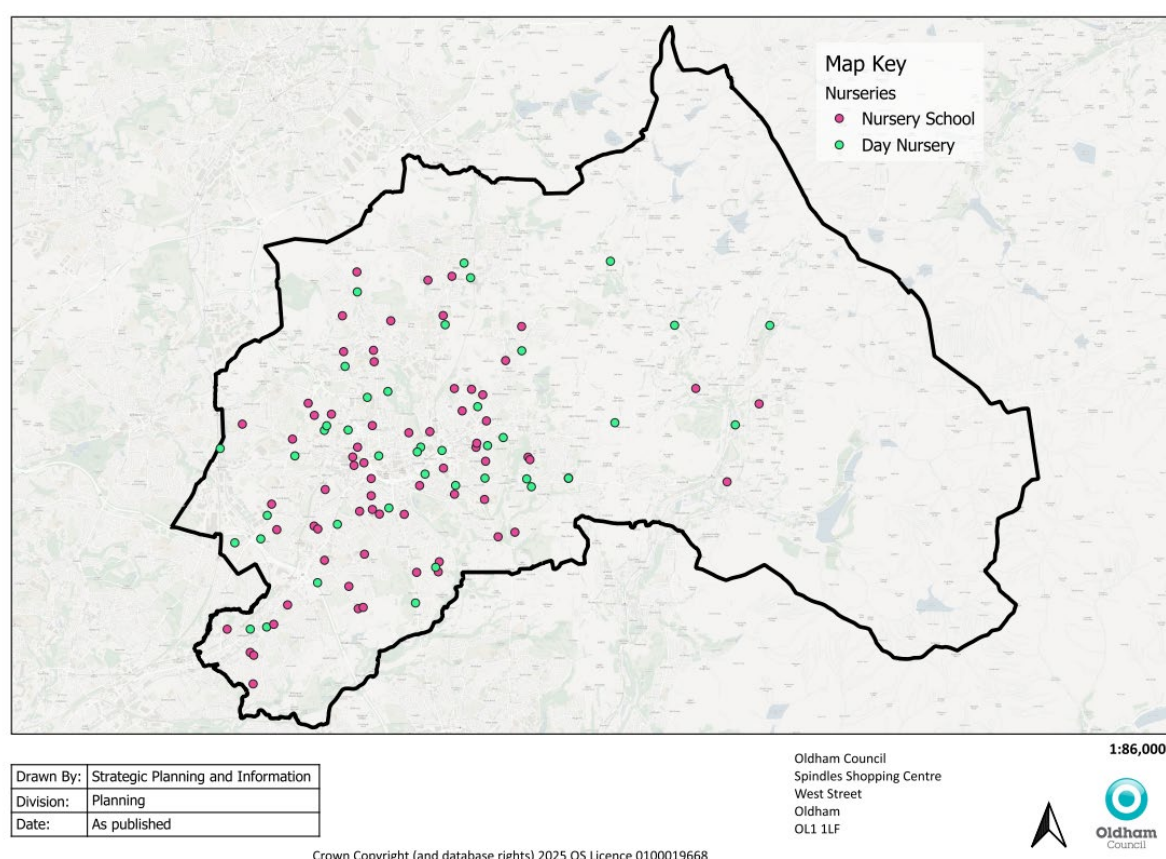
- 6.66. National policy requires local planning authorities to take a proactive, positive, and collaborative approach to ensure that there is a sufficient choice of school places available to meet the needs of existing and new communities.
- 6.67. The Council is committed to ensuring that all young people get the education they deserve and that there is a good school within reach of every child in the borough. This requires an assessment in collaboration with education partners of the current capacity of schools and their ability to cater for new growth together with determining where and how the additional capacity to support new growth should be provided. Information on existing and future provision is provided below.

### Early years

- 6.68. There is a variety of early years childcare and education provision across the borough, including school nurseries, day nurseries and child minders. A school nursery is educationally focused and has higher ratios and operate during the school day. A day nursery is independent, has NVQ qualified staff rather than qualified teachers and are open for longer hours.
- 6.69. To support access to early years education the Government provides a range of funding which is dependent on parents' or guardians' status. Figure 5 below shows the location of school and day nurseries across the borough.



Figure 5: School and day nurseries in Oldham



- 6.70. The Government increased the level of entitlement for childcare to 30 hours a week from September 2025 to provide additional support to working families. Early years provision in the borough therefore will need to respond to address this additional demand.

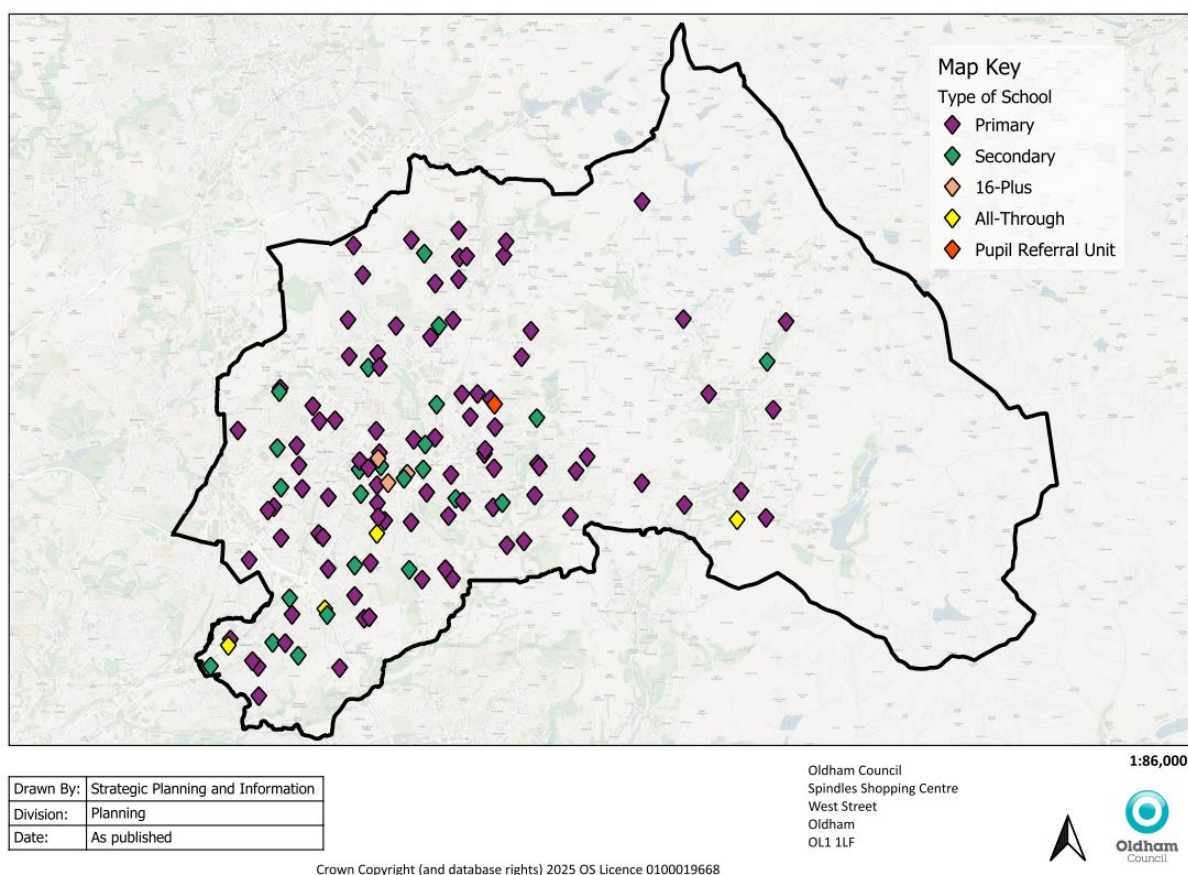
### Primary and Secondary education

- 6.71. The latest School Capacity<sup>34</sup> figures published (for the academic year 2023/24) show that there are 86 primary schools and 14 secondary schools in the borough.
- 6.72. The distribution of schools is shown in the map at Figure 6 below.

<sup>34</sup> Data on school capacity can be found at: <https://www.gov.uk/government/statistics/school-capacity-in-england-academic-year-2023-to-2024>



Figure 6: Primary and secondary schools in the borough



- 6.73. The Council has a statutory duty under the Education Act 1996 to ensure that there are sufficient school places available within the borough to meet the educational needs of the population. It is also responsible for ensuring that over and under supply of school places is managed and addressed effectively. This can be achieved through pupil forecasting that is produced using data trends on births, housing developments, admissions and inward and outward migration.
- 6.74. Birth rates are falling both locally and nationally. However, proposed housing developments as identified in PfE and the SHLAA and the pressure this growth will place on the borough, and particular areas within it, need to be considered in the planning for school places.
- 6.75. Primary schools generally see more demand in the early years of a development and secondary schools later on.

### Future Primary School provision

- 6.76. The latest School Capacity figures published (for the academic year 2023/24) show that out of the 86 primary schools in the borough, 20 (or 23%) are at or over capacity. 66 (or 77%) primary schools are identified as under-capacity. Data on the estimates of future primary school places needed to meet modelled demand over

the period 2024/25 to 2030/31 shows that spare places are estimated across all primary school years.

- 6.77. The potential demand generated by the borough's housing land supply is fed into the SCAP return. However, this still has its implication in forecasting the need for school places when looking beyond the first five years given the year-on-year fluctuations and changes that can take place, as well as the housing mix not always being known, especially for the potential housing sites identified in the longer-term.

## Future Secondary School Provision

- 6.78. The latest School Capacity figures published (for the academic year 2023/24) show that out of the 14 secondary schools in the borough, 3 (or 21%) are at or over capacity. 11 (or 79%) secondary schools are identified as under-capacity. The estimates of future secondary school places needed to meet modelled demand over the period 2024/25 to 2030/31 indicates that there are spare places across all years.

## Special Educational Needs

- 6.79. There are 8,926 children and young people in the borough with Special Educational Needs and Disabilities (SEND). At the time of the SEN2 return (January 2025) the local area maintained 3655 Education, health and Care Plans (EHCP), a 10.2% increase from 2024<sup>35</sup>.
- 6.80. For children and young people with SEND in the borough they may access mainstream or specialist provision depending on their individual circumstances and needs. Schools providing specialist SEND provision across the borough are:
- Kingfisher Special School (ages 2-11)
  - Hollinwood Academy (ages 4 -19)
  - New Bridge School (ages 11 – 19)
  - The Springboard Project (ages 14 – 19)
  - EdStart Specialist Independent School (Oldham) (ages KS3 – KS4)

## Post-16 Education

- 6.81. There are currently 9 secondary schools and colleges providing post-16 education in the borough. These are:
- Oldham Sixth Form College -
  - Oldham College -
  - The Blue Coat Church of England School
  - Crompton House Church of England Academy
  - North Chadderton School
  - Westwood High
  - Oldham Hulme Grammar School (independent)

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<sup>35</sup> Source - Oldham's Joint Strategic Needs Assessment available at:  
<https://www.jsnaoldham.co.uk/starting/send/>

6.82. The following schools and colleges provide post-16 SEND provision:

- Hollinwood Academy
- New Bridge School
- Future Finders Employability College

6.83. These colleges and schools offer a range of qualifications including the traditional academic qualifications of AS and A Levels as well as vocational type qualifications such as Apprenticeship, BTEC, 14-19 Diploma, HNC and NVQs on both full and part time attendance. There are also several other sixth form colleges in surrounding local authority areas that are accessible to Oldham based post-16 students.

6.84. University Campus Oldham is the higher education faculty of Oldham College. It offers degree level courses in partnership with University of Central Lancashire, University of Huddersfield, Sheffield Hallam University and The Open University, and which have been tailored to the needs of employers in Oldham, Greater Manchester and further afield.

6.85. In summary, forecasts show that currently there is capacity across primary and secondary school provision. The local planning authority and local education authority will continue to work collaboratively to ensure that future housing development and growth is considered as part of planning for school places. Collectively, the Council will continue to work with providers to expand and improve the provision of all types of education provision where additional infrastructure provision is required because of new housing development.

### Future education infrastructure support and the Oldham Local Plan

6.86. The Oldham Local Plan: Publication Plan includes two policies relating to provision of education across the borough.

6.87. Policy CO4 – Education and Skills, sets out how development proposals for early years, schools and post-16 facilities will be supported. Through this policy the Council will support improvements to the education and skills of the borough's population by working with a range of education partners, including the University Campus Oldham, Oldham College and Oldham Sixth-Form College and with developer contributions to facilitate the development of new and improved education facilities.

6.88. The Policy also sets out that where opportunities arise through new built development and change of use, the shared use of facilities by the local community will be encouraged. Enabling the shared use of facilities within schools can be an important and valuable resource for the local community, where this does not compromise the day-to-day use of the land or buildings. Through for example, allowing the use of playing fields, gym halls and classrooms by the local community during after-school hours.

- 6.89. Policy CO5 – Securing Educational Places through New-Residential Development, requires residential development of 10 dwellings or more to provide for new and/or improved education facilities where it would create or exacerbate a shortfall in the number of schools places. In such circumstances the Council will seek to secure new and/or improved education facilities and provision through S106 developer contribution. Such provision will typically involve making a financial contribution towards the expansion of an existing education facility in agreement with the local education authority. Where it is not practicable or desirable to meet the unmet demand through expanding capacity on-site provision may be required and the Council will negotiate with developers to secure the setting aside of land to accommodate the additional education provision.

## Health

- 6.90. Through creating Healthier Happier Lives, the Council aims to build a community where everyone has access to the care, support, and opportunities they need to live a good life. We are committed to tackling poverty, improving health and wellbeing, providing high-quality social care, and promoting lifelong education. Being resident focussed this also means providing support and care that is as close to, and connected with, homes and community as possible<sup>181</sup>. The health estate must be supported to develop and modernise, or be protected in line with integrated NHS strategies. Planning has a key role in helping to deliver these ambitions, through helping to secure quality and accessible health provision that meets the needs of our local communities.
- 6.91. The population of Oldham is 246,130 (2023 mid-year estimates)<sup>36</sup>, broken down as follows:
- 22.7% aged under 18
  - 61.4% aged 18 to 64
  - 15.9% aged 65 and over
- 6.92. Oldham has a relatively youthful population compared to the national average, with a higher proportion of residents aged under 18. However, in line with national trends, the population is ageing. Since 2001 there has been a steady increase in the older population alongside lower birth rates and increased life expectancy..
- 6.93. The population is projected to increase from around 248,000 in 2025 to around 254,000 in 2035, representing an increase of 2.4%<sup>37</sup>. Over this period it is forecast that the population aged:
- under 64 will increase by 0.3%
  - 65 to 84 will increase by 9.9%

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<sup>36</sup> Source - Oldham Joint Strategic Needs Assessment available at: <https://www.jsnaoldham.co.uk/profile/>

<sup>37</sup> Source - Oldham Joint Strategic Needs Assessment available at: <https://www.jsnaoldham.co.uk/profile/>

- over 85 will increase by 39.1%

6.94. The significant growth in the over-85 population will have a substantial impact on future demand for primary care, community health services, adult social care, urgent care and specialist services. This demographic change reinforces the importance of planning health infrastructure that supports care closer to home and reduces pressure on acute hospital services.

## Current provision

### *GP Practices*

6.95. Oldham has 33 GP practices, supported by a wide network of 13 health buildings located across Oldham providing modern accommodation for GP services, community health services, diagnostic clinics, outpatient services and key preventative health interventions.

6.96. Oldham Integrated Care Centre (ICC) is the borough's largest community health facility located in the centre of Oldham and provides:

- Urgent Treatment Centre services
- Same-day assessment and diagnostics
- Community health services
- Specialist outpatient clinics
- Primary care and diagnostics

6.97. Other anchor community health facilities include:

- Glodwick Health Centre
- Moorside Health Centre
- Oldham Integrated Care Centre (ICC)
- Royton Health and Wellbeing Centre
- Shaw and Crompton
- Werneth Primary Care Centre

### *Acute and mental health services estate provision*

6.98. There are two main providers of acute, community and mental health care in Oldham; Northern Care Alliance provides acute services located at Oldham Hospital along with community services across community and primary care estate and Pennine Care NHS Foundation Trust is the provider of mental health services.

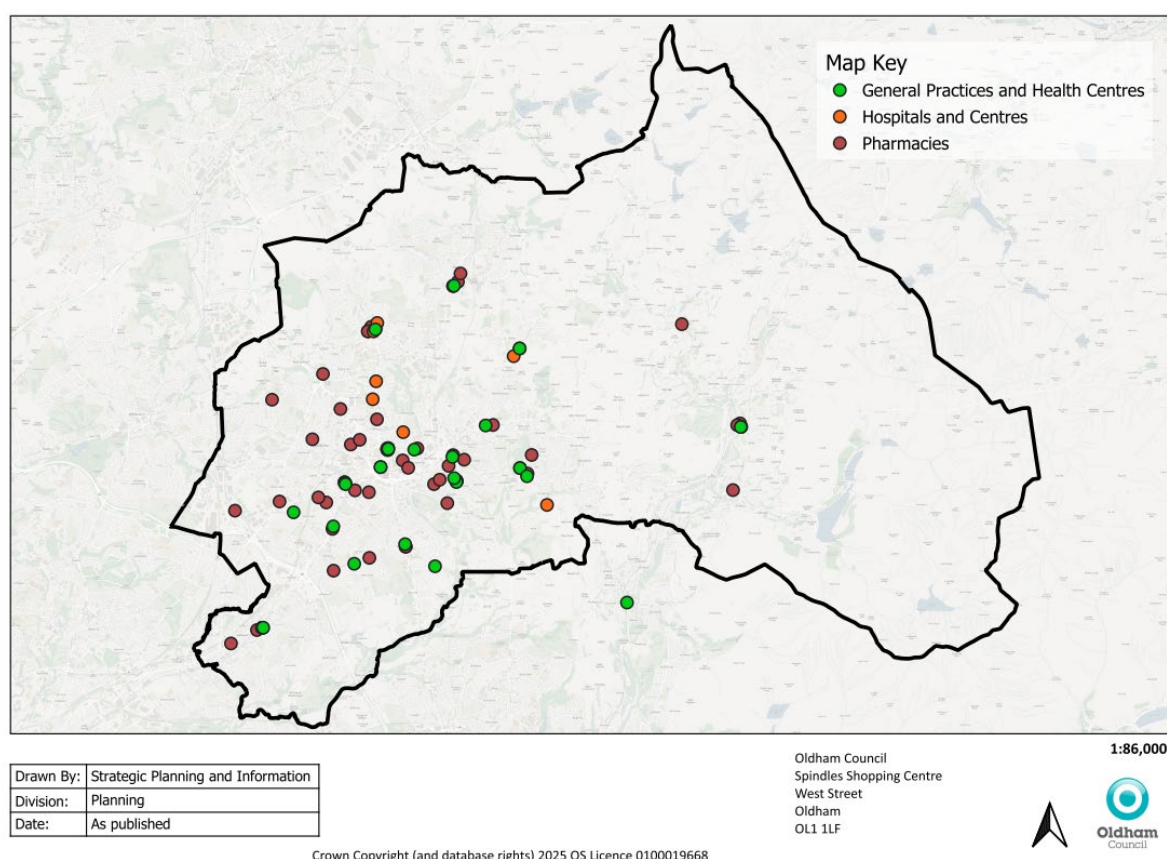
6.99. Royal Oldham Hospital, part of the Northern Care Alliance NHS Foundation Trust, provides acute services including Accident and Emergency, acute medicine, surgery and specialist diagnostics. The hospital is currently undergoing a major redevelopment programme, including new clinical wards and aseptic units, as part of the Northern Care Alliance's long-term modernisation and safety programme. This



investment is designed to improve capacity, quality and resilience of acute services while supporting wider transformation across the whole health system.

6.100. The distribution of health facilities across the borough is shown in the map at Figure 7 below.

*Figure 7: Health facilities across the borough*



## Future provision

### *Health Strategy and Future Provision*

6.101. Health outcomes in Oldham are influenced by a wide range of social, economic and environmental factors including housing, employment, transport, education, green space and community networks. To address this, Oldham and its partners adopt a whole system approach to health and wellbeing, recognising that improving health requires coordinated action across multiple sectors.

6.102. The [Oldham Health and Wellbeing Strategy 2022–2030](#)<sup>38</sup> sets the overarching local priorities for improving health outcomes. These are:

- Supporting residents to make informed choices about their own health
- Giving children the best start in life

<sup>38</sup> The Oldham Health and Wellbeing Strategy can be found at: [https://www.jsnaoldham.co.uk/cms-data/depot/profile-depot/HealthAndWellbeingStrategy\\_Approved210323.pdf](https://www.jsnaoldham.co.uk/cms-data/depot/profile-depot/HealthAndWellbeingStrategy_Approved210323.pdf)

- Improving mental wellbeing and mental health
- Reducing smoking rates
- Increasing physical activity

6.103. These priorities align closely with the [NHS 10 Year Plan](#)<sup>39</sup> three radical shifts; hospital to community, analogue to digital and sickness to prevention. These are the core components of the new care model. From a planning and infrastructure perspective, this means:

- Greater emphasis on community health facilities rather than acute expansion
- Increased demand for neighbourhood hubs and integrated health and wellbeing buildings
- Growing importance of co-located services including GP, diagnostics, mental health, social care and voluntary sector provision
- The need to maximise use of existing health estate before new build is considered

### *Strategic Estates Governance and Delivery*

6.104. Health infrastructure planning and estate optimisation in Oldham is led through the Oldham Strategic Estates Group (SEG). The SEG is the principal partnership forum responsible for coordinating the planning, investment, delivery and optimisation of the health estate across the borough.

6.105. The Strategic Estates Group brings together:

- Oldham Council (Corporate Property, Planning, Housing and Public Health)
- NHS Greater Manchester Integrated Care Board (Oldham locality)
- Northern Care Alliance NHS Foundation Trust
- Pennine Care NHS Foundation Trust
- Community Health Partnerships (LIFTCo)
- NHS Property Services
- Greater Manchester Combined Authority
- First Choice Homes
- Community and development partners

6.106. The SEG provides a single, system-wide strategic view of the health estate and acts as the main decision-making and assurance body for health infrastructure matters in Oldham. Its core functions include:

- Setting strategic priorities for the health and local estate
- Supporting the delivery of the NHS 10 Year Plan and GM 'Left Shift' programme
- Aligning health estate planning with housing growth and regeneration
- Reducing void space

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<sup>39</sup> The 10 Year Health Plan for England: fit for the future can be found at: <https://www.ov.uk/government/publications/10-year-health-plan-for-england-fit-for-the-future>

- Maximising utilisation of existing buildings
- Coordinating capital investment programmes
- Overseeing feasibility studies and business case development
- Ensuring estate investment is directly linked to population need

6.107. Through the SEG, partners collectively oversee key strategic programmes including:

- Optimisation of the LIFT estate
- The redevelopment of Royal Oldham Hospital
- Delivery of neighbourhood health hubs
- The future health estate pipelines for Chadderton Town and Saddleworth
- The reduction of system-wide GP and community estate debt and void costs

6.108. The SEG therefore acts as the overarching place-based governance mechanism through which all major health estate priorities and investment decisions are progressed in Oldham.

#### *Future Health Infrastructure and Priority Areas*

6.109. Future health infrastructure in Oldham is focused on:

- Supporting care closer to home
- Delivering integrated neighbourhood services
- Reducing reliance on the acute hospital estate
- Aligning health infrastructure with major housing growth and regeneration areas

6.110. Two key capital priorities have been identified as priority for investment – Chadderton Centre and Saddleworth.

6.111. The Council will continue to work closely with NHS partners, the Integrated Care Board, LIFTCo, CHP and NHS Property Services to ensure that appropriate health infrastructure is delivered in line with new housing development.

6.112. Where new development generates additional demand for health services, the Council will work collaboratively with health partners to:

- Identify infrastructure requirements
- Assess the capacity of existing provision
- Secure appropriate mitigation through Section 106 and other funding mechanisms
- Align health investment priorities through the Strategic Estates Group

6.113. In addition to the Oldham Local Plan and the IDP health infrastructure delivery will be guided by:

- The NHS 10 Year Plan



- The [Greater Manchester Integrated Care Partnership Strategy](https://gmintegratedcare.org.uk/greatermanchester-icp/icp-strategy/)<sup>40</sup>
- The Oldham Health and Wellbeing Strategy

6.114. This will ensure that health estate investment is coordinated, evidence-led and aligned to population need and growth across the borough.

### Future health infrastructure support and the Oldham Local Plan

6.115. As stated above the Council will continue to work with providers to expand and improve the provision of all types of health provision where additional infrastructure provision is required because of new housing development.

6.116. Oldham Local Plan: Publication Plan Policy CO6 – New Development and Health sets out how we will support proposals for new health facilities and consider proposals for the loss of a healthcare facility.

6.117. PfE Policy JP-P6: Health requires the submission of a Health Impact Assessment for all developments screened for an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing. Policy CO6 further supports this by setting out what factors a HIA would be required to consider where relevant.

6.118. In addition to the above, Policy CO6 also sets out that where the demand resulting from a residential development (of 10 dwellings and above) will create or exacerbate a shortfall in health provision the Council will seek the provision of new or improved health facilities to address the unmet need generated by the development, as appropriate.

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<sup>40</sup> The Greater Manchester Integrated Care Partnership Strategy can be found at: <https://gmintegratedcare.org.uk/greatermanchester-icp/icp-strategy/>

## Community, Youth & Leisure Facilities

- 6.119. There are a variety of cultural and community facilities within the borough including community centres and halls, libraries, event spaces, theatres and galleries. All of which are important for bringing communities together, enhancing life experiences and helping people nurture their talents.

### Community Centres and Family Hubs

- 6.120. There are numerous of community centres and facilities across the Borough that support different groups and individuals. Many are in charitable, voluntary ownership or attached to churches, mosques, and other religious buildings. It is recognised that these facilities bring added value to residents' lives.

- 6.121. The Family Hubs<sup>41</sup> are a one stop shop for all services that relate to families and children and provide a welcoming space to make it easier for families to access the support they need. As part of our 'Whole-System Approach' these provide help and support, ranging from maternity appointments and health visitor contacts, to stay and play activities and breastfeeding support – you can access face-to-face support in our Family Hubs across Oldham. In total there will be seven Family Hubs spread across the borough:

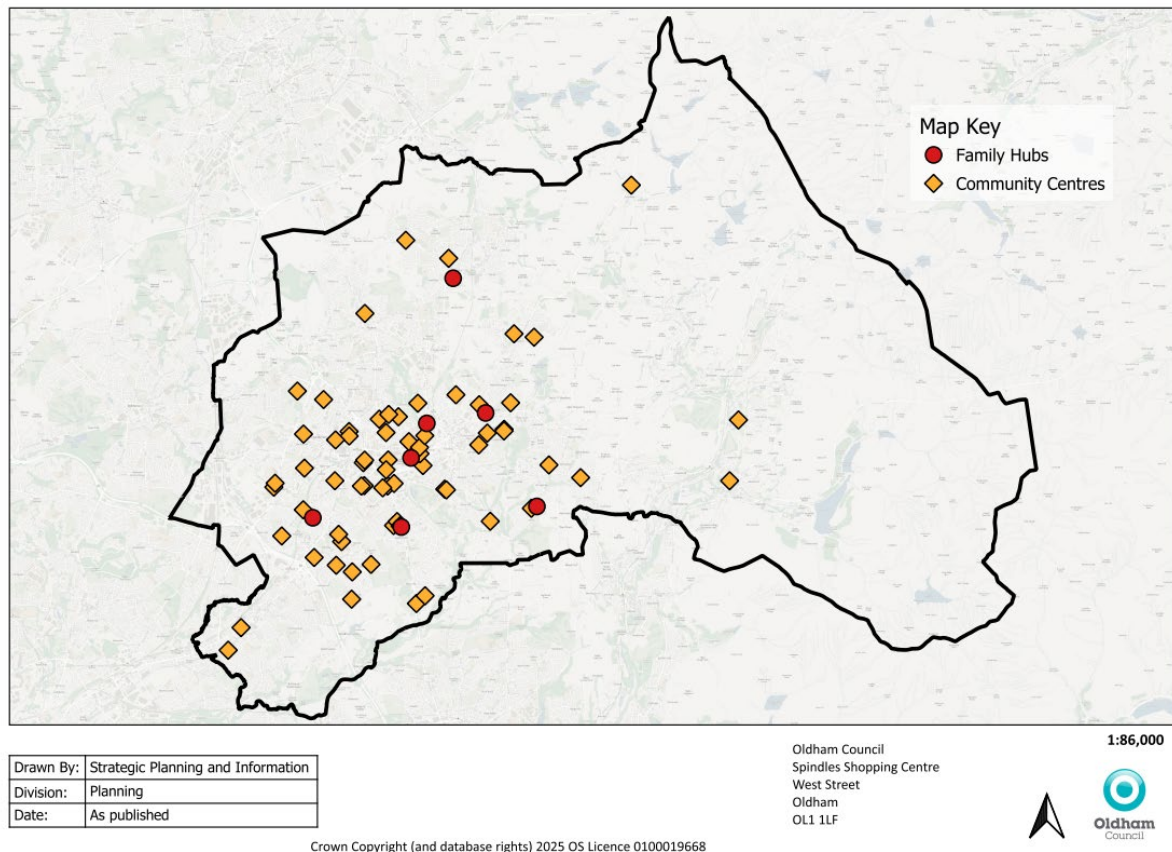
- Alexandra Family Hub
- Beever Family Hub
- Medlock Vale Family Hub
- Oldham Library Family Hub
- Shaw Family Hub
- Spring Meadows Family Hub
- Stanley Road Family Hub

- 6.122. The distribution of family hubs and community centres across the borough is shown in the map at Figure 8 below.

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<sup>41</sup> Information on Oldham Family Hubs can be found at: <https://familyhubs.oldham.gov.uk/>

Figure 8: Community Centres and Family Hubs in Oldham



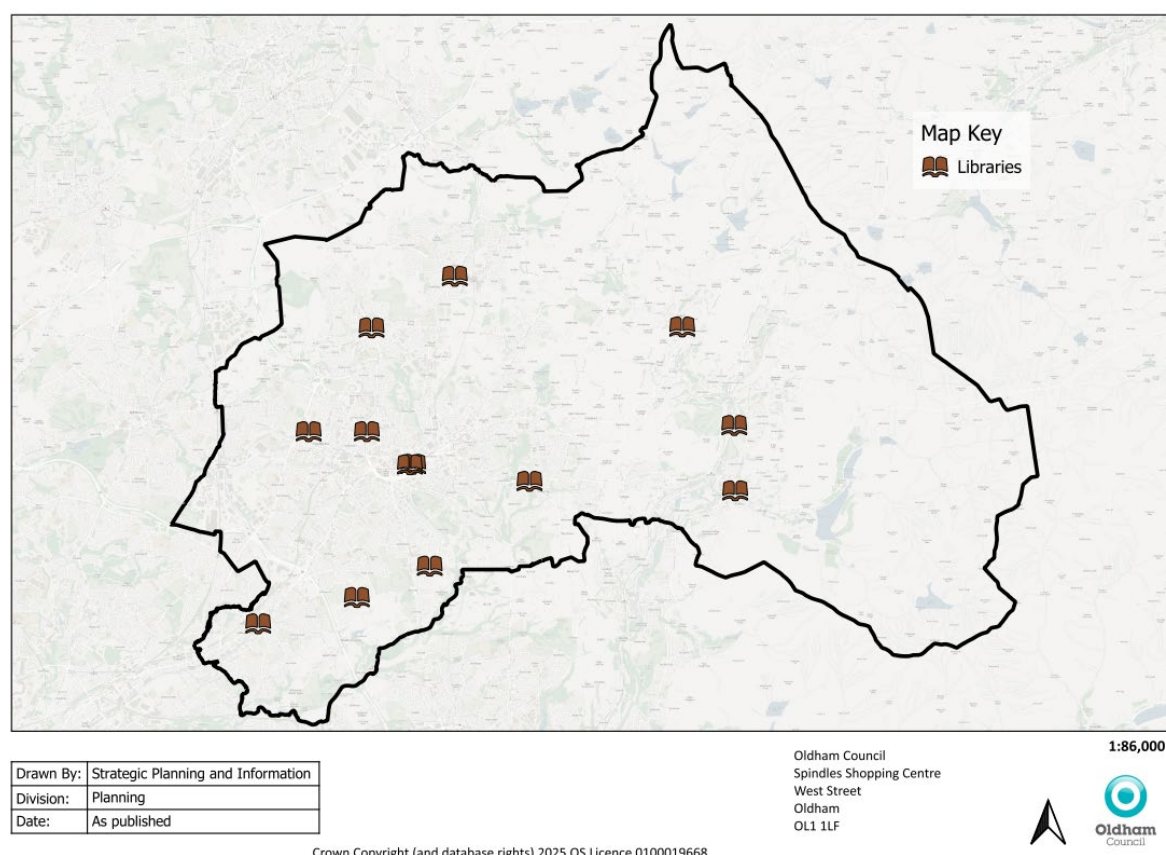
## Libraries

6.123. There are currently 12 libraries across the borough, as shown in Figure 9 below. These provide a range of services, including:

- Books and media
- Information services and access to official records and local history resources
- Tourist information
- Digital and online support, including free access to Wi-Fi and public computers
- Opportunities for community events / groups and learning

6.124. There are also four Lifelong Learning Centres at Werneth Park, Oldham Library, Oakbank, and Turf Lane.

Figure 9: Libraries in Oldham



## Cultural facilities (event spaces, theatres, galleries and museums)

- 6.125. The [Oldham Cultural Strategy 2022 - 2030](#)<sup>42</sup> sets out how we can use culture to bring residents of all ages and backgrounds together to help and support them to lead more creative, healthy, happy and prosperous lives. It focuses on two main aspects:
- 6.126. Strengthening and extending partnerships with education and training providers and the creative industries across the region, to create better pathways and progression for talent and career development.
- 6.127. Making the most of our existing buildings, facilities, and indoor and outdoor spaces to create a calendar of gigs, exhibitions and performances.
- 6.128. Information on the borough's cultural offer can be found on the Council's Heritage, Libraries and Art website<sup>43</sup>.

<sup>42</sup> The Oldham Cultural Strategy 2022-2030 can be found at: [https://www.oldham.gov.uk/info/100009/leisure\\_and\\_culture/2817/oldham\\_cultural\\_strategy\\_2022\\_-\\_2030](https://www.oldham.gov.uk/info/100009/leisure_and_culture/2817/oldham_cultural_strategy_2022_-_2030)

<sup>43</sup> The Council's Heritage, Libraries and Art website can be found at: <https://hla.oldham.gov.uk/>

6.129. Existing cultural facilities include:

- Gallery Oldham;
- Oldham Theatre Workshop;
- Oldham Coliseum;
- Oldham Archives
- the new Loom events space; and
- the Theatre Space at Oldham Library.

#### Future community, youth and leisure facilities infrastructure support and the Oldham Local Plan

6.130. Community facilities within the borough provide for the health and wellbeing, social, educational, spiritual, recreational and leisure and cultural needs of the community. Some serve a local community (e.g., post office), while others serve a wider area. These facilities and services help create supportive communities by meeting day to day needs of residents and businesses.

6.131. Oldham Local Plan: Publication Plan Policy CO3 – Community Facilities, sets out how the Council will support development proposals for new and improved community facilities. It also sets out the circumstances in which the loss of such facilities will be supported. The purpose of this policy is to allow for new community facilities and services in sustainable locations and to prevent the premature loss of important local facilities where their continued use is considered to remain a reasonable prospect.

## Emergency Services

### Police

- 6.132. Policing in Oldham is provided by Greater Manchester Police with the main police station located in Oldham Town Centre.

### Fire Services

- 6.133. Fire and rescue services in Oldham are provided by Greater Manchester Fire and Rescue Services, who have three fire stations in the borough, at Oldham Community Fire Station, Hollins Fire Station and Chadderton Fire Station.

### Ambulance

- 6.134. Ambulance services in Oldham are provided by the North-West Ambulance Service NHS Trust. There are two ambulance stations in Oldham based at Crofton Street and Royal Oldham Hospital.

### Future emergency service infrastructure support and the Oldham Local Plan

- 6.135. The Council will work our emergency services partners with the regards to future provision and development proposals.

## Green Infrastructure & Open Space, Sport and Recreation

### Green Infrastructure

- 6.136. Our [Green Infrastructure Strategy](#)<sup>44</sup> sets out that by 2037 the borough will be a carbon neutral exemplar with a Green Infrastructure (GI) network which brings multiple benefits to people, wildlife and neighbourhoods. Over 75% of Oldham borough is GI. It is an extensive resource that has multiple benefits which we need to manage more effectively to better respond to the needs of people and nature and ensure our borough is resilient to the changing climate.
- 6.137. The Strategy sets out seven priority themes with place-based opportunities identified for each as set out in Table 4 below, these will guide the protection, enhancement, creation and maintenance of GI across the borough until 2037.

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<sup>44</sup> The Oldham Green Infrastructure Strategy (2022) can be found at:  
[https://www.oldham.gov.uk/downloads/download/2183/oldham\\_green\\_infrastructure\\_strategy](https://www.oldham.gov.uk/downloads/download/2183/oldham_green_infrastructure_strategy)



*Table 4: Green Infrastructure place-based opportunities by priority theme*

Priority Theme	Place-based Opportunities
<b>Thriving Wildlife</b>	Our scattered core biodiversity areas can be joined up by increasing tree canopy cover, establishing meadows and wetlands or managing open spaces with biodiversity as an objective. Key corridors and 'stepping stones' could be enhanced along our main river valleys; the Medlock, the Beal and the Tame. New developments will help fund biodiversity net gain and in the countryside areas, habitats can be created and enhanced by landowners.
<b>Carbon Neutral Oldham</b>	The council aims to be carbon neutral by 2025; and hopes the borough will be carbon neutral by 2030. GI will contribute to these targets. Wetlands, woodlands and semi-natural grasslands are effective at storing and sequestering carbon. We recommend the protection of peat habitats in the uplands and encouraging sustainable agricultural land uses elsewhere. The Bee Network map highlights active travel routes which reduce the need for local car journeys.
<b>Healthy and Active Communities</b>	The borough has many types of open space including allotments, amenity space, parks and gardens and play space. Over 50% are already 'good' quality or better. The GI Strategy and Oldham's Open Space Assessment set a target that all open spaces are brought up to at least 'good' quality.
<b>Green Access for All</b>	Many houses in Oldham's central wards have no private garden. Nearly a third of Oldham's population are classed by the NHS as "inactive" i.e. doing less than 30 minutes of activity per week. The GI Strategy highlights potential active travel routes to the borough's open spaces and recommends a 'whole system approach' to increase participation in physical activity.
<b>Distinctive Landscapes</b>	Oldham has a unique landscape being at the edge of the Pennine range. The valley systems, variation in landform and many long-range views contribute to our quality of life and attract visitors. GMCA has an ambition to plant one million trees by 2024, of which 100,000 trees could be planted in Oldham. Our GI Strategy also recommends that most of the borough's wards should have at least 20% tree canopy cover (except on precious peat habitats).
<b>Slowing the Flow and Water Quality</b>	Four of Greater Manchester's rivers find their source in Oldham: the Beal, Tame, Medlock and Irk. They are all prone to flooding, particularly downstream in neighbouring local authorities. SuDS and natural flood management can mitigate some of flood risks. Parts of Royton, Shaw, River Tame, Lees and Oldham town centre are identified for critical drainage management.
<b>Sustainable Growth and Green Jobs</b>	'Green New Deal' is Oldham's strategy for carbon neutrality and development of the green technology sector (GTS). Oldham's GI can help deliver green jobs through inbound tourism, keeping the borough's reputation for being at the forefront of cutting-edge environmental technologies, and ensuring workers and residents are 'carbon literate' and actively engaged in delivering environmental change.

6.138. Table 4 summarises the place-based opportunities where investment in multi-functional GI can deliver the greatest benefit for society and nature. These have



been fed into the [Greater Manchester Local Nature Recovery Strategy](#)<sup>45</sup> (LNRS). Figures 10 to 14 show these by district.

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<sup>45</sup> The Greater Manchester Local Nature Recovery Strategy (2025) can be found at:  
<https://www.greatermanchester-ca.gov.uk/what-we-do/environment/natural-environment/our-plan-for-nature-recovery/what-does-our-plan-for-nature-cover/>

Figure 10: Place-based GI opportunities in the North District

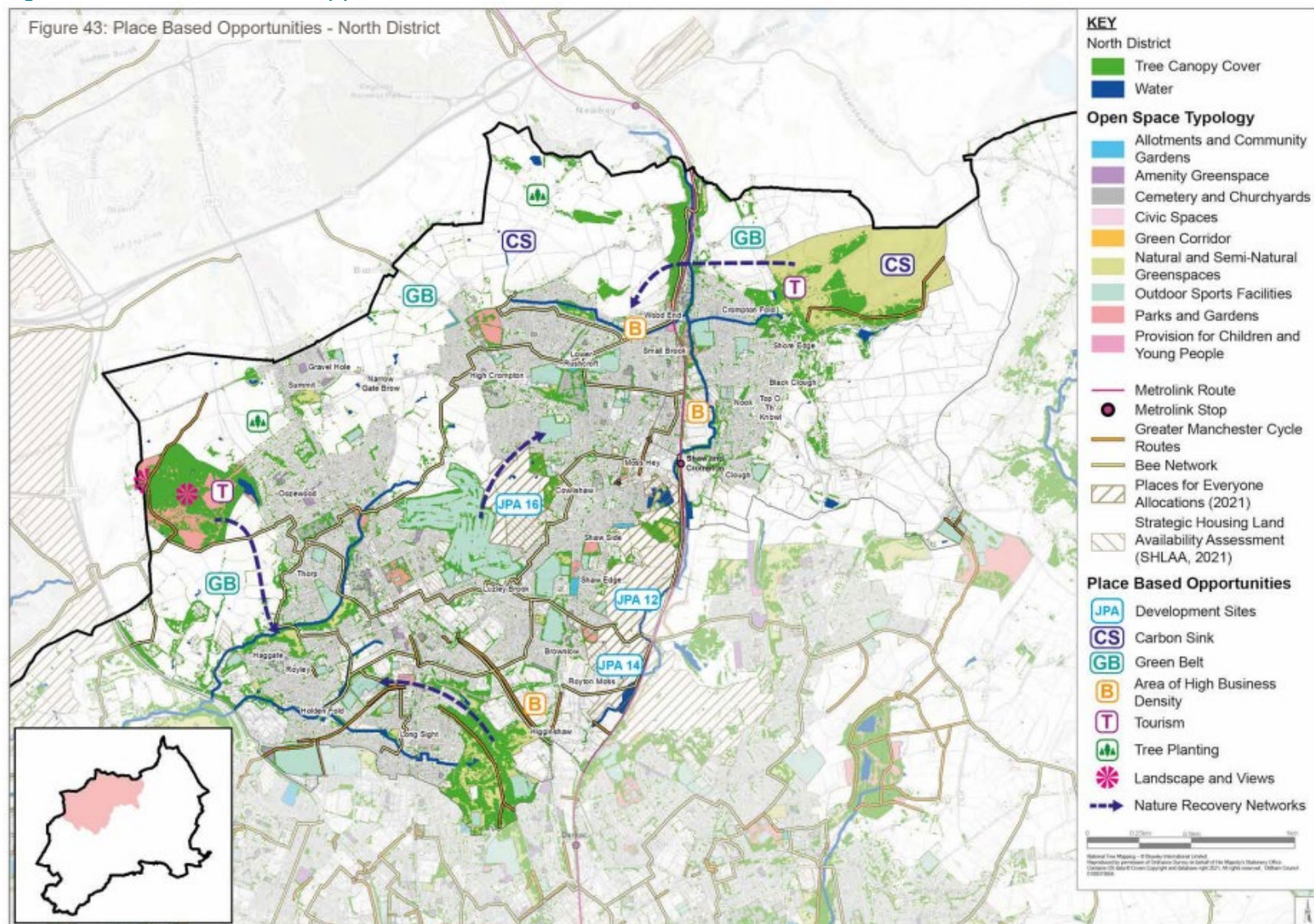




Figure11: Place-based GI opportunities in the East District

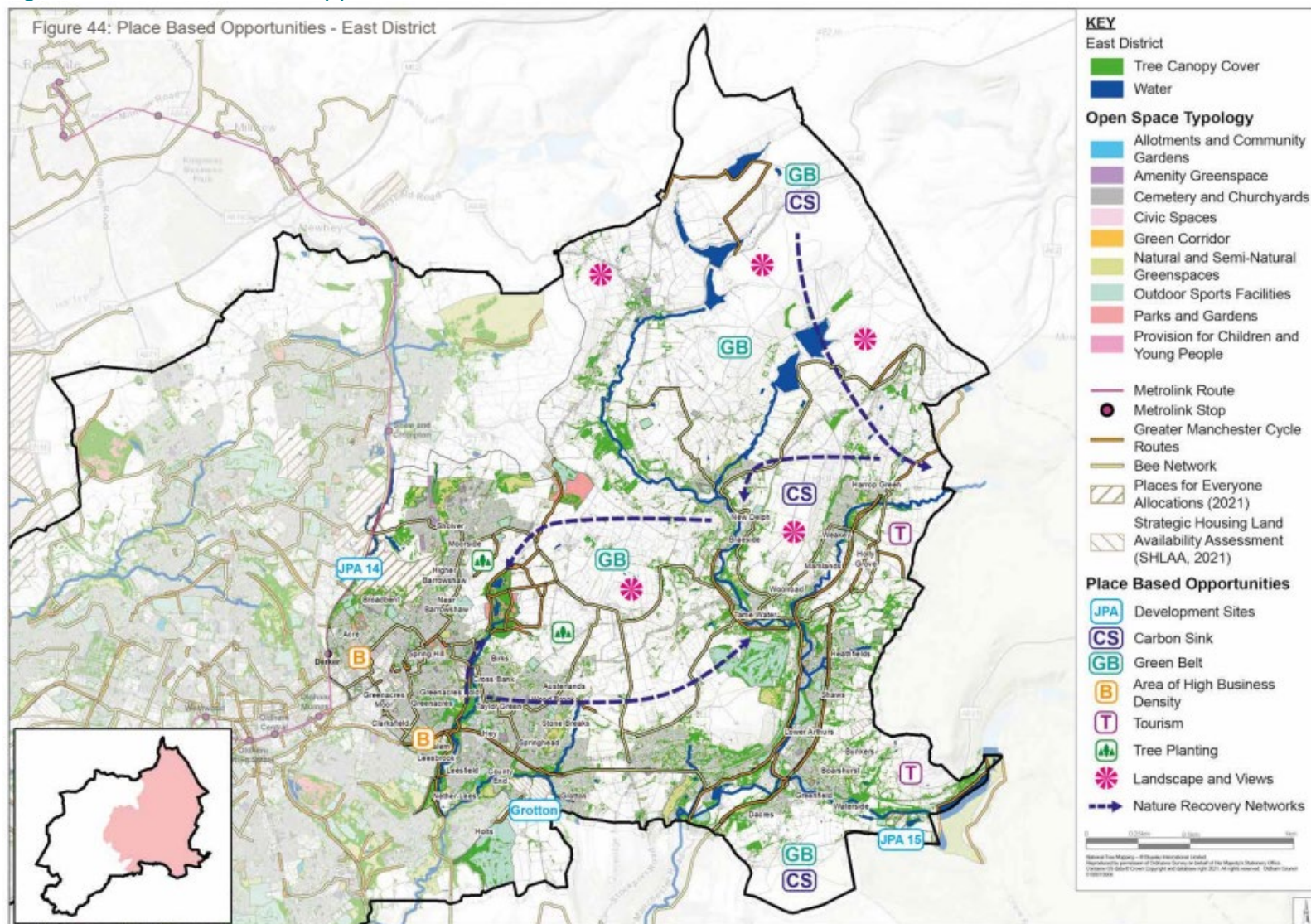




Figure 12: Place-based GI opportunities in Central District

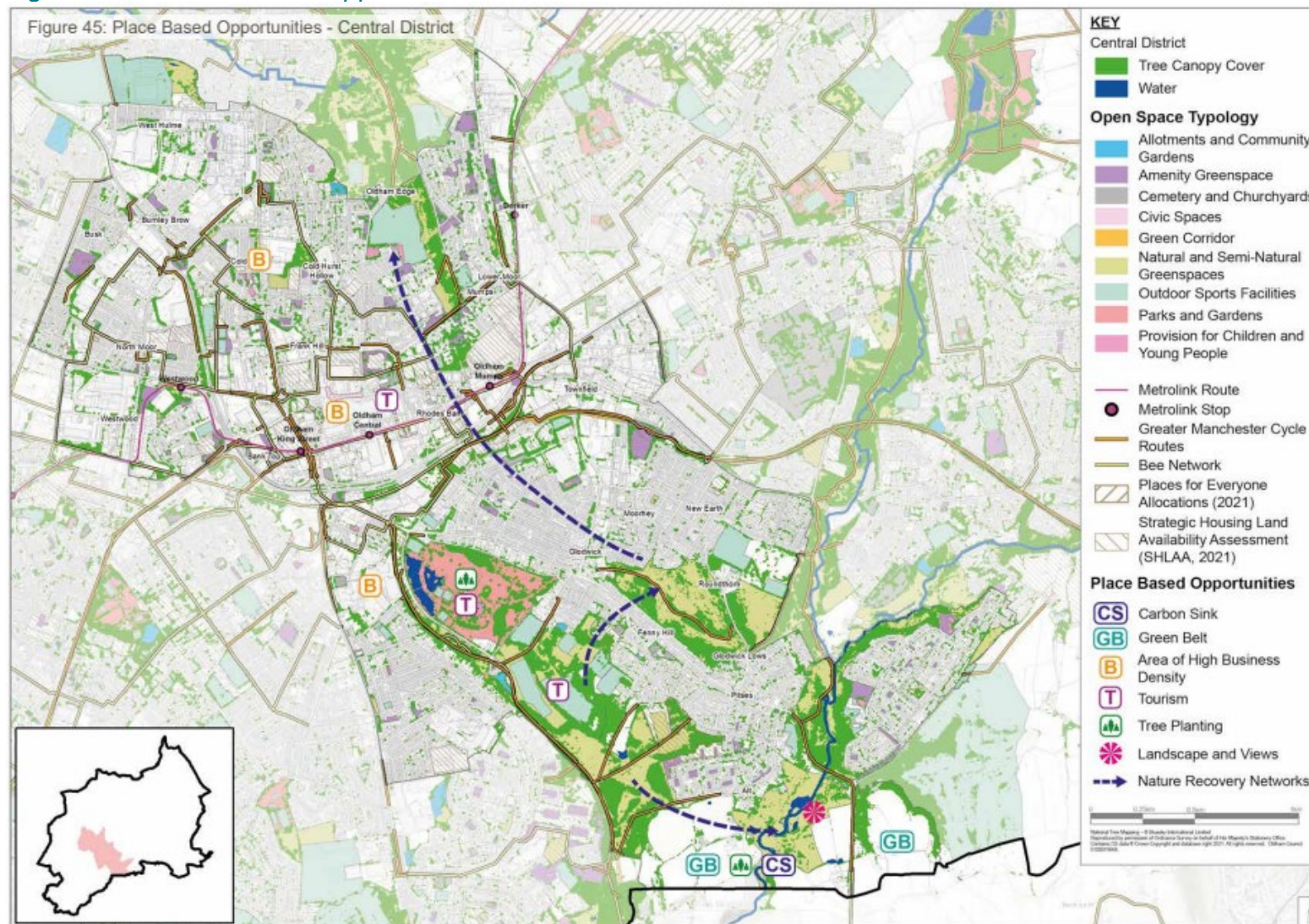




Figure 13: Place-based GI opportunities in the South District

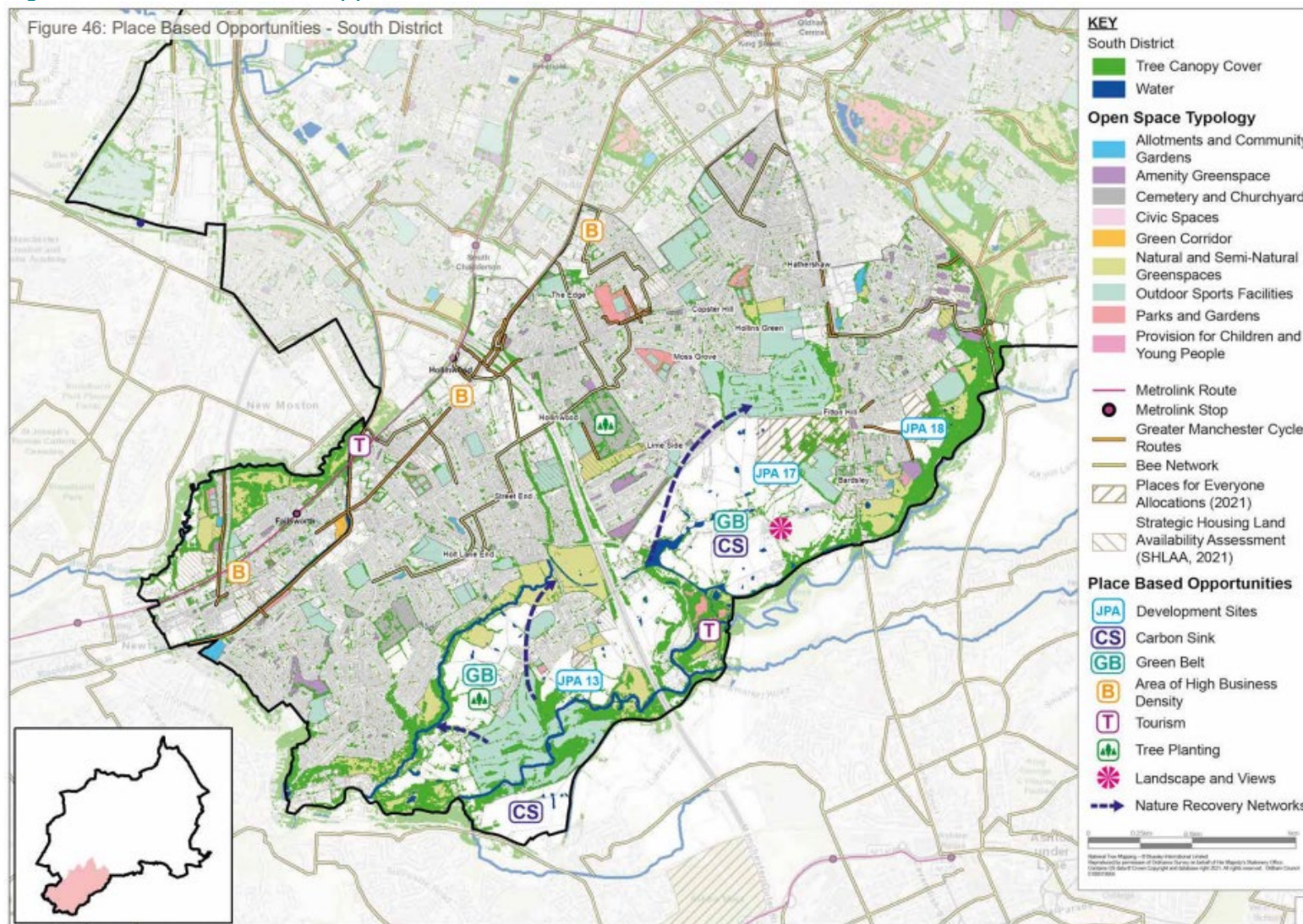




Figure 47: Place Based Opportunities - West District

**KEY**

West District

- Tree Canopy Cover
- Water

**Open Space Typology**

- Allotments and Community Gardens
- Amenity Greenspace
- Cemetery and Churchyards
- Civic Spaces
- Green Corridor
- Natural and Semi-Natural Greenspaces
- Outdoor Sports Facilities
- Parks and Gardens
- Provision for Children and Young People

Metrolink Route

Metrolink Stop

Greater Manchester Cycle Routes

Bee Network

Places for Everyone Allocations (2021)

Strategic Housing Land Availability Assessment (SHLAA, 2021)

**Place Based Opportunities**

- JPA Development Sites
- CS Carbon Sink
- GB Green Belt
- B Area of High Business Density
- T Tourism
- Tree Planting
- Landscape and Views
- Nature Recovery Networks

## Open Space, Sport and Recreation Provision

- 6.139. Open space is an important part of the borough's green infrastructure network. It has a key role to play in the protection of the environment, enhancing the biodiversity of the borough and mitigating against climate change. Access to quality open space is essential to the health and well-being of communities, enabling increased physical activity, opportunities for social interaction and inclusion and contributing to improved mental health.
- 6.140. The Council's [Open Space Study](#)<sup>46</sup> (2022) and [Playing Pitch and Outdoor Sports Strategy](#)<sup>47</sup> (PPOSS) (2025) provide key evidence of local needs. Summaries of the Open Space Study and PPOSS can also be found in the Communities Topic Paper prepared to support the Oldham Local Plan: Publication Plan.
- 6.141. The Open Space Study identified that there were 1,159 open space sites with a total area of 1,578 hectares (ha) within the borough (see Table A – Appendix 1). The current population of Oldham is estimated at 238,984 people (as of 2021), as such the amount of open space equates to 6.61ha per 1,000 population. In 2037, Oldham's population is projected to increase to 254,829 people. Natural and semi-natural open space accounts for most of the boroughs open space provision - 42.33% of the total open space provision – whilst provision for children and young people accounts for the least – 0.74% of the total open space provision. The value and quality findings of the Open Space Study are also shown in Appendix 1.
- 6.142. Figure 15 shows the distribution of existing open space, sport and recreation provision across the borough.

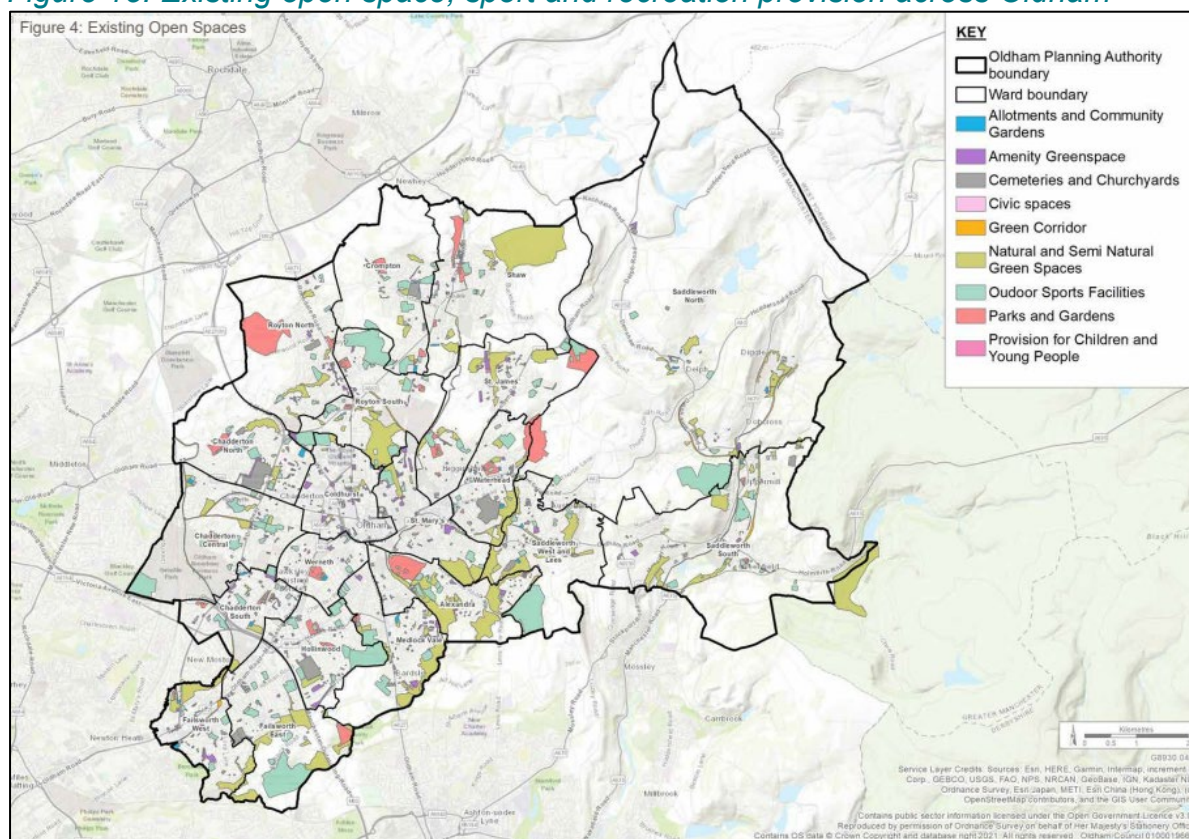
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<sup>46</sup> The Oldham Open Space Study (2022) can be found at:  
[https://www.oldham.gov.uk/downloads/download/2184/open\\_space\\_study\\_documents\\_2022](https://www.oldham.gov.uk/downloads/download/2184/open_space_study_documents_2022)

<sup>47</sup> The Oldham Playing Pitch and Outdoor Sports Strategy (2025) can be found at:  
[https://www.oldham.gov.uk/info/201236/evidence/3270/playing\\_pitch\\_and\\_outdoor\\_sports\\_strategy\\_2025](https://www.oldham.gov.uk/info/201236/evidence/3270/playing_pitch_and_outdoor_sports_strategy_2025)



Figure 15: Existing open space, sport and recreation provision across Oldham



6.143. The PPOSS provides a more in-depth assessment of the borough's pitches and outdoor sports sites, identifies the current and future needs for particular sports and sets out an Action Plan for future investment and improvement.

6.144. The main findings from the supply and demand assessment are that:

- There are shortfalls for sports played on natural turf grass pitches (football, rugby, cricket).
- There is a clear need to protect all existing playing pitch provision, in line with planning policy.
- Demand is being met in the main for non-turf/ pitch sports (e.g. tennis, bowls, netball, athletics). However, this does not equate to a surplus of provision - any spare capacity should be considered as a solution to overcome identified shortfalls.
- Most of the identified grass pitch shortfalls can be met by better utilising current provision - improving quality, additional sports lighting, improving ancillary facilities, increasing match play on 3G pitches, and enabling access to existing unused provision (e.g. unavailable school sites).
- This means that new grass pitches are not generally required, although such a need will increase if other methods of reducing deficits are not possible.
- Despite this, there is a clear quantified shortfall of 3G pitches (mainly for training) that can only be rectified through the installation of new facilities. This could also alleviate turf pitch issues.

- 6.145. The Assessment findings underpin the Strategy and [Action Plan](#)<sup>48</sup> documents.
- 6.146. The Strategy and Action Plan provide a clear, strategic framework for the maintenance and improvement of existing playing pitch and accompanying ancillary facilities up to 2041 (in line with the Local Plan review). It has been developed to provide:
- Evidence of supply and demand of playing pitch and outdoor sports provision;
  - A vision for the future improvement and prioritisation of playing pitches and outdoor sports facilities;
  - Aims to help deliver the recommendations and actions – based around the notions of ‘protect’, ‘enhance’ and ‘provide’;
  - A series of strategic recommendations which provide a framework for the improvement, maintenance, development and, as appropriate, rationalisation of the playing pitch and outdoor sport facility stock;
  - A series of sport-by-sport recommendations which provide a strategic framework for sport led improvements to provision; and
  - A prioritised area-by-area Action Plan to address key issues on a site-by-site basis.
- 6.147. The site-by-site action plan seeks to address key issues identified in the Supply and Demand Assessment and Strategy. It provides actions based on current levels of usage, quality and future demand, as well as the potential of each site for enhancement. It is organised by Analysis Area (North, South, East, West and Central) and includes information on expected timescales, costs, partners, priority etc. Each action is linked to one or more of the Strategy Aims (protect, enhance, provide) and Strategic Recommendations.

### Future GI, open space, sport and recreation infrastructure support and the Oldham Local Plan

- 6.148. The Oldham Local Plan: Publication Plan includes several policies that will support the delivery of GI and open space related infrastructure.
- 6.149. **Policy N3 - Enhancing Green Infrastructure through Development**, sets out that new development is expected to make an appropriate contribution to addressing local needs and opportunities for Green Infrastructure provision by retaining, enhancing and creating green spaces and corridors. Developments for 20 homes or more, or non-residential development of 1,000m<sup>2</sup> or more, will be required, where appropriate, to:

*‘Enhance the landscape setting of the site by improving the character, appearance and condition of access corridors into the site, gateways, settlement edges and landscape features, including historic environment assets;*

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<sup>48</sup> The PPOSS Action Plan can be found at:  
[https://www.oldham.gov.uk/downloads/file/8144/oldham\\_pposs\\_action\\_plan](https://www.oldham.gov.uk/downloads/file/8144/oldham_pposs_action_plan)

*Enhance pedestrian and cycle connectivity between residential areas, town centres, schools and workplaces, outdoor sports, tourism and recreational facilities, public transport services and the countryside around the site; and  
Facilitate for the production of food (e.g. allotments and community gardens) within residential or mixed-use developments.'*

- 6.150. Policy CO2 – New and Improved Open Space, Sport and Recreation Provision, sets out how the Council will support the enhancement of existing, and the creation of new, open space, sport and recreation provision in the borough. The policy requires residential developments of 10 homes and above to provide sufficient public open space, sport or recreation provision onsite. Where it is not possible to provide onsite, a financial contribution towards new or enhanced existing offsite public open space, sport or recreation provision will be sought.
- 6.151. Policy CO4 – Education and Skills, also states that where opportunities arise through new built development and change of use, the shared use of facilities by the local community will be encouraged through planning conditions or planning obligations as appropriate and where such usage can be accommodated without compromising the quality and accessibility for new and/or existing users. Recognising that enabling the shared use of facilities within schools can be an important and valuable resource for the local community, where this does not compromise the day-to-day use of the land or buildings. Through for example, allowing the use of playing fields, gym halls and classrooms by the local community during after-school hours.

## Utilities

### Water and sewerage

- 6.152. United Utilities is responsible for clean water and wastewater infrastructure in Oldham Borough. As well as a large network of water service pipes and wastewater pipes and sewers that support residential and business users, they also have reservoirs and wastewater treatment plants assets in the borough. These include the Oldham Wastewater Treatment Works and Saddleworth Wastewater Treatment Works (located in Greenfield).
- 6.153. The provision of clean water and the disposal of surface and foul water, including water pressure and capacity of systems, is essential when planning for new development. In addition, with climate change impacts there is a need to consider water efficiency measures, the separation of foul and surface water, flood risk and sustainable measures for surface water run-off as part of new policy and infrastructure investment.

## Future water provision

- 6.154. United Utilities published its current [Water Resources Management Plan](#) (WRMP) in 2024 which covers the period 2025-2050<sup>49</sup>.
- 6.155. The borough of Oldham falls within the United Utilities Strategic Resource Zone, which covers the majority of the North-West, including major urban areas such as Greater Manchester. The Strategic Resource Zone benefits from a highly integrated supply network, allowing water to be sourced from multiple locations including Cumbria and North Wales.
- 6.156. The baseline position set out in the Water Resources Management Plan indicates the need to respond to a deficit forecast in the Strategic Resource Zone from 2025. United Utilities anticipate that this will be resolved by their demand management strategy. In addition, they have identified several 'strategic choices' to help protect, and where possible, benefit customers and the environment:
- Leakage reduction and demand management;
  - Customer preferences relating to levels of service; and
  - Supporting regional and national water resource needs through water transfer.

## Future drainage and wastewater provision

- 6.157. For wastewater, the cost of increasing capacity is borne by United Utilities.
- 6.158. United Utilities Drainage and Wastewater Management Plan (DWMP) is a long-term, 25-year strategic plan, that sets out they will maintain, improve and expand their drainage and wastewater systems across the North-West, now and in the future. The DWMP is a legal requirement under the Environment Act 2021 and will help shape how United Utilities operate, informing investment decisions and forming the foundation of their future business plans.
- 6.159. The current [DWMP](#) was published 2023<sup>50</sup>. It includes catchment plans for each Strategic Planning Area (of which there are 14) that have been co-created with stakeholders through strategic planning groups at an operational management catchment level. The borough of Oldham is covered by the Irwell Strategic Planning Area.
- 6.160. Within the Irwell catchment, there are numerous challenges such as flood risk, water quality, climate change and population growth. To mitigate the risks and to protect

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<sup>49</sup> United Utilities Integrated Water Management Plan (2025-2050) is available online at: [https://www.unitedutilities.com/globalassets/z\\_corporate-site/about-us-pdfs/wrmp24-final/wrmp-main-report.pdf](https://www.unitedutilities.com/globalassets/z_corporate-site/about-us-pdfs/wrmp24-final/wrmp-main-report.pdf)

<sup>50</sup> United Utilities Drainage and Wastewater Management Plan (2023) can be viewed online at: <https://www.unitedutilities.com/corporate/about-us/our-future-plans/Our-long-term-plans/>

both communities and the environment, the [Irwell DWMP](#)<sup>51</sup> identifies opportunities for partnership working across the Irwell Strategic Planning Area in relation to:

- Flood risk and surface water management;
  - Park and green space sustainable drainage solutions; and
  - Natural flood management.
- 6.161. The Irwell DWMP also identifies opportunities for potential investment in each of the Tactical Planning Unit (TPU) falling within the Strategic Planning Area. The TPU relates a wastewater treatment works drainage area and its catchments. Flooding and environmental investments planned generally relate to reducing service demand through surface water source control measures, the creation of additional capacity in the form of wastewater treatment works improvements and the construction of new drainage capacity.
- 6.162. United Utilities are required to review the DWMP every 5 years and are in the process of reviewing the plan. UU anticipate that a draft DWMP will be available in November 2027 with the final publication being in August 2028<sup>52</sup>. This will be long-term strategic plan for the Northwest, up to 2055. The Council will continue to work collaboratively with UU in the preparation of their updated DWMP, to ensure that it continues to safeguard the environment and public health and support housing, economic growth, and climate resilience across the borough.

## Flooding

- 6.163. The Environment Agency is responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea. The Local Lead Flood Authority (LLFA) is responsible for managing the risk of flooding from surface water, groundwater and ordinary watercourses. They also lead on community recovery following flooding incidents.

## Greater Manchester Integrated Water Management Plan

- 6.164. A [GM Integrated Water Management Plan](#) (IWMP)<sup>53</sup> is currently being produced by GMCA, Environment Agency (EA) and United Utilities (UU). The [Draft IWMP 2023](#)<sup>54</sup> presents a collective vision, objectives and actions, and identifies accountability and capacity delivery across GM. Delivery of the IWMP is based around seven workstreams:

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<sup>51</sup> United Utilities Irwell DWMP can be found at: [https://www.unitedutilities.com/globalassets/z\\_corporate-site/about-us-pdfs/dwmp-2023/spa\\_05-irwell-dwmp-reupload.pdf](https://www.unitedutilities.com/globalassets/z_corporate-site/about-us-pdfs/dwmp-2023/spa_05-irwell-dwmp-reupload.pdf)

<sup>52</sup> Further details can be found at: <https://www.unitedutilities.com/corporate/about-us/our-future-plans/Our-long-term-plans/dwmp-publication-2028/>

<sup>53</sup> This can be viewed online at: <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/strategic-planning/integrated-water-management-plan/>

<sup>54</sup> The Draft Integrated Water Management Plan (2023) can be found online at: <https://www.greatermanchester-ca.gov.uk/media/8082/integrated-water-management-planv14.pdf>



- Living Integrated Opportunity Programme
- Digital Platform
- Adaptive Policies and Standards
- The Partnership
- Skills and Resources
- Integrated Investment Plan
- Marketing and Engagement

6.165. Not all workstreams have implications for the Local Plan and this IDP but workstreams 1 and 6 do.

6.166. Through workstream 1, the development of a Living Integrated Opportunity Programme aims to align opportunities to address risk (relating to flooding or pollution for example) with existing activity, predominantly growth location development. This programme of opportunities will provide the basis to create schemes that may be delivered together, may bring funding together but will be co-created and ideally co-designed to realise the wider benefits. Examples of the opportunities that might be considered for integration include:

- Flood risk management
- Improving river health, such as reducing storm overflows
- River restoration
- Strategic growth locations and associated Local Investment Frameworks  
Highways, cycleways, footpath refurbishment
- Urban regeneration and public realm improvement works

6.167. Workstream 6, the Integrated Investment Plan, will initially draw together programmes of investment that have already been developed, with the aim of leveraging wider benefits through partnership working and collaboration. The alignment of investments in an integrated investment plan, by location, timing, balance of outcomes, shared stakeholders or shared costs and resources will enable the Partnership to leverage and co-ordinated funding opportunities and generate further water, environmental and social benefits.

### Future Water and Sewerage infrastructure provision and the Oldham Local Plan: Publication Plan

6.168. The Oldham Local Plan: Publication Plan includes several policies relating to flood risk and water quality, and which support those in PfE. These are:

6.169. Policy CC2 – Managing Flood Risk, sets out that development proposals will be determined in line with national planning policy and guidance on Flood Risk, applying a sequential approach to all forms of current and future flood risk. Development should be located in areas with the lowest risk of flooding, taking all sources of flood risk and climate change into account. The policy also sets out the circumstances in which a site-specific Flood Risk Assessment will be required.

- 6.170. Policy CC3 – Sustainable Drainage – Foul and Surface Water, sets out that where appropriate applications will be supported by a strategy for foul and surface water management and the components it should address.
- 6.171. Policy CC4 – Water Efficiency responds to United Utilities request in the WRMP24 that all local authorities in their supply area adopt the optional minimum building standard of 110 litres of water used per person per day in all new build dwellings. The policy states that ‘All new residential developments are expected to achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates. Major non-residential development will be required to achieve five credits for category Wat 01 of BREEAM unless demonstrated impracticable.’. Evidence to support this approach has been provided by United Utilities and summarised in the supporting Topic Paper on climate change.
- 6.172. Policy CC5 – Groundwater Source Protection Zones, sets out that in consultation with the Council and relevant statutory bodies, applicants are required to consider the potential impacts on water quality resulting from the design, construction and operation of proposed development. Where necessary, development proposals must include measures to reduce any risk to the water environment and aim to protect and improve water quality.

## Gas

- 6.173. National Gas Transmission owns and operates the high-pressure gas transmission system across the United Kingdom and is responsible for maintenance and improvements to the system. From the transmission system gas enters one of four gas distribution networks across the country where pressure is reduced for public use. Oldham sits within the Northwest Local Distribution Zone which is operated by Cadent.

## Electricity

- 6.174. SP Electricity North-West (ENW) Ltd is the electricity network operator for the North-West. This includes having responsibility for maintaining and upgrading a network of 61,000km of underground cables and overhead lines, plus thousands of substations and innovative technology.
- 6.175. ENW has a network investment programme dedicated to deliver the network investment needed to strengthen the electricity network, improve reliability, support low carbon technologies, and create a cleaner, greener, more resilient energy future to meet the needs of our communities. As part of this ENW are delivering the largest ever investment in the North West’s power network, investing over £1bn between 2023 and 2028 – including a £32m programme of improvements for Greater Manchester.
- 6.176. In Oldham this includes £13m to transform the 132,000-volt electricity infrastructure to provide more than 42,000 homes and businesses with new electricity supply that



will see older, oil filled cables replaced with more modern cables. This work is scheduled for completion by November 2026<sup>55</sup>.

## Future electricity provision

- 6.177. ENW's [Network Development Report 2024](#)<sup>56</sup> (NDR 2024-2033) is part of a suite of network information documents produced by SP ENW. The NDR provides information on how SP ENW intend to create capacity over the period of the plan with specific interventions. It provides stakeholders with visibility on future network capacity. Every 2 years ENW present in the NDR their best view of planned network interventions for the next 10 years requiring both asset based and flexible network developments.
- 6.178. The NDR is structured by presenting capacity requirements and associated development options by each ENW Grid Supply Point (GSP). There are two GSPs that include parts of Oldham:
- Whitegate GSP – this covers most Oldham and includes north, south, west and central areas;
  - Stalybridge GSP – this covers the eastern areas of the borough

## Green energy

- 6.179. GM is committed to achieving carbon neutrality by 2038. To support this, it has a vision of each of its districts transforming their infrastructure, homes and buildings to be part of a smarter local energy system.
- 6.180. A [Local Area Energy Plan](#) (LAEP)<sup>57</sup> has been prepared for each district, which defines the extent of the transformation needed across each district, and provides a robust evidence base and plan to help engage businesses and citizens in accelerating towards the carbon neutral goal. In Oldham the LAEP identifies opportunities for low carbon energy including solar, hydrogen, heat pumps, electric vehicle charging and a district heat network.
- 6.181. The plan shown at Figure 16 illustrates the proposed activities that have been identified to progress the Oldham LAEP. These are in the form of a). 'First Steps Priority Areas' – these are priorities that have been identified to test how to roll out Oldham's transition to carbon neutral and work with Oldham's citizens; and b) 'Long Term Deployment Areas'.

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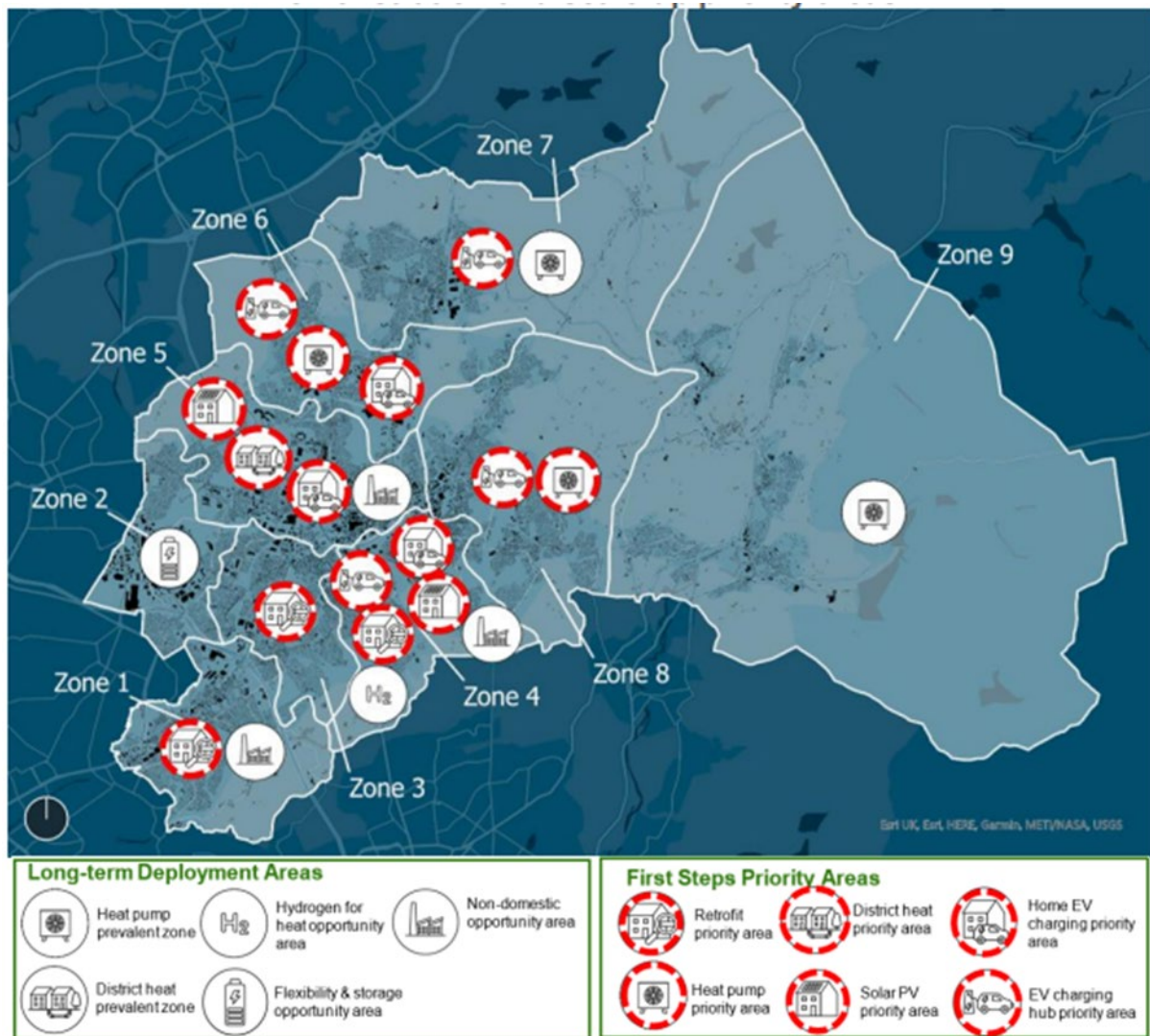
<sup>55</sup> More information on Electricity North West's current investment programme in Oldham can be found at: <https://www.enwl.co.uk/globalassets/get-connected/network-information/network-development-plan/ndp/network-development-report-2024-gsps.pdf>

<sup>56</sup> The Electricity North West's Network Development Report (2024) can be found at: <https://www.enwl.co.uk/globalassets/get-connected/network-information/network-development-plan/ndp/network-development-report-2024-gsps.pdf>

<sup>57</sup> Oldham's Local Area Energy Plan can be viewed online at: <https://gmgreencity.com/resource-search/?resources=local+area+energy+plan>

- 6.182. Oldham Council will work with other key stakeholders, including GMCA, Cadent, ENWL and delivery partners to develop a detailed demonstration and delivery programme.

*Figure 16: Oldham's Local Priorities and Measures (Local Area Energy Plan)*



## Oldham's Green New Deal Strategy

- 6.183. Oldham's [Green New Deal Strategy](#)<sup>58</sup> sets two challenging targets for achieving carbon neutrality:

- Carbon neutrality for the Council by 2025 through:
  - Reducing CO2 emissions from Council buildings and street lighting by as much as possible where the business case allows and beginning where investment or rationalisation gives the highest financial benefit.

<sup>58</sup> Information on the Oldham Green New Deal Strategy can be found online at: [https://www.oldham.gov.uk/info/201249/green\\_new\\_deal/3002/oldham\\_green\\_new\\_deal\\_strategy](https://www.oldham.gov.uk/info/201249/green_new_deal/3002/oldham_green_new_deal_strategy)

- Investing in large-scale renewable energy generation to meet the remaining carbon requirement, whilst generating financial savings or revenue income through the investment, as part of the Council's overall Investment Strategy
  - Implementing local, meaningful and verifiable 'carbon offset' measures such as tree planting.
- Carbon neutrality for the borough by 2030 through:
    - Leading a strategic partnership of major energy users across all sectors in Oldham to achieve carbon neutrality within the partnership and demonstrate community leadership, using the approach set out above for the Council's own decarbonisation plan for 2025.
    - Developing a Local Energy Market which will change the economic dynamic to incentivise renewable energy development across all sectors through enabling of the business case. Initial evidence indicates that this approach: could have the necessary large-scale impact on carbon emissions reduction could cut energy bills for the Council, homes and businesses may only require minimal initial investment of time and money.
    - Investing in and supporting the development and roll-out of large-scale low carbon anchor energy infrastructure such as low carbon heat networks. Evidence from other towns and cities shows that this type of infrastructure: is capital intensive but can deliver a return on investment can set the foundations for a heat system which can approach the required scale of change which will be necessary to meet the 2030 borough-wide decarbonisation target can attract inward investment from the private sector.
    - Supporting the development of the Green Technology and Services sector across the borough and support and incentivise the wider business community to engage the GTS sector to decarbonise. Initial evidence suggests that: Oldham has a strong base of engineering, connectivity and affordable premises which the sector needs the Team Oldham approach adopted by business engagement services already has strong engagement with Oldham businesses in the area of resource efficiency this asset base can be built upon to harness resources from GM universities and business support organisations and enable Oldham businesses to innovate and diversify Clustering of green businesses in Oldham can create a virtuous reputational circle which can support decarbonisation of the wider economy.
    - Maximising the local benefits from Greater Manchester and national level schemes which aid decarbonisation, including in the areas of Air Quality, Transport, Waste and other key priority sectors, securing inward investment for 'clean growth' from public and private sectors.

6.184. These targets reflect the Council's commitment to, and understanding of, the urgency in helping to tackle the severe impact of the climate crisis. The Green New Deal Strategy sets out the overall approach to achieving these targets, enabled by the development of, and investment in, the 'green' sector in Oldham's local economy. There are a set of objectives, several of which have implications for land-use planning, including:

- 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.
- 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.
- 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.

- 6.185. The Strategy has three broad components related to development and delivery of Green New Deal projects – Green Economy, including work, skills and business engagement; Low Carbon (physical infrastructure enabled by a Local Energy Market); and Northern Roots (the 160-acre eco-park at Snipe Clough and its attendant brand and initiatives, and the state of the art zero-carbon Eco-Centre at Alexandra Park). There is then a fourth component focused on embedding environmental sustainability approaches and solutions in other Council initiatives and plans.
- 6.186. Delivery of the Strategy is led by the Council, working co-operatively with community organisations and local businesses, other GM Local Authorities, the Greater Manchester Green City Region Board and GM Mayor, as well as key regional partners such as Electricity North-West and the Local Energy North West Hub.
- 6.187. The Low Carbon theme of this strategy focuses on the generation, distribution and use of energy in the Council and wider public sector, businesses, homes and community buildings across the borough, as well as transport. As part of this the Strategy proposes the development of a Local Energy Market. There are several initiatives already underway or in place that will contribute to the development of a Local Energy Market, some of which are explained further below.

### Oldham Green New Deal Delivery Partnership

- 6.188. The Council has secured funding from the GMCA / DESNZ Local Net Zero Accelerator programme, to implement an Oldham Green New Deal Delivery Partnership. The Partnership will include key organisations from the private sector, the Oldham Partnership, the Greater Manchester Combined Authority and Electricity North-West. It will focus on delivering the £5.6bn of low-carbon infrastructure Oldham needs to get to Net Zero, which is set out in Oldham's Local Area Energy Plan.

### Wrigley Head Solar Farm

- 6.189. The Council is developing a solar farm at Wrigley Head in Failsworth, on a Council-owned landlocked site of poor environmental quality alongside the Metrolink tram line. The solar farm will generate up to 888kW (kiloWatts) of renewable electricity,

which will initially be exported into the grid to generate revenue income for the Council. It is the first major clean energy generation project to be constructed as part of Oldham's Green New Deal programme, and the project aims to both reduce the Council's carbon footprint and improve the site in terms of ecology.

*Figure 17: Plan of Wrigley Head Solar Farm*

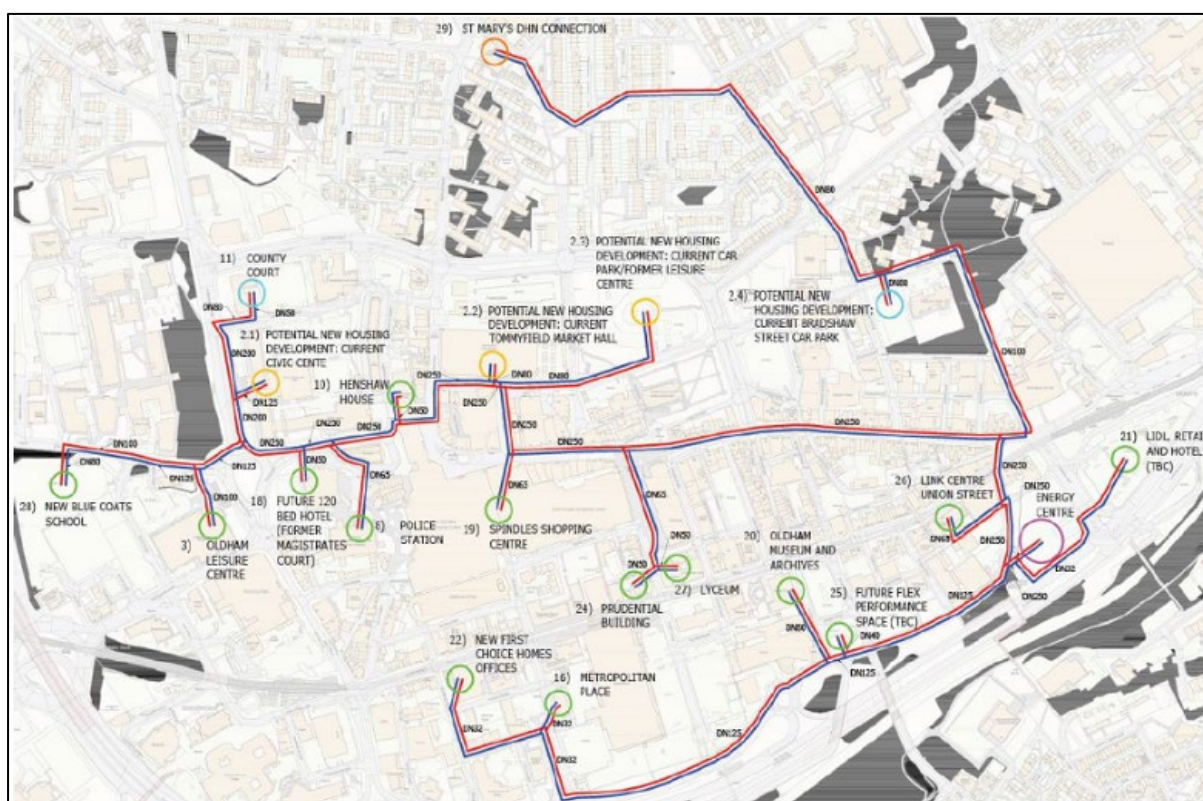


## Town Centre Low Carbon District Heat Network

- 6.190. The Council is looking to develop a £27m low carbon district heat network for Oldham Town Centre. The new heat network will use heat from renewable sources such as Air Source Heat Pumps. Exploring the potential to use heat, reclaimed from floodwater in disused coal mines beneath the Town Centre, this source could heat a range of Town Centre buildings, including the Old Library and new Performance Space, as well as other Council and residential sites.
- 6.191. The Town Centre heat network will also form the core of the £250m Oldham Heat Network Zone, as part of new designated national legislation, currently being prepared. Opportunities are also being explored with First Choice Homes regarding the potential of linking the new heat network with the existing network at St Mary's.



Figure 18: Map of Oldham Heat Network



## Digital networks

- 6.192. Demand for access to digital services and the pressures this is placing on our digital connectivity infrastructure is growing exponentially. Oldham Council is implementing a digital strategy, so that where possible and there is resident demand, end-to-end digital services are available. Much of that strategy focuses on what the Council can do to improve its digital presence. Digital Connectivity infrastructure (full fibre and gigabit broadband and mobile) is provided on competitive basis by the private sector.
- 6.193. To deliver Oldham's inclusive growth ambitions it is intended to work with connectivity providers to drive investment in world class competitive broadband and mobile infrastructure across Oldham's growth priority areas backed by strong competitive coverage and capacity across all homes and businesses.

## Future energy infrastructure provision and the Oldham Local Plan

- 6.148. In addition to those set out in PfE, the Oldham Local Plan: Publication Plan includes several policies that will support the delivery of utilities infrastructure. These include Policy CC1 – Renewable and Low Carbon Energy, sets out the circumstances in which renewable and low carbon energy development including supporting infrastructure will be supported

## Waste Management

- 6.194. Waste management infrastructure comprises facilities that enable the collection, re-use, re-cycling and composting of waste, and those that deal with the residual waste remaining after treatment. Additionally, it can include the method of waste transfer by road, rail and waterways.
- 6.195. The reuse recycling and management of municipal waste is managed on our behalf by the Waste and Resources Team at GMCA<sup>59</sup>, and SUEZ Recycling and Recovery UK who manage the operation and maintenance of 35 waste facilities located on 27 sites including the 20 household waste recycling centres, including those in Oldham (see Table 5 below).
- 6.196. These waste treatment facilities include eight transfer loading stations, to which the recycling and waste collected from households across the nine council areas is delivered. The vehicle goes over the weighbridge and tips off the recycling or waste which is bulked up according to the waste materials. After which:
- 6.197. Mixed recycling is delivered to the materials recovery facility at Longley Lane in Manchester. Paper and cardboard is visually inspected for contamination, bulked up and delivered straight to a paper mill in Partington, Trafford for processing.
- 6.198. Mechanical treatment and reception facilities process the general waste that cannot be recycled, which is then transferred to Energy from Waste facilities in Runcorn and Raikes Lane.
- 6.199. Food and garden waste is processed at an In-Vessel composting facility in Todmorden.
- 6.200. The Waste and Resources team also manage two closed landfill sites at Bredbury, Stockport and Chichester Street, Rochdale. The aftercare at the sites includes monitoring the leachate and gas and improving biodiversity by maintaining the land, planting trees and improving habitats for wildlife.
- 6.201. The 2023/2024 recycling rate for Greater Manchester is 50.1%. The national average in England is 44%, making us one of the best performing city regions in the country. The landfill diversion rate is 99.3% (2023/2024) meaning that only 0.7% of household waste was sent to landfill. Waste that cannot be reused, recycled or composted is sent to an Energy from Waste plant where it's burnt to generate electricity.
- 6.202. Existing waste management infrastructure assets in the borough are set out in Table 5 below.

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<sup>59</sup> <https://www.greatermanchester-ca.gov.uk/what-we-do/waste-and-resources/>



Table 5: Municipal waste collection and recycling infrastructure in the borough

Infrastructure type	Location
<b>Household Waste Recycling Centre</b>	Arkwright Street Recycling Centre
<b>Neighbourhood Household Waste Recycling Centre</b>	Reliance Street Recycling Centre <i>(closed from June 2025 to June 2026 for improvement works)</i>  Chichester Street Recycling Centre  Bayley Street Recycling Centre
<b>Recycling banks</b> <i>(for glass, cans, paper and plastic bottles only)</i>	Oldham Council premises, Moorhey Street

### Kerbside recycling and refuse collections

6.203. In relation to household waste, general rubbish (the black bin) is collected every three weeks, whilst paper and cardboard (the blue bin), and glass, cans, tins and plastic bottles (the brown bin) are collected alternate weeks – so once a fortnight each. Food and garden waste is collected weekly. The council took the decision to move to three weekly collections for general rubbish to maximise our recycling services as the cost of waste disposal is increasing every year and this an unnecessary drain on Council budgets. There is then a separate service for the collection of bulk waste items. Alternatively, they can be taken to the household waste recycling centres listed in Table 5 above.

### Business waste

6.204. It is the business owner's responsibility under the Environment Protection Act 1990 to remove waste from their premises. The council has a trade waste and recycling service that offers business waste collection and which operates across Oldham and Rochdale. Traders can also use any of the waste transfer stations operated by SUEZ to dispose of trade waste.

6.205. From the 31 March 2025 new guidelines were also introduced requiring businesses to separate the following groups of recyclable materials - glass, metal and plastic; cardboard and paper; and food waste as a dedicated collection. Small businesses with fewer than 10 full-time employees, are temporarily exempt until the 31 March 2027.

## Greater Manchester Waste Plan

- 6.206. The ten Greater Manchester authorities worked together to produce a Greater Manchester Joint Waste Development Plan Document (the Waste Plan), adopted in 2012<sup>60</sup>. It covers a plan period of 2012-2027.
- 6.207. The Waste Plan considers all types of waste arisings, including construction, demolition and excavation waste; commercial and industrial waste; hazardous waste; and Local Authority Collected Waste. It allocates sites and areas to provide sufficient opportunities for waste management facilities across Greater Manchester and provides a policy framework for determining planning applications for new waste management facilities.
- 6.208. The headline waste capacity requirements in GM over the plan period (2012-2027) are as follows:
- Energy recovery - Between 2012 and 2027, a total of 5.2 million tonnes of energy recovery capacity will be required, depending on facility capacity this will be accommodated at up to 3 larger facilities or a maximum of five smaller energy recovery facilities.
  - Non hazardous waste disposal - Between 2012 and 2027, a total of 5.9 million tonnes of waste disposal capacity will be required, this will be accommodated at two landfill facilities – Pilsworth North and Whitehead Landfill (neither in Oldham)
  - Hazardous waste disposal - Between 2012 and 2027, a total of 272,000 tonnes of hazardous waste disposal capacity will be required, this will be accommodated at a specially engineered cell within one of the landfill facilities above.
- 6.209. A calculation of capacity requirements was produced in the form of a Needs Assessment in 2007 and updated in 2010. The Needs Assessment models future waste arisings alongside current/planned waste capacity data to identify future waste treatment and disposal requirements.
- 6.210. The Greater Manchester Municipal Waste Management Strategy, updated in 2007, covers nine of the ten Greater Manchester districts and sets out a framework for managing Local Authority collected waste arisings up to 2030. The headline targets of the Strategy include:
1. arresting the increases in Local Authority collected waste arisings to:
    - no more than 1% per annum by 2010
    - zero by 2020 and

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[https://www.oldham.gov.uk/info/201229/current\\_local\\_planning\\_policy/269/greater\\_manchester\\_waste\\_development\\_plan\\_document](https://www.oldham.gov.uk/info/201229/current_local_planning_policy/269/greater_manchester_waste_development_plan_document)

- no growth through to 2030
2. achieving levels of recycling and composting of household waste:
- 33% by 2010
  - a minimum of 50% by 2020 and through to 2030

Details regarding how the capacity requirements and targets are to be met across Greater Manchester, including Oldham, can be found in the Joint Waste Plan. The plan allocates the following sites in Oldham for built waste management – OL4 Land off Mossgate Road and OL5 Land off Millstream Lane, Clayton Bridge, and the following areas – OL1 Land in the area between Higginshaw Lane and the Higginshaw railway and OL3 Land off Higginshaw Lane. The plan also safeguards the following sites in Oldham for the delivery of Municipal Waste Management Strategies – Arkwright Street and Beal Hey, Chandos Street, Shaw.

- 6.211. In July 2025, Oldham Council and the other nine GM authorities agreed to prepare a new Joint Waste and Minerals Plan, delegating its preparation to the AGMA Executive Board<sup>61</sup>.
- 6.212. A review of the Waste and Minerals Plans found that there have been numerous national policy and legislative changes since their adoption, including the publication of the Greater Manchester Sustainable Consumption and Production Plan 2022-2025. The policies in the plans are therefore no longer effective in addressing specific local issues and the review concluded that both plans should be updated in whole. A detailed timetable for the preparation of the Joint Waste and Minerals Plan has not yet been published as it is dependent on publication of the regulations for the new plan-making system.

## Housing

- 6.213. In February 2024 Oldham Council declared a housing crisis. The national housing crisis is having a local impact within Oldham, and we are experiencing a significant under-supply of housing, worsening affordability (and a lack of affordable housing options), an ageing population and the increased cost of living.
- 6.214. Currently there is a need for 7,954 homes on the Council's Housing Needs Register, but only 816 homes available. (approximately 68 per month). There are also increasing numbers of people in temporary accommodation – between June 2021 and February 2025 the number of people in temporary accommodation increased by over 300%.

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<https://committees.oldham.gov.uk/documents/s153499/Greater%20Manchester%20Joint%20Minerals%20and%20Waste%20Plan%20-%20Decision%20Making%20Process.pdf>

- 6.215. There is a particular need for social homes within Oldham that provide a truly affordable housing option. At a Housing Roundtable event<sup>62</sup>, Oldham Council committed to doing our bit to resolve the housing issues being experienced within Oldham, by delivering 500 social homes, with the support of council partners, over the next five years. The Council's [Housing Delivery Test \(HDT\) Action Plan](#)<sup>63</sup> is framed in the context of Oldham's housing crisis declaration and actions within it are directly related to meeting Oldham's local housing needs.
- 6.216. The HDT is prepared in response to the HDT results published by Government and is intended as a practical document, focused on effective measures aimed at improving delivery underpinned by local evidence and research of key issues. It is a live document, reviewed and updated as appropriate.
- 6.217. Actions identified in the 2025 HDT include:
- Increasing the delivery of sites within the housing land supply through:
    - Identifying deliverable and viable housing sites across the borough and support their delivery, with a focus on brownfield land;
    - Identifying opportunities for the re-use of vacant buildings to deliver new homes;
    - Supporting small site development; and
    - Support the delivery of social homes, including delivering 500 new social homes over the next four years.
  - Delivery of the council's ambition to improve and increase the housing offer within Oldham through:
    - Supporting the implementation of the Housing Strategy;
    - Supporting the implementation of the Oldham Town Centre Development Framework; and
    - Support the implementation of the Local Plan and other local planning documents.
- 6.218. With regards to affordable need, Oldham's [Local Housing Needs Assessment 2024](#)<sup>64</sup> identifies an annual net shortfall of 669 dwellings over the next ten years. The recommended affordable tenure split being 65% social/affordable rented and 35% affordable home ownership. Delivery of affordable housing is subject to economic viability. The LHNA recognises that the Council does not need to plan to meet this number in full, but that affordable housing delivery should be maximised at every possible opportunity through working collaboratively with its partners.
- 6.219. Finally, Oldham also has an ageing population. Oldham Council's Market Position Statement (MPS) identifies that there are approximately 39,000 people aged 65 and over living in Oldham currently, which is expected to increase by 26.62% to over

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<sup>62</sup> Oldham Council Housing Roundtable Event, February 2024:

[https://www.oldham.gov.uk/news/article/2618/tackling\\_the\\_housing\\_crisis\\_500\\_new\\_social\\_homes\\_coming\\_to\\_oldham\\_announced\\_at\\_oldham\\_housing\\_roundtable\\_event](https://www.oldham.gov.uk/news/article/2618/tackling_the_housing_crisis_500_new_social_homes_coming_to_oldham_announced_at_oldham_housing_roundtable_event)

<sup>63</sup> The latest Housing Delivery Action Plan can be found at:

[https://www.oldham.gov.uk/info/201230/monitoring/2135/housing\\_delivery\\_action\\_plan](https://www.oldham.gov.uk/info/201230/monitoring/2135/housing_delivery_action_plan)

<sup>64</sup> Oldham's Local Housing Needs Assessment 2024 can be found at:

[https://www.oldham.gov.uk/downloads/file/5590/housing\\_strategy\\_needs\\_assessment](https://www.oldham.gov.uk/downloads/file/5590/housing_strategy_needs_assessment)

49,500 people by 2040. The number of people in Oldham over the age of 85 is projected to increase by 43% by 2040 and between 2023 and 2040 there is an expected increase of 38.4% in people over 65 with dementia.

- 6.220. As a result, there will be an increase in the number of people needing care and needs will become increasingly complex. The LHNA therefore identifies a need for:
- 3,139 additional specialist older persons dwellings over the period 2022 to 2041 or 165 each year;
  - a need for 955 C2 Extra Care units or 50 each year; and
  - 775 C2 residential care bedspaces or 41 each year.

### Housing infrastructure provision and the Oldham Local Plan

- 6.221. The Oldham Local Plan: Publication Plan includes several policies relating to quality, and which support those in PfE. These are:
- Policy H4 – Providing for Local Housing Needs, which sets out that the Local Plan will support the delivery of housing, which is suitable for residents with specialist housing needs, including housing suitable for older people, disabled people, looked after children and care leavers.
  - Policy H5 - Affordable Housing, sets out that the Local Plan will ensure that a diverse type and tenure of affordable housing is provided to accommodate all households in need. Affordable housing will be provided alongside other tenures of housing, pepper potted throughout the site to ensure balanced and mixed communities.

## 7. Delivery

- 7.1. This IDP sets out how infrastructure provision has been, and will be, considered during the preparation and implementation of the Plan. It provides a comprehensive assessment of infrastructure across the borough and sets out what infrastructure is likely to be required to support new development over the plan period.
- 7.2. Going forward the IDP will be a live, cross-cutting tool that will coordinate funding, shape investment decisions, and align departments and partners around shared delivery priorities. The IDP, along with any future Infrastructure Delivery Schedules that may be prepared, will be updated during the lifetime of the Local Plan to reflect revised needs for infrastructure and changes in national policy, as they arise.
- 7.3. Infrastructure will be delivered by several bodies, including:
- Oldham Council
  - Oldham Council and partners from the public, private and third sectors
  - Other public sector bodies
  - The voluntary and charitable sector
  - Developers
- 7.4. Funding will also be from a variety of sources, including:
- Oldham Council's capital programme
  - Greater Manchester funding such as the proposed Integrated Settlement
  - Central government funding through direct grants
  - Developer contributions, such as section 106 and section 278 contributions
  - Direct on site works by a developer.
- 7.5. PfE Policy JP-D2: Developer Contributions, sets out where developer contributions will be sought to support infrastructure delivery.
- 7.6. This is supported by Oldham Local Plan: Publication Plan Policy IN2 – Planning Obligations. This states that where developments would increase the need or demand for infrastructure, services and facilities, beyond the capacity of existing provision, new provision and/or contributions towards enhancing existing provision will be required. In addition, planning obligations will be sought to secure the ongoing maintenance and management of provision where necessary.
- 7.7. Oldham Council currently does not operate a Community Infrastructure Levy (CIL), but this may change if legislation changes or if it is considered necessary over the course of the plan.

## Appendix 1

*Table A: Open space provision, by typology, within the borough (Open Space Study 2022)<sup>65</sup>*

Open Space Typology	Description	Number of sites	Current amount of provision (ha)
Allotments and Community Gardens	Opportunities for those people who wish to do so to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion.	36	14.93
Amenity Greenspace	Most commonly but not exclusively found in housing areas. Includes informal recreation green spaces and village greens.	383	90.14
Cemeteries and Churchyards	Cemeteries and churchyards including disused churchyards and other burial grounds.	78	83.94
Civic Spaces	Hard surfaced areas usually located within town or city centres.	22	2.18
Green Corridors	Linear natural infrastructure, such as trees and plants, that link up other green and open spaces to form a green urban network.	26	38.07
Natural and Semi-natural Greenspace	Includes country parks, nature reserves, publicly accessible woodlands, urban forestry, scrub, grasslands, wetlands and wastelands.	217	667.97
Outdoor Sports Facilities	Usually in the form of pitches or other sports provision, such as football, rugby or cricket pitches as well as tennis courts or bowling greens.	253	478.81
Parks and Gardens	Includes urban parks and formal gardens. Parks usually contain a variety of facilities and may have one of more of the other types of open space within them.	49	192.52
Provision for Children and Young People	Areas designed primarily for play and social interaction involving children and young people, such as equipped play	95	9.54

<sup>65</sup> This table includes all identified open space provision – including provision which was excluded from the quality assessment. See section 3 of the Open Space Study (2022) for further information on excluded sites and the assessment methodology.



Open Space Typology	Description	Number of sites	Current amount of provision (ha)
	areas, multi-use games areas and skateboard parks.		
<b>Total provision</b>		<b>1,159</b>	<b>1,578.09</b>

*Table B - Existing Quantity of Provision against the Identified Quantity Standard (Table 28 – Open Space Study 2022)*

Open Space Typology	Existing Provision (ha/1,000)	Proposed Standard (ha/1,000)	Current (2021) Surplus/Deficiency (ha)
Allotments and Community Gardens	0.06	No standard	n/a
Amenity Greenspace	0.38	0.46	-0.08
Cemeteries and Churchyards	0.35	No standard	n/a
Civic Spaces	0.01	No standard	n/a
Green Corridors	0.16	No standard	n/a
Natural and Semi Natural Areas Greenspace	2.80	1.95	0.85
Outdoor Sports Facilities	2.00	1.35	0.65
Parks and Gardens	0.81	0.4	0.41
Provision for Children and Young People	0.04	0.25	-0.21
<b>Total</b>	<b>6.61</b>	<b>-</b>	<b>-</b>

*Table C - Open Space Quality Assessment Summary (Table 8 - Open Space Study 2022)*

Quality Banding	No. of Open Space Sites	Percentage of Sites
Excellent	39	8.55%
Very Good	84	18.46%
Good	135	29.67%
Fair	162	35.60%
Poor	35	7.69%

Quality Banding	No. of Open Space Sites	Percentage of Sites
<b>Total</b>	<b>455</b>	<b>100%</b>

*Table D – Open Spaces by Value Score (Table 11 of Open Space Study 2022)*

Value Banding	No. of Open Space Sites	Percentage of Sites
High	190	41.76%
Medium	144	31.65%
Low	121	26.59%
<b>Total</b>	<b>455</b>	<b>100%</b>