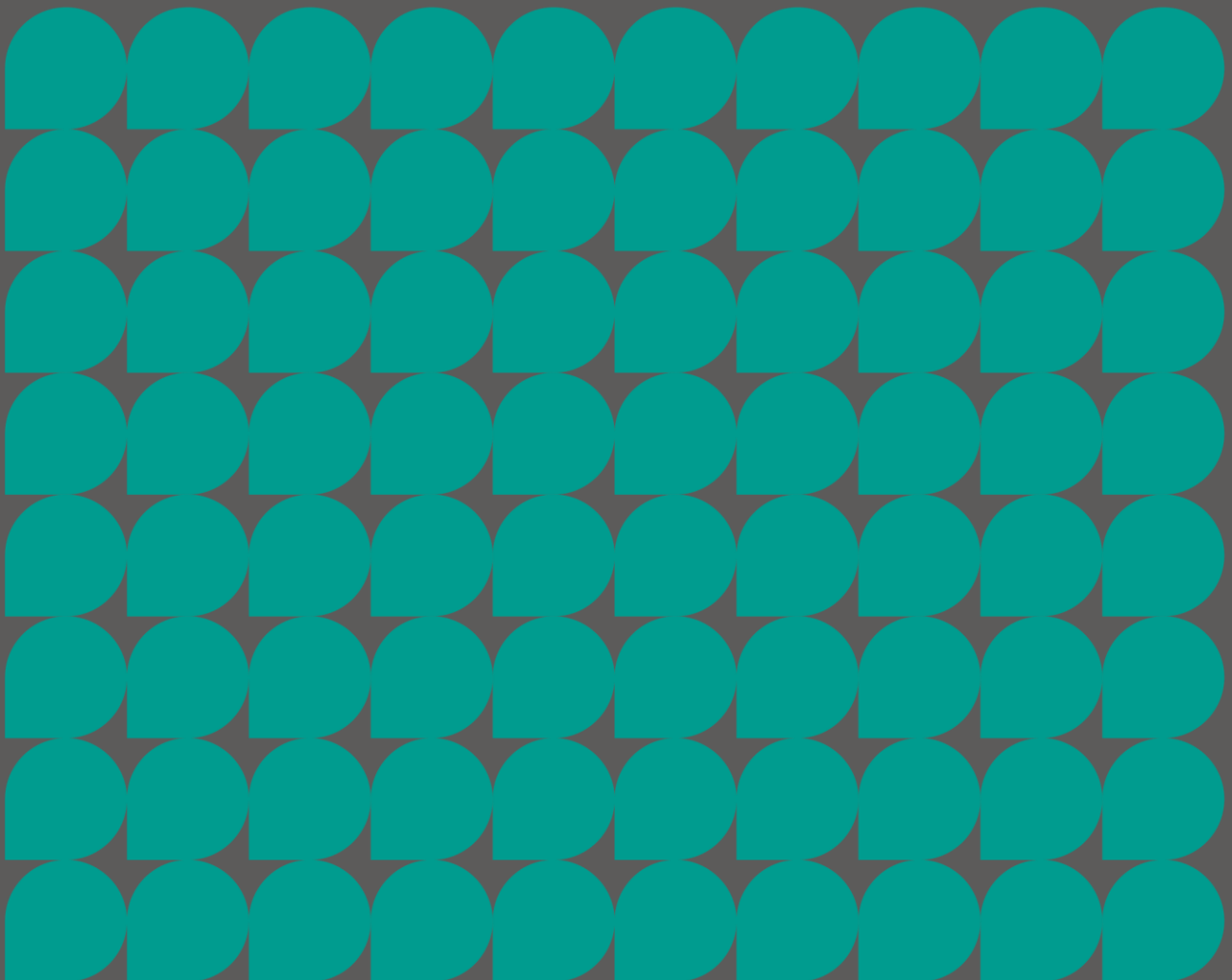


# Places for Everyone

JPA12 Beal Valley Allocation Topic Paper

July 2021



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## **Section A – Background**

### **1.0 Introduction**

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30 October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

- 1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE 2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020.
- 1.13 PfE2021 and all supporting documents referred to within this topic paper can be found at (<https://www.greatermanchester-ca.gov.uk/placesforeveryone>).

## **2.0 Policy JP Allocation 12 Beal Valley Overview**

- 2.1 The site lies approximately 1km to the south of Shaw Town Centre and includes land stretching from the rear of properties on the B6194 Oldham Road to the Metrolink line running from Shaw to Oldham. The site falls within three wards - Shaw, Royton South and St. James.
- 2.2 The allocation has the potential to deliver around 480 new homes, aiming to provide a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing.
- 2.3 It is in a sustainable and accessible location in close proximity to Shaw Town Centre and Shaw and Crompton Metrolink stop and with the potential for it to be improved further with the delivery of a new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which will help to serve and improve the accessibility and connectivity of both allocations.
- 2.4 In the 2019 Draft GMSF the Beal Valley proposed strategic allocation was allocation number GM-14. In the GMSF Publication Plan Draft for Approval October 2020 the allocation number is GM-12. In PfE 2021 the allocation number is Policy JP Allocation 12 and will be referred to as such within this topic paper.

## 3.0 Site Details

- 3.1 The site is currently designated Green Belt in the main. In the northern part of the site there is an area designated Other Protected Open Land (OPOL) in Oldham's Joint Core Strategy and Development Management Policies Development Plan Document (Oldham's Local Plan). The River Beal runs through the site, crossing over the Metrolink route from north to south. The site is mainly greenfield, low grade agricultural land, though there is some brownfield land to the north of the OPOL where the two existing employment sites are located identified as part of the baseline housing land supply (see section 6.0).
- 3.2 The gross site area measures 51 hectares, with the developable measuring approximately 21 hectares. The developable area is based on the development parcels identified through the high-level indicative concept plan (see section 26).
- 3.2 The site has significant topographical constraints with a high ridge running through the centre of the site and the site rising to meet this on both sides. Low lying and flatter areas are located to the west and the south west in particular. Further low-lying land is situated in the northern part of the site.
- 3.3 Located on the urban fringe and close to existing built development, the site is in a good position to utilise existing infrastructure.
- 3.4 There are 13 landowners in total, all with varying size parcels of land but one with a significant majority.
- 3.5 A map of the site as it appears in PfE 2021 is provided in Appendix 1.

## 4.0 Proposed Development

- 4.1 The allocation is proposed for 482 homes (rounded down in plan to around 480). In addition, there are two sites, included within the red boundary of the allocation – Duke Mill and P & D Northern Steels - which are already included within the baseline housing land supply. Further information regarding these sites is provided in section

5. With the addition of the two sites already in the baseline housing land supply the red boundary has capacity for around 649 homes.
- 4.2 Policy JP Allocation 12 requires development to provide a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs.
- 4.3 Capacity is based on a density of between 35 to 50 dwellings per hectare which varies across the site. The high-level indicative concept plan report (see section 26.0) suggests that based on the market appraisal for the local area and further consultation with house builders, the site would be suitable for 'traditional' housing comprising a mix of 2, 3 and 4 bed semi and detached properties. An increased density for Duke Mill and P & D Northern Steels (the two sites that are already identified in the baseline housing land supply) is assumed where there may be an increased demand of three to four storey apartments due to the site's proximity to Shaw and the centre's Metrolink stop.
- 4.4 PfE 2021 states that housing mix and affordable housing will be in line with Local Plan policies. Policy 3 of Oldham's current Local Plan sets out the policy for the distribution and release of housing land. Policy 10 sets out the affordable housing policy (note, the affordable housing contribution threshold within the policy of developments with a capacity of 15 homes and above has now been superseded by NPPF for 10 homes and above). Policy 11 'Housing', states that 'all residential developments must deliver a mix of appropriate housing types, sizes and tenures that meet the needs and demands of the borough's urban and rural communities. The mix of houses that we will secure will be based on local evidence'.
- 4.5 Oldham Council has recently completed a Local Housing Needs Assessment (LHNA) to inform the council's Housing Strategy and the review of the Local Plan. The LHNA suggests a split of 30% affordable housing and 70% market housing. The LHNA identified a need for three and four or more-bedroom houses and an increasing proportion of bungalows. However, there is also a marked shift in aspirations for smaller flats and bungalows and an identified need for older persons' specialist accommodation.
- 4.6 In terms of affordable housing provision, the LHNA suggests an affordable tenure split of 50% social/ affordable rented and 50% intermediate tenure. A broad housing



mix of 16.7% one-bedroom, 48.7% two-bedroom, 29.6% three-bedroom and 5% four or more-bedroom dwellings, is suggested.

4.7 The housing policies within the Local Plan will be reviewed as part of the ongoing Local Plan Review.

4.8 Alongside the above, development will be required to:

- Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites.
- Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond.
- Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.
- Contribute to the delivery of a new Metrolink stop, and park and ride facility at Broadbent Moss, which will also serve this allocation, as well as, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- Enhance pedestrian and cycling links to and from the site delivered as part of a multi-functional green infrastructure network with high-quality landscaping to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.
- Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network.
- Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve and deliver a meaningful and measurable net gain in biodiversity as part of multi-functional green infrastructure network.

- Provide for new and/or the improvement of existing open space, sport and recreation facilities in line with local planning policy requirements (including the expansion of, and improvement to existing, facilities at Heyside Cricket Club) and contribute towards additional school places, health and community facilities to meet the increased demand that will be placed on existing provision.
- Include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream.

- 4.9 The site boundary and full policy wording for Policy JP Allocation 12 can be found at Appendix 1.
- 4.10 A high-level indicative concept plan has been prepared by IBI, on behalf of the council to support the allocation and inform consultation. The high-level indicative concept plan can be found at Appendix 2. However, it is important to note that whilst the requirements set out in Policy JP Allocation 12 will need to be met, the concepts may change with the preparation of more detailed masterplans and in conjunction with a future developer's planning application. As such, Policy JP Allocation 12 requires that any development will need to be in accordance with a comprehensive masterplan and design code for the site agreed by the local planning authority.
- 4.11 The changes made to Policy JP Allocation 12 between GMSF 2019, GMSF Publication Plan: Draft for Approval (October 2020) and PfE 2021 are set out in Appendices 3 and 4.
- 4.12 The previous draft policy wording and boundary as proposed in GMSF 2019 can be found at Appendix 5 and as proposed in the GMSF Publication Plan: Draft for Approval October 2020 can be found at Appendix 6.
- 4.13 In terms of the changes between the 2020 GMSF and the 2021 PfE, as these changes were either minor or as a result of Stockport's withdrawal from the plan, it is concluded that the effect of the plan is substantially the same on the districts as the 2020 version of the policy.

## 5.0 Site Selection

- 5.1 To identify potential development sites for allocation a Site Selection methodology was developed to inform preparation of GMSF / PfE. The methodology includes four stages and seven site selection criteria, informed by the Vision, Objectives and Spatial Strategy in the GMSF 2019.
- 5.2 Full details of the site selection process and sites considered can be found in the Site Selection Background Paper.
- 5.3 A Call for Sites exercise to identify available land was launched across Greater Manchester in 2015 to inform the first draft GMSF in 2016. Call for Sites were also submitted in response to the first GMSF consultation in 2016. Numerous parts of land within the Beal Valley allocation were submitted as Call for Sites by the landowners and/or their representatives (see Site Selection Background Paper and Appendix 7 of this topic paper for a table of the Call for Site's that fall within the allocation).

Areas of Search were identified where a site, including the Call for Sites and proposed allocations within the GMSF 2016, met one or more of the Site Selection Criteria. They were identified using the Site Selection Criteria Maps produced for each borough of Greater Manchester. Beal Valley falls within the Area of Search OL-AS-11. Area of Search OL-AS-11 was considered to meet the following Site Selection Criterion:

- **Criterion 1** – Land which has been previously developed and/or land which is well served by public transport - as part of the site is within the 800m buffer of the Shaw and Crompton Metrolink Stop;
- **Criterion 5** – Land which would have a direct significant impact on delivering urban regeneration - as the northern part of the site falls within the most deprived area;
- **Criterion 6** – Land where transport investment (by the developer) and the creation of significant new demand (through appropriate development densities), would support the delivery of long-term viable sustainable travel options and delivers significant wider community benefits - as the site will be enhanced through the development of a new Metrolink Stop to the south of Cop Road; and

- **Criterion 7** – Land that would deliver significant local benefits by addressing a major local problem/issue - as the development of the site could provide a new ground for Heyside Cricket Club and help to address local housing need and diversify the housing stock.

5.4 Following their identification, the sites within the Areas of Search were subject to a planning constraints assessment, which included an assessment of flood risk, ecology, landscape, heritage, and social infrastructure etc.

5.5 In terms of the PfE 2021 Spatial Strategy and Strategic Objectives, Beal Valley is capable of delivering around 480 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

5.6 In relation to the strategic objectives the site meets the following:

- Strategic Objective 1 – Meet Local Housing Need;
- Strategic Objective 5 – Reduce inequalities and improve prosperity; and
- Strategic Objective 6 – Promote the sustainable movement of people, goods and information.

5.8 For more information on the site selection and planning constraints assessment for Beal Valley please see the Site Selection Background Paper.

## 6.0 Planning History

6.1 Relevant applications on this site are:

- On the P & D Northern Steel site in the northern of the site there is a current planning application (PA/343501/19) in for approval of reserved matters of appearance, landscaping, layout and scale relating to the proposed development of 65 dwellings and associated works in connection with outline planning approval (PA/331731/11).

- 6.2 The existing outline permission remains extant until a decision is made regarding the reserved matters application. As such, the site, which is also brownfield, is already included within the baseline housing land supply (HLA3028) for 80 homes within the 'extant planning permission category' and is therefore not included within the capacity of the proposed allocation.
- 6.3 Duke Mill (Site A of the indicative high-level concept plan) is also included within the baseline housing land supply (SHA0905) for 87 homes and therefore not included within the capacity of Policy JP Allocation 12. The site was assessed in the SHLAA as being suitable, available and achievable for residential development as it is brownfield land, within a wider residential area and close to Shaw town centre. It is currently in active employment use.
- 6.4 Whilst both sites could come forward independently of the allocation as they are brownfield and site B has an extant permission, they are included within the allocation boundary due to their proximity to the allocation, opportunities to link the allocation to Shaw town centre and to ensure comprehensive redevelopment of the wider site.
- 6.5 Details of the baseline housing land supply sites are available within the PfE 2021 Supporting Evidence – Housing Land Supply document.

## **7.0 GMSF 2019 Consultation Responses**

- 7.2 A summary of the 2019 consultation response to Beal Valley is set out below. Further details can be found in the Statement of Consultation.
- 7.3 A total of 1,491 comments from organisations and members of the public were received during the GMSF 2019 consultation in relation to the proposed Beal Valley strategic allocation. The main issues were in relation to the scale of development in Royton and Shaw, traffic, highways and access, landscape and ecology and flooding and drainage.
- 7.4 In relation to highways and access, respondents commented that the local road network is already congested and could not cope with the numbers of homes provided here and the cumulative level of development in the area from the other

sites. Further concerns were raised regarding the increased traffic when cricket matches were on. Concerns were raised regarding access points, particularly at Sumner Street as it is narrow and at Bullcote Lane and Bullcote Green as this was seen as dangerous and impractical.

- 7.5 There were mixed comments regarding the Metrolink stop, some comments questioning if the funding was secured and requesting the Park and Ride be provided as the area is underprovided in relation to parking. Others felt the location was too remote for a stop and therefore not safe. Some respondents felt that the journey was already long enough and adding another stop would just slow it down more.
- 7.6 In relation to landscape and ecology, respondents requested an up to date ecology assessment and stated that there were over 1,000 species on site, including priority species. The importance of greenspace was highlighted for walkers, dog-walkers and horse riders. It was commented that biodiversity net gain could be applied to the green infrastructure, lowland fen, deciduous woodland and protected species.
- 7.7 In relation to flooding, respondents commented that this area is a floodplain and marshland for the River Beal and that development here would contribute towards large scale flooding of lower lying areas currently drained by the River Beal. It was recommended a strategic approach to flood risk and management be undertaken and opportunities for upstream storage considered. Opportunities for Sustainable Drainage Systems (SUDs) following the sites hydrology to create a network of wetlands that incorporates fen, pond and watercourses was also suggested.
- 7.8 Other comments made included the impact on air quality, noise pollution, the lack of social infrastructure, the strain the development will have on the physical infrastructure and the need for the housing in the area.

## **8.0 GMSF 2019 Integrated Assessment**

- 8.1 The GMCA commissioned ARUP to complete an Integrated Assessment (IA) of the first and second draft of the GMSF and PfE 2021.

8.2 The IA is a key component of the evidence base, ensuring that sustainability, environmental quality and health issues are addressed during its preparation. The Integrated Assessment combines the requirements and processes of:

- **Sustainability Appraisal (SA)**: mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004.
- **Strategic Environmental Assessment (SEA)**: mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law).
- **Equality Impact Assessment (EqIA)**: required to be undertaken for plans, policies and strategies by the Equality Act 2010.
- **Health Impact Assessment (HIA)**: there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.

8.3 The IA carries out an assessment of the draft policies by testing the potential impacts and consideration of alternatives against the plans objectives and policies. This ensures that any potential impacts on the aim of achieving sustainable development considered and that adequate mitigation and monitoring mechanisms are implemented. It does this through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework.

8.4 Stakeholder consultation is a significant part of the IA. Comments have been sought on, and informed the preparation of, previous iterations of the IA as part of developing GMSF and PfE 2021. A summary of the 2019 consultation feedback relevant to the 2020 IA and response to those comments is included in Appendix A of the 2020 IA report.

8.5 As well as the thematic policies, each allocation policy was assessed against the IA framework. To determine levels of effect when scoring the policies against the strategic objectives of the plan IA framework, the following assessment key was used:

Table One: IA Scoring

++	Very positive effect
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+	Positive effect
?	Uncertain
-	Negative effect
--	Very negative effect
O	Neutral/ no effect

- 8.6 Combined symbols are sometimes used in the assessment (e.g. '+/ ?' or '- / ?'). Where this occurs, it is because there is a strong likelihood of positive/negative effects but that there is insufficient information to achieve certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the option under consideration is eventually delivered.
- 8.7 The GMSF Draft Plan 2019 IA showed that Beal Valley generally performed positively against the strategic objectives of the plan, with the allocation scoring at least Positive and no less than Neutral in most of the assessment criteria. In particular, the allocation was scored as having a very positive effect in relation to Objective 7 'Ensure access to and provision of appropriate social infrastructure' and Objective 9 'Promote sustainable modes of transport'.
- 8.8 However, the allocation scored as having a negative / unsure effect on Objective 15 'Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions' due to having no mention of two criterion related to renewable/low carbon energy facilities and contributing to reduction in greenhouse gas emissions across GM. This was the same in the GMSF Draft Plan 2019 whereby the recommended mitigation was that the policy make reference to energy efficiency directly and ways that it can be increased.
- 8.10 The full scoring is available in Appendix 8 and within the Integrated Assessment document on the GMCA website.
- 8.11 An updated IA has been prepared to reflect changes made to strategic allocations since the GMSF Publication Plan Draft for Approval October 2020, details of which are set out in section 9 below.



## 9.0 GMSF 2020 Integrated Assessment

- 9.1 The key outcomes of the 2019 IA on the Beal Valley allocation policy in GMSF 2019 have been considered to inform the production of the revised Policy JP Allocation 12. This has been reassessed in the 2020 IA. Appendix D of the 2020 IA provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, it details any residual recommendations.
- 9.2 It is important to note that the IA was focusing on each policy in isolation from other policies in the Plan and that many of the recommended changes for the allocation policy are already covered in other policies in the Plan. However, some changes have been made to the allocation policy as a result of the 2019 IA and the policy has been reassessed in the 2020 IA.
- 9.3 In response, changes to the allocation policy wording were made including a requirement for development of the site to be in accordance with a comprehensive masterplan and design code and encouraging the use of sustainable modes of transport. These, in addition to changes made to the thematic policies, mean that the residual recommendation in the GMSF Draft Plan 2020 assessment was no change to the scoring, as when the framework is read as a whole no further recommendations are made.
- 9.4 Further details can be found in the 2020 Integrated Appraisal Report and 2020 Integrated Appraisal Addendum Report.
- 9.5 A 2021 PfE Integrated Appraisal Addendum has been produced and has reviewed the changes made between GMSF 2020 and PfE 2021. As there have been no substantial changes to this specific allocation between GMSF 2020 and PfE 2021 and the 2020 IA recommendations which had been incorporated into the GMSF 2020 remain in the PfE Policy, there has been no change to the assessment of this Policy in relation to the IA Framework since 2020.

## Section B – Physical

### 10.0 Transport

- 10.1 TfGM commissioned Systra to ARUP to complete locality assessments of each of the allocations proposed in GMSF 2019 as part of the evidence base developed in order to assess and evaluate the impact of the proposals on the transport network. These locality assessments forecast the likely level and distribution of traffic generated by each allocation and assess its impact on the transport network. Where that impact is considered significant, possible schemes to mitigate that impact have been developed, tested and costed where appropriate.
- 10.2 It is important to note that the mitigation schemes developed are intended to demonstrate only that significant transport impacts of the allocation can be appropriately ameliorated. As such they are indicative only and are not intended to act as definitive proposal for the mitigation of any allocation. Detailed proposals would need to be developed as part of a Transport Assessment submitted as part of a planning application at a later date.
- 10.3 These Locality Assessments have been prepared within the context of the Greater Manchester Transport Strategy 2040, Five-Year Transport Delivery Plan and district's Local Implementation Plans. Within these Oldham Council and TfGM have planned a number of improvements across Oldham which are intended to make it easier for people to travel sustainably. This includes elements of the Bee Network, a comprehensive cycling and walking network which covers all Districts within Greater Manchester. The overall delivery plan of strategic transport interventions that will support all allocations in Oldham and details of the Bee Network in Oldham can be found in the Greater Manchester Transport Strategy 2040, Five-Year Transport Delivery Plan.

#### GMSF 2020 Locality Assessment Findings

- 10.4 Locality Assessments of the GM strategic allocations have been carried out by SYSTRA to inform development of the Joint DPD following GMSF 2019. As such the assessment summary below is based on the allocation as proposed in the GMSF Publication Plan Draft for Approval October 2020. An updated locality assessment

has been prepared to reflect the changes to the allocation proposed in PfE 2021 and details of this are summarised at the end of this section.

- 10.5 Details regarding the process for preparing the Locality Assessments can be found in the Transport Locality Assessments – Introductory Note and Assessments - Oldham. To ensure a consistent basis for assessing traffic impacts, all sites have been assessed using traffic forecasts from the GM strategic modelling suite.
- 10.6 The locality assessments provide an insight into the combined impacts of all the proposed strategic allocations and site-specific impacts, including:
- Cumulative traffic impact(s) of the site on the transport network;
  - Testing the effectiveness of the proposed off-site local highway network mitigation measures; and
  - Providing outline costs for essential transport interventions and mitigation measures.
- 10.7 The completion of locality assessments on the proposed strategic allocations has ensured that each site has been subject to a thorough, robust and consistent evaluation of its likely contribution to transport impacts in Greater Manchester. Sites that have been selected for inclusion in the Joint DPD have been found to be suitable from a transport perspective and satisfy the requirements of NPPF in that they do not place an unacceptable impact on highway safety or severe impact on the road network. As stated above where necessary, illustrative mitigation schemes have been developed, and their effectiveness in reducing traffic impacts has been demonstrated. Those schemes which have a strategic benefit and are likely to be needed in the next five-year period have been referenced in Our Five-Year Transport Delivery Plan and form part of the Greater Manchester Improvement Plan (GMIP).
- 10.8 For some allocations it is recognised that there is further work to be done in order to develop a solution that fully mitigates the site's impact on the transport network. In these instances care has been taken to ensure that the allocation is not identified for delivery in the first five years of the Plan, to enable more work to be undertaken to ensure that the site can be delivered in a safe and sustainable manner at a later point in time. All phasing information contained in the locality assessment is indicative only and has only been used to understand the likely intervention delivery timetable.

10.9 Policy JP Allocation 12 has been considered alongside the Broadbent Moss allocation, which is located immediately to the south.

#### *Access arrangements*

10.10 The site access arrangement has been developed to illustrate that there is a practical option for site access in this location and to develop indicative cost estimations. It is assumed that a detailed design consistent with Greater Manchester's best practice Streets for All highway design principles will be required at the more detailed planning application stage.

10.11 No highway infrastructure is present within the allocation.

10.12 For the purposes of this assessment the access points identified as part of the indicative high-level concept plan have been assessed - access to the west onto Heyside, and south onto Bullcote Lane. Heyside is a single-carriageway urban road with footpaths, streetlighting and a 30mph speed limit, while Bullcote Lane is an interurban single-carriageway road with no streetlighting or walking facilities, and a speed limit of 30mph.

10.12 For the purposes of the testing the impact of the allocation through the strategic model, a total of 620 dwellings have been assumed to be built out by 2040. It is not expected that this will have a material impact on the mitigations proposed. This should be confirmed as part of the typical planning process. With the addition of the two sites already in the baseline housing land supply the red boundary has capacity for around 649 homes.

10.14 The high-level indicative concept plans also proposed a third access that would connect to Beal Lane adjacent to Shaw & Crompton Metrolink stop. Whilst this has been assessed through the Locality Assessment as not being necessary to support the allocation the desire to improve connectivity with Shaw town centre remains a council aspiration for the site. As such Policy JP Allocation 12 states that any development would be required to safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond.

- 10.15 In terms of access onto Heyside the Locality Assessment proposes that this should consist of a three-arm signalised junction with a free-flow slip for left-turn traffic from the proposed allocation south towards central Oldham. In consideration of the nearby St Joseph's R C Primary School and its potential draw of students from the allocation, this proposed arrangement would also include signalised crossing facilities in the interest of pedestrian and cyclist safety.
- 10.16 Regarding access onto Bullcote Lane, the Locality Assessment reflects the importance of considering this in the context of the adjacent Broadbent Moss allocation as part of delivering the wider spine road that will create a new north/south corridor between the two developments. As such the Locality Assessment states that the proposed access arrangements for the Broadbent Moss allocation should also be considered as potential access points for the Beal Valley allocation due to the interconnectivity between the two allocations, which includes proposed accesses onto Heyside at Moss Lane and Meek Street, as well as direct connections east to Sholver via the A672 Ripponden Road at Green Park View and Broadbent Road.
- 10.17 A review of Bullcote Lane west of the proposed spine road has determined that the width of the carriageway, and existing traffic issues at its junction with Heyside means this route is unsuitable as primary access for both the Beal Valley and Broadbent Moss allocations. It is therefore proposed that Bullcote Lane be closed to through traffic to the west of the new spine road, with access to Heyside instead being achieved via the new Beal Valley Heyside access, and the Broadbent Moss Moss Lane and Meek Street accesses.
- 10.18 Cop Road would remain open to traffic bound for Sholver, and the Locality Assessment proposes that this would connect to the spine road at a three-arm standard roundabout, while a new three-arm priority junction north of the roundabout would connect to Bullcote Lane to form as a pedestrian and cycle route. This second access point could also serve a secondary role as an emergency access, offering alternate routing for allocation trips and emergency vehicles in the event the primary access is obstructed.
- 10.19 With regards to the northern part of the site the Locality Assessment concludes that given a review of the carriageway widths and the presence of on-street parking

Fenton Street and Sumner Street are unsuitable for use as either primary or secondary access. However, both Fenton Street and Sumner Street could be opened up for pedestrian and cycle access.

10.20 Details of the suggested access arrangements for the allocation can be found in the Transport Locality Assessments – Introductory Note and Assessment – Oldham.

#### *Multi-modal accessibility*

10.21 Accessibility is measured using Greater Manchester Accessibility Levels (GMAL). GMAL is a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility.

10.22 The current accessibility of the Beal Valley allocation using Greater Manchester's Accessibility Level model (GMAL) has been identified as comprising areas of level 2 and 3 for accessibility, giving it a lower rating.

10.23 The Locality Assessment concludes that the main local destinations likely to generate walking and cycling trips are Oldham Town Centre to the south of the allocation (4km) the local shops at Shaw/Crompton (1.2km), local shops at Royton (2.2km), E-act Royton and Crompton academy (1.2km), Crompton Primary School (1.3km), and St Joseph's R C Primary School (0.1km).

10.24 While the B6194 (Heyside) provides footpaths on both sides of the carriageway, footpaths on the southbound carriageway are narrower than standard width, while those on the northbound carriageway are standard width. Although Heyside provides full streetlighting, there are no crossings or facilities for cyclists.

10.25 Bullcote Lane / Cop Road provides no walking or cycling facilities, and thus presents a significant safety concern for pedestrian and cycle trips between Shaw and Sholver.

- 10.26 Nevertheless, the site benefits from being located on a proposed section of the Bee Network, which intends to improve cycling and walking facilities and infrastructure along primary routes within the Manchester area. With regard to the allocation, a section of the Bee Network passes across the proposed allocation along what is currently Bullcote Lane/Cop Road between Shaw and Sholver. The Locality Assessment recommends that this should be integrated into this site so as to provide suitable pedestrian and cycle access towards both Sholver and Shaw.
- 10.27 There are multiple Public Rights of Way (PRoW) that cross the proposed allocation, allowing for easy integration of these routes into the allocation in order to provide dedicated pedestrian and cycle routes away from traffic.
- 10.28 In terms of access to local public transport facilities by walking, there are local bus stops situated along Heyside which are all within a walkable distance.
- 10.29 In terms of access to public transport, the B6194 (Heyside), forms a main arterial route between Oldham and Shaw, is served by multiple, frequent bus routes operated by First Group. These include Route 59: Rushcroft to Piccadilly Gardens (average frequency: 30 minutes) and Route 181: Milnrow/Wren's Nest to Piccadilly Gardens (average frequency: 60 minutes). The Rochdale Metrolink Line (with services running an average frequency of ten minutes) also runs immediately east of the proposed allocation and is accessible to the north at Shaw & Crompton Metrolink stop, and to the south at Derker Metrolink stop.
- 10.30 Reflecting the above the Locality Assessment recommends:
- That a permeable network for pedestrian and cyclist priority within the development is required including sufficient secure cycle parking for all dwellings.
  - The internal walking and cycle network should be linked to high quality routes connecting through to Crompton, Shaw and Sholver, including the proposed Bee Network.
  - Existing PRoWs that either pass near or cross the proposed site should be positively upgraded, with both PRoWs and the internal pedestrian/cycle network of the site being constructed to the standards set out by the Bee Network.
  - Selective widening of pedestrian footpaths should also be considered at Heyside linked to the access scheme, and footpaths should be implemented on Bullcote Lane / Cop Road between Shaw and Sholver to provide a route for travel by

active means, these improvements should be carried out to Bee Network standards.

- 10.31 The Shaw & Crompton Metrolink stop provides significant opportunity for development to the north of the allocation and, therefore, the Locality Assessment recommends that efforts should be made to connect the whole allocation to Shaw town centre. The central and southern sections of the allocations are however beyond the acceptable walking times from the existing Metrolink stops. The new Metrolink stop and associated park and ride provision to the south is considered necessary to support both the Beal Valley and Broadbent Moss allocations in terms of access by sustainable means and with regards mitigating the transport impacts of the development.
- 10.32 With regards to bus services the Locality Assessment recommends that the allocation would benefit from the diversion / extension of the existing 82/83 bus route to the proposed new Metrolink stop at Cop Road and then north into the allocation to terminate at Shaw Metrolink stop on a every 30 minute basis. It is suggested that the introduction of this service within the allocation should be done at the earliest opportunity in order to allow initial residents a sustainable transport alternative and on a timing that is no later than the opening of the new Metrolink stop.
- 10.33 With regards to parking Systra conclude that it is not necessary to consider in detail the parking standards for residential units relevant to the site at this stage of assessment as there are no particular constraints on achieving likely minimum parking standards that may be in application at the time the site is brought forward. Accommodation of Electric Vehicle (EV) parking, while an important factor in developing more efficient transport connections for the allocation, should be considered at the detailed design stage, potentially as an integration of specific house design.
- 10.34 A broad assumption has been made that a maximum of 2 spaces per dwelling is likely to be proportionate however other alternative local policy requirements are likely to be equally deliverable and can be considered at the planning application stage.



- 10.35 While in isolation this allocation would be unlikely to present significant implications on the surrounding road network, its potential cumulative impact with– Stakehill, Kingsway South (site since removed as a proposed strategic allocation), Broadbent Moss, Cowlshaw, Hanging Chadder (site since removed as a proposed strategic allocation), and Newhey Quarry allocations by 2040 has resulted in several mitigation schemes being considered at junctions likely to see material impacts as a result of traffic introduced by these allocations.
- 10.36 With regards to understanding the impact of the strategic allocation on the local highway network a 'with GMSF' scenario has been assessed against a Reference Case which assumes background growth and includes the housing and employment commitments from the districts. Through discussions with TfGM and the Combined Authority, it has been agreed that where mitigation is required, it should mitigate the impacts back to a reference case scenario. It should be noted that mitigating back to this level of impact may not mean that the junction operates within capacity.
- 10.37 In order to understand whether the mitigation developed for the site (and all other sites within the GMSF / PfE) is sufficient to mitigate the worst-case impacts of the proposed strategic allocations, a second run of the model with all identified mitigation included, was undertaken. Where a significant flow change was observed the junction models were rerun to check that the suggested mitigation by the Locality Assessment is still sufficient to mitigate site impacts and that all other in scope junctions continue to operate satisfactorily in light of any reassignment due to mitigation schemes.
- 10.38 The cumulative impact of the allocations on the Strategic Road Network (SRN) has also been considered.
- 10.39 The final list of interventions considered necessary to support Policy JP Allocation 12 and mitigate the cumulative impacts of the allocations are set out in Table Two below. These are categorised as follows:
- **Allocation Access**
  - **Necessary Strategic Interventions** - interventions with strategic implications for which the development will be expected to contribute or pay for, and which have to come forward in order for the development to be allocated;

- **Necessary Local Mitigations** - includes measures such as improvements to off-site junction and public transport facilities which will be necessary for the development to be allocated.
- **Supporting Strategic Interventions** - interventions with strategic impacts to which development would be expected to make a contribution where possible to enhance the connectivity of the site – these costs are not included in the viability calculations – this includes measures such as Metrolink extensions and some motorway interventions.

Table Two - Final list of interventions considered necessary to support Policy JP Allocation

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<b>Mitigation</b>	<b>Description</b>
<i>Allocation Access</i>	<i>Allocation Access</i>
Heyside Access Junction	New signalised junction
Bullcote Lane Junction	New standard roundabout junction
<i>Necessary Strategic Interventions</i>	<i>Necessary Strategic Interventions</i>
New Metrolink Stop and P&R facility adjacent to Beal Valley and Broadbent Moss allocations	Proposed by TfGM for direct Metrolink access to both developments, including a sizeable Park & Ride facility.  The introduction of the Metrolink stop is also expected to contribute to resolving the general issue regarding congestion on the surrounding road corridors, specifically Oldham Road, as this is the main thoroughfare into the centre of Oldham as well as supporting access to the allocation by sustainable means.
Key Internal Highway network – Spine Road.	660m of internal spine road network to be dedicated as a key local highway, identified to have a through route function that will serve as a wider strategic highways link with bus access.
Metrolink Overbridge	Depending upon design and arrangement, the above spine road may require a standard width road crossing over the

Mitigation	Description
	proposed Metrolink line where a level crossing would be deemed unsuitable.
<i>Necessary local mitigations</i>	<i>Necessary local mitigations</i>
Improvement of A663 Crompton Way / Rochdale Road / Beal Lane	An indicative scheme has been developed as a potential improvement scheme at this location. See appendix 3 of the Locality Assessment for Beal Valley.
Improvement of A663 Shaw Road / A671 Oldham Road junction	An indicative scheme has been developed as a potential improvement scheme at this location. See appendix 4 of the Locality Assessment for Beal Valley.
Improvement of B6194 Heyside / Water Street / Bullcote Lane junction	Severance of Bullcote lane – (resulting operational improvement to B6194 Heyside / Water Street / Bullcote Lane junction). See Appendix 2 of the Locality Assessment for Beal Valley.
Provision of bus services within the allocation	Extension of existing bus service (Route 82/83) into the centre of the allocation at earliest possible opportunity to provide competitive sustainable transport alternative.
Permeable network for pedestrian and cyclist priority within the development	Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRowS either bounding or near the development. All pedestrian and cycle networks internal to the site, as well as connecting PRowS, should be built or upgraded to the standards outlined in the Bee Network, as well as providing connections to the nearest section of the Bee Network.
Improvement of walking/cycling facilities on Heyside and Cop Road via new Metrolink overbridge bridge	Heyside footway improvements and new footway / cycleway to join missing 250m section of Cop Road (either on or adjacent

Mitigation	Description
	alternative off road provision) linking to new metro overbridge.
<i>Supporting Strategic Interventions</i>	<i>Supporting Strategic Interventions</i>
Improvement of A6193 Sir Isaac Newton Way / A640 Elizabethan Way / A640 Newhey Road roundabout interchange	An indicative scheme was developed as a potential improvement scheme at this location. See Appendix 5 of the Beal Valley Locality Assessment.
Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange	An indicative scheme was developed as a potential improvement scheme at this location. See Appendix 6 of the Beal Valley Locality Assessment.
Improvement of A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane	Enhancements and efficiencies to the operation of the signal controlled junction is promoted by way of updating the signal controller to MOVA control.

10.38 Please note that the necessary local mitigation measures identified are purely a highway infrastructural intervention prepared to illustrate that options may be available at this location – further detailed consideration would be required at the time of a planning application to ensure development of an option suitable for all users including pedestrians, cyclists and bus users.

10.39 In relation to the necessary local mitigations these are as follows:

- At the **A663 Crompton Way / Rochdale Road / Beal Lane** junction, the Locality Assessment proposes a mitigation to add extra lanes onto the A663 Crompton Way (South) arm and the B6194 Rochdale Road (West) arm in order to increase capacity. The A663 additional lane would allow for the separation of left-turn, ahead and right-turn movements in order to improve the turning movements of this arm, while the additional lane on the B6194 would allow separate right-turn movements from this arm. The introduction of this mitigation scheme is also expected to contribute to resolving the general issue regarding congestion in the centre of Shaw.

- At the **A663 Shaw Road / A671 Oldham Road** junction, the Locality Assessment proposes a mitigation scheme to add a free-flow arm between the A663 Broadway and the A671 Rochdale Road in order to remove west to north movements from the main junction flow, while also providing an additional lane for ahead movements onto the A663 Shaw Road. The introduction of this mitigation scheme is also expected to contribute to resolving the general issue regarding congestion on the surrounding road corridors, specifically Oldham Road, as this is the main thoroughfare into the centre of Oldham.
- At the **B6194 Heyside / Water Street / Bullcote Lane junction**, the Locality Assessment proposes a mitigation scheme to close through access on Bullcote Lane between Shaw and Sholver, thereby removing through traffic and development trips from the Beal Valley and Broadbent Moss allocations. The Bullcote Lane arm would remain in situ so as to access the adjacent bowling green. This mitigation option has been considered with regard to matters of safety for traffic exiting this arm due to the below standard width of Bullcote Lane.
- **Provision of bus services within the allocation** - Due to the size of the proposed allocation, the Locality Assessment proposes that bus services should be introduced to serve one or more of the proposed land parcels that are to form the overall allocation so as to provide a competitive public transport alternative for residents and visitors to the site. The Locality Assessment recommends that the introduction of public transport services within the allocation should be done at the earliest possible opportunity so as to allow for the provision of sustainable transport alternatives to the first new residents. Promotion of sustainable transport alternatives will also help to answer concerns regarding increased pollution from added vehicular trips on the local road network.
- **Permeable network for pedestrian and cyclist priority within the development** - In order to promote and encourage sustainable transport modes and accessibility for non-vehicular traffic, the Locality Assessment recommends that development should provide both ease of access for pedestrian and cyclist traffic into and out of the site, as well as connecting and improving PRow that either directly connect or pass near the proposed site. This should include upgrading of the local PRow routes to meet the standards of the proposed Bee Network and, wherever possible, connect directly to sections of the Bee Network.

- **Improvement of walking / cycling facilities on Heyside and Cop Road** – The Locality Assessment recommends that pedestrian and cycle facilities in the areas surrounding the allocation should be improved wherever possible in order to allow for safe accessibility by non-vehicular users to all parts of the development, but also the adjacent residential, employment and retail areas. This scheme outlines the improvements needed for these users and includes widening of footpaths along Heyside (100m) including the introduction of a new Toucan Crossing facility and the provision and the introduction of suitable pedestrian and cycle facilities along a 250m section of Cop Road towards Sholver. These should meet SFA standards and provide safe access for pedestrian, cycle and horse-rider traffic. Promotion of sustainable transport alternatives will also help to answer concerns regarding increased pollution from added vehicular trips on the local road network. The Cop Road connection to Sholver and where applicable improvements to Heyside should meet the standards of the proposed Bee Network and, wherever possible, connect directly to sections of the Bee Network. As part of this proposal it will need to be resolved at the detailed design stage whether it is sufficient that the pedestrian /cycle route via Cop Road would cross the metro route via a new level crossing, a new pedestrian cycle bridge, or widened / replacement Cop Road bridge.

10.40 Plans of the mitigation measures proposed can be found in the Transport Locality Assessments – Introductory Note and Assessment – Oldham.

#### *Phasing of Mitigation*

10.41 Expected phasing of the allocation, based on the concept planning work carried out by IBI, was provided to inform the modelling. The indicative intervention delivery timetable for the mitigation measures set out above are as set out in Table Three.

Table Three: Mitigation Measures – Indicative Intervention Delivery Timetable

MITIGATION	2020-2025	2025-2030	2030-2037
<b>Allocation Access</b>			
Heyside Access Junction	✓		
Bullcote Lane Junction (New 3 arm Roundabout)	✓		
<b>Necessary Strategic interventions</b>			
New Metrolink Stop and P&R facility adjacent to Beal Valley and Broadbent Moss allocations		✓	
Key Highway spine road network with through route function	✓		
Metrolink Overbridge	✓		
<b>Necessary Local Mitigations</b>			
Improvement of A663 Crompton Way / Rochdale Road / Beal Lane		✓	
Improvement of A663 Shaw Road / A671 Oldham Road		✓	
Improvement of B6194 Heyside / Water Street / Bullcote Lane		✓	
Provision of bus services within the allocation		✓	
Permeable network for pedestrian and cyclist priority within the development		✓	
Improvement of walking/cycling facilities on Heyside including a new Toucan Crossing Facility and at Cop Road including via new Metrolink overbridge bridge		✓	
<b>Supporting Strategic Interventions</b>			
Improvement of A6193 Sir Isaac Newton Way / A640 Elizabethan Way / A640 Newhey Road roundabout interchange		✓	
Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange		✓	
A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane		✓	

### Summary

10.42 In summary, the Locality Assessment has provided an initial indication that the allocation is deliverable, however, significant further work will be needed to verify and refine these findings as the allocation moves through the planning process, particularly in relation to connections to the SRN. The allocation will also need to be supported by continuing wider transport investment across Greater Manchester.

10.43 The assessment concluded that the traffic impacts of the site are considered to be less than severe subject to the implementation of localised mitigation at a discrete number of locations. The “High-Side” modelling work indicates that in general other junctions within the vicinity of the site will either operate within capacity in 2040 with development proposed, or that in some cases junctions operating over capacity in the future year would not be materially worsened by development traffic.

#### Locality Assessment Update Report (2021)

10.44 Since preparation of the 2020 Locality Assessment’s a number of factors have necessitated a review of their conclusions and the revision or confirmations to the findings as appropriate. Those factors include:

- The removal of some Allocations from the Plan;
- Changes to the quantum of development proposed within some Allocations;
- Changes to the scale or type of transport supply (also known as transport mitigation schemes or interventions) proposed close to or within some Allocations;
- The withdrawal of Stockport Council and their associated Allocations from the Greater Manchester Spatial Framework; and,
- Modifications to the reference transport network to include newly committed schemes on the strategic road network (SRN).

10.45 These are factors which, taken together, may alter the pattern of traffic movements close to the remaining Allocations and impact on wider traffic movements across the conurbation. As such, it was considered necessary to check that the conclusions of the original assessments remain robust. The Oldham Locality Assessment Update Report (2021) sets out the processes behind, and conclusions of, the review for Oldham. This note identifies whether any of these changes are likely to significantly impact on the conclusions of the original assessments. Where needed it sets out an updated technical assessment of the impact of the Allocations in Oldham on the operation of the transport network and reviews and revises the transport infrastructure necessary to mitigate the impacts of the allocations.

10.46 The largest change to demand since the publication of the locality assessments has been the removal of the Stockport allocations from the plan. In consideration of



Oldham District's allocations in relation to Stockport District, Systra concluded that the distance between the two means it is unlikely to result in significant impacts upon the measured assumptions observed in the previous Locality Assessment study.

10.47 The main changes to be considered were therefore in relation to:

- The removal of allocations at GMA21 – Thornham Old Road, GMA17 Hanging Chadder and GMA20 Spinners Way between the fourth and fifth round of modelling; and
- Revisions to the allocations that have been made between the fourth and fifth round of modelling, particularly in relation to capacity and phasing.

10.48 Based on the removal of three allocation sites from Oldham (GMA21 – Thornham Old Road, GMA17 Hanging Chadder and GMA20 Spinners Way), as well as a general reduction in development quantum for those allocations remaining within the latest Locality Assessment Update Report (2021), it is considered unlikely that there will be significant changes or increased implications on both the local and strategic road networks within the district due to PfE related traffic.

10.49 Notwithstanding this, it is possible that between the fourth and fifth round of modelling junctions could potentially see increases in traffic due to background growth, changes in the assignment of traffic or the increased quantum of allocations outside the Oldham district which could have cumulative effects at specific locations.

10.50 In relation to Beal Valley the site was considered alongside Broadbent Moss in the Locality Assessment Update Report (2021). For the purposes of testing the impact of the allocation through the strategic model, a total of 482 (Beal Valley) / 874 (Broadbent Moss (plan-period only)) residential units and 21,720sqm of employment floorspace has been assumed to be built out by 2040. From an allocation-specific perspective, there aren't expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and now.

10.51 Access to the allocation is based on the high-level indicative concept plan prepared to support the allocation and the interventions identified in the Locality Assessment 2020 remain the same. As such there have been no changes to the proposed infrastructure since the publication of the Locality Assessment 2020.

- 10.52 Based on flows derived from the latest round of modelling, the previously identified issues which required the introduction of mitigation schemes remains largely robust, therefore, interventions outlined for the LRN and SRN are to be delivered as part of the Beal Valley and Broadbent Moss allocations. However, the necessity of the LRN interventions is shown to have reduced. Therefore, further work is needed through the planning process to confirm if all LRN interventions are needed to allow the allocations to come forward.
- 10.53 The changes to the quantum of development considered through the Locality Assessment Update Report 2021 does not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by GMCA and TfGM. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.
- 10.54 To summarise, based on the latest information provided within the fifth round of the GMSF Strategic Model, it is considered that the findings of the previous Locality Assessment remain robust.
- 10.55 In response to the above, Policy JP Allocation 12 sets out that development of the site is required to:
- Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites.
  - Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond.
  - Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.

- Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations.
- Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.

## 11.0 Flood Risk and Drainage

11.1 A Level 1 Strategic Flood Risk Assessment has been carried out for Beal Valley and the allocation's flood risk was mapped.

11.2 In terms of fluvial flood risk:

- 80.87% of the site allocation is within Flood Zone 1;
- 14.71% is within Flood Zone 2;
- 1.02% is within Flood Zone 3a; and
- 3.40% is within Flood Zone 3b.

11.3 Risk of flooding from surface water is:

- low for 16.19% of the site;
- medium risk for 6.66% of the allocation; and
- high risk for 3.69% of the site allocation.

11.4 The Level 1 SFRA recommends that the site should consider the site layout and design around the identified flood risk as part of a detailed flood risk assessment (FRA) or drainage strategy.

- 11.5 The SFRA Level 1, using Environment Agency datasets and River's Trust Irwell Catchment datasets, provides a high-level indication of where natural processes, through green infrastructure, could be used for future flood storage functions to support Natural Flood Management. This includes improving soil moisture storage capacity, which can be done through increased green space cover, making the landscape more permeable which will reduce run off rates.
- 11.6 The allocation was also found to present an opportunity to use floodplain tree planting to help obstruct significant flow pathways. There are also areas of floodplain reconnection and small areas for runoff attenuation features such as natural depressions or small channels where river improvement or bunds can be created for natural surface water storage. There is also the opportunity for wider catchment tree planting which will provide higher levels of infiltration and reduced overland flows.
- 11.7 Such opportunities, as outlined above, should be explored further as part of masterplanning, site specific flood risk assessments and drainage strategies.
- 11.8 Policy JP Allocation 12 sets out that development of the allocation should be informed by an appropriate flood risk assessment, feeding into a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored.
- 11.9 Furthermore, Policy JP Allocation 12 sets out that development of the site should also 'include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within Flood Zone 3, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure'.
- 11.10 Finally, Policy JP Allocation 12 sets out that development of the site should have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater

quality, and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements.

## **12.0 Ground Conditions**

- 12.1 The high-level indicative concept plan report indicates that the majority of the site is uncontaminated, however to the north is an industrial area and a landfill site which will require site investigation. Any development would therefore need to take account of the fact that a large proportion of the site has been subject to landfill. As such, Phase 1 and 2 site investigation reports will need to be carried out to identify the extent of contamination and to establish an appropriate remediation strategy.
- 12.2 Policy JP Allocation 12 states that development of the site will be required to incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

## **13.0 Utilities**

- 13.1 The high-level indicative concept plan report indicates that as the site is currently undeveloped there is a clear lack of utility infrastructure. However, in some cases sewage systems pass through the site, including a pipe to the north and a pipe serving a cluster of development to the south west.
- 13.2 In terms of water infrastructure, a pipe cuts through the north of site, while another pipe is found running through the site to the west.
- 13.3 There is an infrastructure easement for the infrastructure to the north of the site and this would need to be respected within any development proposals, as would any others needed.
- 13.4 The high-level indicative concept plan report concluded that in relation to infrastructure that as there is an extensive infrastructure network surrounding the site and serving existing urban areas, it is believed there is an opportunity to extend these networks to serve future development across the site.

- 13.5 Policy JP Allocation 12 requires development of the site to be informed by a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy.
- 13.6 Policy JP-D1 Infrastructure Implementation also seeks to 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 infrastructure capacity, from first occupation until development completion.

## **Section C – Environmental**

### **14.0 Green Belt Assessment**

- 14.1 Approximately 53 ha is to be released from the Green Belt, with the Metrolink line becoming the new Green Belt boundary. This includes two small portions of land outside of the allocation boundary. These pieces of land are located at Birshaw Farm to the west of the allocation, between the farm and Oldham Road and to the west of the allocation between Newbank House and Oldham Road/ Heyside.
- 14.2 These small parcels would form 'Green Belt Islands' if not removed from the Green Belt alongside the allocation. Green Belt Islands are pieces of isolated land that would not be connected to the new Green Belt boundary as a result of the removal of the Strategic Allocations from the Green Belt. As small and isolated pieces of land, they would no longer serve the purposes of the Green Belt and so have to be removed alongside the allocation.

#### Green Belt Exceptional Circumstances

- 14.3 Paragraph 136 of the NPPF requires that Green Belt boundaries should only be altered where exceptional circumstances are evidenced and fully justified. The Green Belt Background Paper, available on the GMCA website, sets out the case for exceptional circumstances for seeking the proposed release of Green Belt to bring forward the allocations within the plan. The exceptional circumstances take the form of the strategic level case – high level factors that have influenced and framed the decision to alter boundaries, such as meeting housing need; and local level case – specific factors relevant to the proposed releases that complement the strategic case.
- 14.4 As outlined in section 4, the site selection process has identified the most sustainable locations by assessing potential sites against the site selection criteria (see Appendix 3 for full site selection criteria) to ensure the proposed allocations meet the spatial objectives of the plan. In terms of the local-level case, the exceptional circumstances for the release of the Beal Valley allocation from the Green Belt are that:

- The site meets Criterion 1 of the Site Selection criteria, as part of the site is within the 800m buffer of the Shaw and Crompton Metrolink Stop;
- The site meets Criterion 5 of the Site Selection criteria, as the north part of the site falls within a most deprived area;
- The site meets Criterion 6 of the Site Selection criteria as the site will contribute to the delivery of a new Metrolink stop and Park & Ride facility which will provide sustainable transport provision for the wider community;
- The site meets Criterion 7 of the Site Selection criteria as the proposed spine road, running north to south, and the proposed new Metrolink stop and Park & Ride facility, has the potential to address existing traffic congestion; and
- In addition, the site also provides the opportunity to develop a wetland catchment area, which as well as being an attractive feature of the site, will allow for the site to take a strategic approach to flood risk management and provide opportunities for upstream flood storage.

14.5 The local-level case for exceptional circumstances, set out in the Green Belt Background Paper, includes a summary of the Green Belt harm and mitigation assessment in relation to Beal Valley. The findings from this assessment are summarised in the section below (for information a summary of the Green Belt Stage 1 2016 study is also set out).

#### The Greater Manchester Green Belt assessment (2016)

14.6 The Stage 1 Green Belt assessment assessed the whole of the Green Belt in Greater Manchester, providing a comprehensive analysis of variations in contribution of land to the Green Belt purposes as set out in the NPPF.

14.7 The 2016 Greater Manchester Green Belt assessment identified that Beal Valley (along with Broadbent Moss) were located within Strategic Green Belt Area 17. Strategic Green Belt Area 17 lies to the north east of Oldham, extending to the Peak District National Park boundary. The land rises to the east and is cut by a series of valleys, occupied by villages including Uppermill, Dobcross and Delph which tend to be strung out along road corridors. The Green Belt continues east beyond the GM boundary.



14.8 Within this Strategic Green Belt Area Beal Valley (and Broadbent Moss) fall within land parcel OH23. OH23 – scored ‘Strong’ in relation to one out of the four purposes of the Green Belt assessed (purpose 5 was not part of the assessment). The full scoring is set out in Table Four.

14.9 Table Four: Strategic Green Belt Area Assessment

Parcel Reference	Purpose 1a Rating	Purpose 1b Rating	Purpose 2 Rating	Purpose 3 Rating	Purpose 4 Rating	Strategic Green Belt Area
OH23	Strong	Strong	Moderate	Moderate	Moderate	17

14.10 Greater Manchester Green Belt Study – Assessment of Proposed 2019 GMSF Allocations and Cumulative Assessment of Proposed 2020 GMSF Allocations

14.11 The Stage 2 Green Belt study assessed the potential impact on the Green Belt that could result from release of land within the development allocations proposed in the Revised Draft (January 2019) of the GMSF. Its intention was to inform the finalisation of the proposed strategic allocations.

14.12 The assessment split the Beal Valley allocation into two sub-areas to reflect variations in harm to the Green Belt purposes. The assessment found that the majority of the allocation makes a significant contribution to checking the sprawl of Greater Manchester and preventing encroachment to the countryside, and a relatively significant contribution to maintaining separation between Shaw and Crompton and the Sholver/ Moorside suburb. Much of the allocation also makes a moderate contribution to preserving the setting of the historic settlement areas located within Shaw.

14.13 The assessment found that release of the allocation would not weaken the Green Belt boundary but would increase the containment of retained Green Belt land to the east, narrowing the gap between Shaw and Crompton and the Sholver/ Moorside suburb. Release of the allocation would therefore constitute high harm to the Green Belt purposes whilst having a minor impact on adjacent Green Belt.

- 14.14 The assessment outlined potential mitigation to address harm identified, this included strengthening the boundary of the retained Green Belt land to the east of the allocation, such as by planting woodland on land sloping down to the east to help screen views across the railway line, could potentially increase the future distinction between inset land and retained Green Belt land. This could help limit the weakening of this land and maintain separation.
- 14.15 The Cumulative Assessment of the 2020 GMSF Allocations forms an addendum to the assessment of allocations proposed in the 2019 GMSF. It considers the impact, in terms of harm to the Green Belt purposes from the release of land, of a number of changes to the proposed allocation boundaries and areas of Green Belt release identified in the updated 2020 version of the GMSF. It should be read in conjunction with the Stage 1 and 2 reports.
- 14.16 In terms of cumulative harm on Strategic Green Belt Area (SGBA) 17, release would constitute significant sprawl (Purpose 1), would reduce the existing gap and remove the major separating feature of Shaw Side Hill and would reduce the contribution the remaining Green Belt here makes to preventing the towns from merging (Purpose 2) and would encroach on land that is perceived as countryside and further contain the surrounding SGBA between Royton and Sholver (Purpose 3). Release would detract from the setting of Shaw but would not affect key elements of its historic character and setting (Purpose 4).
- 14.17 No significant changes have been proposed to the allocation since 2019, therefore in the 2020 assessment of the PfE 2021 Update there are no changes to the harm assessment findings. There have been some minor mapping alterations, but these have not impacted the assessment findings.

#### Identification of Opportunities to Enhance the Beneficial Use of the Green Belt (2020)

- 14.18 Lastly LUC also prepared a report on the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt in 2020. This report provides evidence to show where there are opportunities to offset the loss of Green Belt through compensatory improvements to the environmental quality and accessibility of retained and proposed Green Belt land. This study has sought to identify opportunities to enhance Green Infrastructure within 2km of the sites proposed for release.

14.19 These opportunities should feed into Local Plans and masterplanning work for the site allocations.

14.20 The summary of potential enhancement projects includes:

Access:

- Develop a waymarked and easily accessible network of circuitous health walks;
- Improve hard surfacing along Crompton Circuit to upgrade this route to a multi-user network, offering wider links from Shaw to Top O Th' Knowl within the wider study area;
- Improve existing access points across the route of the Manchester Metrolink;
- Extend the route of the existing Beeways and PROW to form wider connections with Delph and Denshaw in the east;
- Improve the single file traffic light-controlled junction on Cop Road as it allows limited time for cyclists to navigate the junction before the lights change. This proposal would improve connections between Royton in the west and Sholver in the east; and
- Upgrade the existing Beeway running parallel the route of the Manchester Metrolink to afford linkages between the settlements of Shaw and Oldham, incorporating the Derker and Shaw & Crompton Metrolink Stops.

Sport and recreation:

- Offer accessible sports packages to Crompton and Royton Golf Club and Bishop Park Driving Range for local residents; and
- Improve drainage systems and ancillary accommodation within the existing playing fields at Bishop Park.

Biodiversity and wildlife corridors:

- Protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering water courses within the South Pennine Moors.

Landscape and visual:

- Introduce screen planting along the settlement fringe, employing locally appropriate species, to help minimise long term visual impact on both residential and recreational receptors within the landscape; and

- Maintain and enhance the pattern of traditional species rich hedgerow field boundaries and woodland within the wider landscape. Large scale planting of broadleaved woodland could be adopted to enhance habitat connectivity.

## 15.0 Green Infrastructure

15.1 Across the site approximately 32 ha of land will be retained as Green Infrastructure and not developed.

15.2 The high-level indicative concept planning work recommends that any development should be required to incorporate high-quality landscaping and multi-functional green infrastructure that will minimise the visual impact on the wider landscape, mitigate its environmental impacts and enhances linkages with the neighbouring communities and countryside. As part of delivering this the high-level indicative concept plan recommends that development of the site should:

- Respect the existing landscape and ecological features of the site and beyond. The protection and enhancement of wildlife should also be prioritised. Collectively this will ensure a development that is in fitting with the surroundings and promoted as an attractive, healthy place to live.
- Proactively deliver a coherent green infrastructure network, combining attractive spaces and routes which link the development with the surrounding area. This should include green corridors, landscape buffers and open recreational spaces that are interconnected and coordinated. Green infrastructure should also be used to ensure development parcels are clearly defined and that boundaries are appropriately treated.

15.3 In response to the above Policy JP Allocation 12 sets out that development of the site is required to:

- Ensure the protection from development, of a large green wedge, and its enhancement as of part of the multi-function green infrastructure network;
- Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity;

- Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application and have regard to the river course and broadleaved woodland;
- Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve 'good' as proposed under the EU Water Framework Directive; and
- Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

15.4 The allocation policy reasoned justification also sets out that together the Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. It states that net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen and Protected Species. The development of the two allocations should include elements of partnership work to ensure they contribute towards a wider ecological network approach.

15.5 It goes on to state that together the Beal Valley and Broadbent Moss allocations provide an opportunity to demonstrate an exemplar development using green infrastructure that can be designed in such a way that it can support local biodiversity and strengthen coherent ecological networks beyond the site boundary.

## 16.0 Recreation

16.1 The high-level indicative concept planning report emphasises that development for the site should deliver high-quality landscaping and multi-functional green infrastructure. This is expected to enhance the attractiveness of the scheme and provide opportunities for open space and recreational activities for users of the site. There is a need for development of the site to enhance recreational routes connecting the site with the surrounding countryside, including PROW, as well as ensuring green links provide an attractive interface within residential parcels, with a mix of hard and soft landscape with opportunities for formal and informal play opportunities.

16.2 The high-level indicative concept planning report also highlights that existing open space and recreation provision, such as Heyside Cricket Club and Twingates Local

Nature Reserve, is an importance feature in and around the site. Recognising that the retention of land helps to retain much of the site's existing character, as well as providing areas for recreation and wildlife improvements.

- 16.3 In relation to open space, sport and recreation Policy JP Allocation 12 states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club.
- 16.4 At present, Local Plan Policy 23 requires all major developments to contribute to new and/ or improved open space, sport and recreation provision wither onsite or, in some circumstances, offsite in line with local surplus' and deficiencies. Policy 23 will be reviewed as part of the ongoing Local Plan Review.

## 17.0 Landscape

- 17.1 Beal Valley falls within the Rochdale and Oldham South Pennines Foothills landscape character area and the Pennine Foothills South / West Pennine landscape character type as identified within the Landscape Character Assessment (2018), which was prepared to inform preparation of the GMSF / PfE. The assessment sensitivity tested two development scenarios against each identified landscape character area. For this character type, the assessment concluded that development of two to three storey residential development would have a medium sensitivity. The report sets out policy guidance and recommendations to mitigate impact on the landscape as a result of development within/ impacting on the character area.
- 17.2 The guidance and opportunities to consider within this landscape character type include:
- Avoid areas of the landscape with distinct or complex landforms, including the locally prominent hills and intricate stream valleys, including Besom Hill, Tandle Hill, the ridgeline south of Bentgate, Strine Dale and Wood Brook;
  - Ensure that sense of separation between distinct settlements is retained;
  - Retain the role of the landscape as an undeveloped backdrop to existing development;

- Strengthen the stone wall and hedgerow network. Any new boundaries should reflect local characteristics, including the planting of a new generation of hedgerow trees;
- Utilise areas of undulating landform and woodland cover to integrate new development into the landscape, avoiding sites designated for their nature conservation importance;
- Protect areas of semi-natural habitat including woodland, grassland and heathland which are locally designated as Sites of Biological Importance. Seek to enhance these where possible and provide linkages to form robust habitat networks;
- Protect areas of broadleaved woodland (particularly ancient woodland). Utilise the screening effects of existing woodland to integrate development into the landscape where possible;
- Encourage the natural regeneration of woodland and wetland habitats within valleys (as well as new planting/habitat restoration) to improve their function in flood prevention and preventing diffuse pollution;
- Ensure that any development is in keeping with the form, density and vernacular of existing buildings;
- Protect the setting of important heritage assets within the landscape, including Conservation Areas/Listed Buildings;
- Retain the important recreational function of the landscape. Seek to improve public rights to way to encourage sustainable travel. Join-up and promote multi-use routes to major destinations within the landscape including Tandle Hill Country Park;
- Retain the distinct visual character of the landscape, including views to monuments on skylines which form local landmarks (including Tandle Hill War Memorial and Peel Tower), church spires and chimneys;
- Reinforce the structure of the landscape, through strengthening the stone wall and hedgerow network using local gritstone for walls and locally prevalent and climate resistant species for hedges. Any new boundaries should reflect local characteristics, including the planting of a new generation of hedgerow trees; and
- Design-in the introduction of SuDS to any new development, addressing any changes in hydrology.

- 17.2 Policy JP Allocation 12 sets out that development of the site should have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South/ West Pennines.
- 17.3 The site has significant topographical constraints with a high ridge running through the centre of the site and the site rising to meet this on both sides. Low-lying and flatter areas are located to the west and the south west in particular. Further low-lying land is available to the north. The Metrolink line and River Beal follow a low-lying route through the site from north to south. It is anticipated that further detailed topographical analysis will be required at the detailed design stage.
- 17.4 The principles behind the high-level indicative concept plan prepared for the allocation encourage development and urban form to be contextually responsive to the surrounding built and natural landscapes. A landscape strategy was prepared to support the high-level concept plan to retain features which contribute to the character of the site. The strategy includes utilising existing water features; retaining existing hedgerows; using trees as boundary treatments; a green corridor to connect development parcels and to maintain openness; the incorporation of SUDs; retaining and enhancing existing PROWs; using landscape buffers for screening; and introducing multi-functional open spaces, and use greenspaces to provide attractive entrances and interfaces between residential parcels and primary gateways.

## **18.0 Ecological/Biodiversity Assessment**

- 18.1 There is an existing SBI, Tree Preservation Orders / Areas and OPOL, as well as the designated Green Belt, which provide areas of environmental sensitivity. In general, the site is marshy grassland and as stated above the east of the site has significant topographical issues.
- 18.2 The high-level indicative concept planning report recommends an ecology corridor, seen as an extension to the Green Corridor, to enhance and protect existing ecological value on the site as it is important to include areas of enhancement for wildlife and vegetation. These areas can contain SUD's ponds and native tree and shrub planting, as well as fruit bearing species and incorporating existing PROW's to provide strong visual and physical links between development parcels, as well as providing a buffer between residential parcels and existing infrastructure.



- 18.3 Since the preparation of the high-level indicative concept plan for Beal Valley, an extension to the Shawside SBI (grade C) has been adopted in November 2019. The extension comprises an additional 1.9ha of wetland habitat (see Appendix 8 for site plan).
- 18.4 The adopted extension has impacted on the high-level indicative concept plan (Appendix 2). The indicative plot C (30 dwellings) is now covered by the SBI and indicative plot A (87 dwellings) is partially covered by the SBI. The allocation policy requires development to retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, following the mitigation hierarchy. As noted, the high-level indicative concept plans were prepared to set out how the site might be delivered and are subject to change. It is considered that the overall capacity of the allocation can still be delivered through the relocation of the dwellings on the affected plots, elsewhere on the site.

#### Preliminary Ecological Appraisal

- 18.5 Conclusions from the Preliminary Ecological Appraisal, carried out by GMEU in 2020, are that the SBI may be a significant constraint, although the size of the overall allocation could mean that there is space for habitat compensation. The SBI, the river course and, broadleaved woodland would all need to be taken into account. Extended Phase 1 habitat survey, badger, amphibian, water vole and bat surveys will be required at planning application stage.
- 18.6 As a result of the ecological constraints and areas of identified biodiversity onsite, the high-level indicative concept planning work has focused development within the allocation to the west and extreme north of the site and, where possible, has avoided the SBI designation (as it was pre-extension). It has recommended that efforts should be made to environmentally enhance the area using sensitive and positive green infrastructure proposals, as outlined in section 13 above.
- 18.7 Policy JP Allocation 12 requires development to retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity,

integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met.

## 19.0 Habitat Regulation Assessment

- 19.1 A Habitat Regulation Assessment (HRA) has been carried out to appraise the draft GMSF and PfE, by the Greater Manchester Ecology Unit (GMEU). The report includes the identification of strategic sites which may have impacts on European protected sites, an assessment of these impacts and available mitigation for these impacts. All strategic allocations have been screened into the assessment because of potential cumulative effects from air pollution caused by increased road traffic.
- 19.2 The assessment concluded that the operation of the GMSF will not cause adverse impacts on site integrity of any European designated sites providing that the recommended mitigation measures are included in the Plan and implemented.
- 19.3 It is therefore concluded that there is insufficient evidence of any harm to the special interest of European sites for which no effective mitigation is available to justify the removal of any of the proposed allocated areas for strategic development from consideration at this stage of Plan production.
- 19.4 The GMCA and TfGM are responding to Natural England's comments on the draft HRA (2020) by commissioning additional air quality modelling to more accurately assess the implications of changes in air quality on European sites that could potentially be affected by changes to nitrogen levels arising from changes in vehicle movements in Greater Manchester or within close proximity of the Greater Manchester boundary.
- 19.5 A Habitat Regulation Assessment (HRA) has been undertaken and supported by an assessment of air quality impacts on designated sites. The following sites have been screened out at Stage 1 HRA:
- Rixton Clay Pits (SAC)
  - Midland Meres & Mosses – Phase 1 Ramsar
  - Rostherne Mere (Ramsar)
- 19.6 The following sites requires Stage 2 Appropriate Assessment:

- Manchester Mosses (SAC)
- Peak District Moors (South Pennine Moors Phase 1) (SPA)
- Rochdale Canal (SAC)
- South Pennine Moors (SAC)
- South Pennine Moors Phase 2 (SPA)

## 20.0 Historic Environment Assessment

- 20.1 An initial Historic Environment Assessment Screening Exercise prepared by the Centre for Applied Archaeology, University of Salford, in June 2019 recommended that the Beal Valley allocation was screened in for further assessment. It identified that whilst there are no designated sites within the land allocation, a number have been identified nearby which require further assessment. There is potential for pre-historic activity, for Medieval/ Post-Medieval agricultural activity, and Industrial periods. Further archaeological work is therefore recommended.
- 20.2 To address the recommendations of the initial screening exercise, Oldham Council has prepared a Historic Environment Assessment for each of its strategic allocations to inform the draft GMSF 2020. No changes have been made to this allocation as part of PfE 2021 therefore no update has been carried in relation to JP Allocation 12.
- 20.3 In terms of Beal Valley, the assessment identified that there are four designated heritage assets close to the site. The assessments concluded that the site allocation could harm the setting of two of the heritage assets – Birshaw House (Grade II listed) and New Bank (Grade II listed) – and needs to be mitigated to reduce harm to an acceptable manner.
- 20.4 The assessment states that Birshaw House is located just outside the boundary of the site allocation and sits upon a hill. The house is partially screened by trees and farm buildings. The building is visible from the south / central part of the allocation site. The asset is surrounded by high-density development to the west. To the north, south and east of the asset is open land, which makes a contribution to its rural setting. It does sit within a rural context when viewed from the south of the site. Indicative plans show a preference for residential plots to be focussed towards the west of the allocation, with indicative plots to the north and south of the asset.

- 20.5 It is therefore considered that the proposed allocation for residential use would have a negative impact on the rural setting of the asset.
- 20.6 The assessment concludes that harm to the significance of Birshaw House needs to be mitigated as part of the development proposals, including measures such as:
- a landscape buffer between the asset and development plots;
  - a landscape buffer between the asset and the access road should be applied to ensure that a green setting is maintained around the asset;
  - an appropriate planting scheme should be implemented on the edge of development plots;
  - reference should be made to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment; and
  - Ensure new development is in keeping with the surrounding character through the use of local materials and design.
- 20.7 The assessment identified that New Bank is located just outside the boundary to the west and sits adjacent to a road with a number of outbuildings and hardstandings. The house is partially screened by trees. The asset is surrounded by housing to the west. To the north, south and east of the asset is open land, which makes a contribution to its rural setting. It does sit within a rural context when viewed from the south of the site. The asset is visible from the south and central part of the allocation site. The high-level indicative concept plan shows a preference for residential plots to be focussed to the north and east of the asset.
- 20.8 It is therefore considered that the proposed allocation for residential use would harm the rural setting of the asset. The assessment concludes that harm to the significance of New Bank needs to be mitigated as part of the development proposals, including measures such as a landscape buffer between the asset and development plots.
- 20.9 Policy JP Allocation 12 states that development of the site is required to be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed.

20.10 The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the emerging draft Oldham Mills Strategy.

## **21.0 Air Quality and Noise**

- 21.1 Air Quality is covered by thematic policy JP-S 6 'Clean Air' in PfE 2021 which sets out a range of measures to support air quality. PfE 2021 sets out a commitment to improving air quality by locating development in locations which are most accessible to public transport. The proposed allocation is not within an AQMA.
- 21.2 The principles behind the high-level indicative concept plan prepared for the allocation encourage active travel to be considered through the development of the site, so as to encourage sustainable transport options, this includes the delivery of the new Metrolink stop south of the site at Broadbent Moss, improved connections to the Shaw and Crompton Metrolink stop to the north, improved cycle infrastructure and ensuring streets are active and safe to encourage walkability.
- 21.3 There are no particular noise constraints identified in relation to the Beal Valley allocation.
- 21.4 Policy JP-G 7 of PfE 2021 aims to significantly increase tree cover and protect and enhance woodland. The justification for the policy notes that trees and woodland can help mitigate noise pollution.

## **Section D – Social**

### **22.0 Education**

- 22.1 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision.
- 22.2 There are 27 primary schools within a 1.5-mile radius of the allocation, 13 secondary schools within 3 miles of the allocation and one other form of education provision. Consideration will need to be given as to whether any of these have the potential for expansion at the appropriate time.
- 22.3 Policy JP Allocation 12 outlines that development of the site is required to contribute to additional school places to meet increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.
- 22.4 Oldham Council is currently working on developing a methodology for S106 Contributions for Education. Once finalised these will be used to secure contributions towards education provision as appropriate.

### **23.0 Health**

- 23.1 The high-level indicative concept plan report identified that to the north of the site, located in the urban centre of Shaw, there are local health centres which could potentially serve the site. However, the capacity of these facilities to support the development would require further detailed investigation. The Royal Oldham Hospital is also considered to be within an appreciate distance from the site.
- 23.2 The high-level indicative concept plan report considers that enhanced or new health centres would be required to meet the demand created by the Beal Valley population, particularly given proximity to Broadbent Moss. As such, Policy JP Allocation 12 requires any development of the site to contribute to appropriate health

and community facilities to meet the increased demand that will be placed on existing provision.

- 23.3 The Integrated Assessment has incorporated a Health Impact Assessment. Beal Valley scored very positively against supporting healthier lifestyles and supporting improvements in determinants of health. This is due to the policy including delivering multi-functional green infrastructure, enhanced linkages to the countryside, enhanced biodiversity and new or improved open space provision. It is recommended that the policy references site specific sustainable modes of transport and green infrastructure, including access to green space.
- 23.4 Policy JP Allocation 12 supports active travel options to be delivered as part of the allocation, including high-quality walking and cycling facilities, linking to new and existing public transport provision, and the retention and enhancement of public rights of way.

## Section E – Deliverability

### 24.0 Viability

#### Three Dragons Viability Assessment

- 24.1 The team of Three Dragons, Ward Williams Associates and Troy Planning and Design were commissioned to undertake a Viability Assessment of the Spatial Framework (VASF) to test whether the requirements of the National Planning Policy Framework (NPPF) are met, that is that the policy requirements in a plan should not threaten the development viability of the plan as a whole.
- 24.2 Within this broad aim, the GMCA sets out a number of objectives for the VASF that are summarised as being to:
- Meet the tests of soundness, using the approach to viability set out in guidance;
  - Address issues identified in consultation and engage with the development industry;
  - Provide a broad strategic understanding of viability, including costs and values, across Greater Manchester area based on current available information;
  - Test the viability and deliverability of an appropriate range of sample sites across Greater Manchester, including allocated sites; and
  - Identify policies that will affect viability and examine the likely cumulative viability impact of the proposed policies and standards in the Plan.
- 24.2 The VASF comprises three linked reports, The Strategic Viability Report, The Allocated Sites Viability Report and the Consultation Report. These are available on the GMCA website.
- 24.3 For the allocated sites viability testing, site characteristics, values and costs collected for the viability modelling drew on analysis of national and local datasets and policy documents and local consultations.
- 24.4 For all sites results are presented in terms of headroom available after developer return has been taken into account. On some sites further sensitivity testing has



been carried out to show the impact of changes to the assumptions, based on the council's justification to move away from the main model of testing.

- 24.5 In terms of benchmark land values for the purposes of the allocated sites they have all been considered as strategic greenfield with a benchmark land values of £250,000 per gross hectare, on the basis of consistency and that the majority of the sites are greenbelt releases and/or predominantly greenfield.
- 24.6 In terms of residential values, the assumptions sheet for Beal Valley (in the Strategic Viability Report – Stage 2 Allocated Sites Viability Report, October 2020 and Addendum, June 2021) sets out the values used for the individual site. For some allocations the local authority has suggested alternative figures. These are set out as sensitivity tests to the standard approach.
- 24.7 In terms of attributing build and site costs, Oldham Council have provided a high-level indicative concept plan for the Beal Valley allocation setting out broad form of development for the site. This has informed the build costs of £49,401,272 for the site, as well as a degree of judgement from the consultants and officers.
- 24.8 In terms of the policy and mitigation costs assumed for this allocation, Oldham Council has provided affordable housing assumptions, education requirements and open space/recreation requirements to be used within the testing based on the currently adopted Local Plan policies and/or updated evidence. The figures used are set out in the assumption sheet in section 3.14 of the Strategic Viability Report – Stage 2 Allocations Sites Viability Report (October 2020). For the Beal Valley allocation, affordable housing contribution was tested at 14.9% of the site capacity (72 affordable homes) with a split of 50% Affordable Rent and 50% Shared Ownership, as per the recommendations of Oldham's Housing Strategy.
- 24.9 There are a range of other policy and mitigation costs around accessibility, future homes standards, electric charging points and biodiversity net gain that need to be applied when undertaking the testing, based on National and proposed PfE policies. These are applied in the same way as the generic testing and further detail can be found in section 4 of the Strategy Viability Assessment. In addition to the affordable housing contribution tested, other planning obligation costs to a total of £5,251,770 were tested for this allocation.

24.10 In terms of transport costs, two types have been modelled. The first are costs found within the site and include roads serving the development, immediate site access and provision for pedestrians and cyclists, where available. For this site this information was provided by the Three Dragons team on the basis of available masterplans and in liaison with the Council's highways team – Unity Partnership. These on-site transport costs were included in the main viability testing. For Beal Valley strategic transport costs of £11,320,000 were tested.

24.11 Table Five sets out the results of the viability assessment for the site.

24.12 A sensitivity test was carried out that increased market values by 15%. The site offers the opportunity to provide a significant number of new homes that will help to diversify Oldham's housing stock and contribute to meeting housing needs. Along with the neighbouring Broadbent Moss allocation and the new Metrolink stop with associated park and ride, the council consider that the Beal Valley site has the potential to create a new housing market at a significant scale and in a sustainable and accessible location. Therefore, it is considered reasonable to assume that a development in this location would be popular, with accelerated sales rates and values.

Table Five: Beal Valley Strategic Allocation Viability Assessment Results

Site Ref	Site Name	Scheme Type	Main/ Sensitivity Test	Scheme RV incl land costs	Scheme RV (f less return)	Strategic transport costs	Out-turn scheme RV (g-h)
GM12	Beal Valley	Housing	Main model	£17,977,555	-£980,000	£11,320,000	-£12,300,000
GM12	Beal Valley	Housing	Sensitivity test – increase sales values by 10%	£29,502,892	£8,700,000	£11,320,000	-£2,620,000

24.13 As Table Five shows, the site is not viable with the main test without taking into account the £11.3 million strategic transport costs. With these costs included, the site is in deficit by £12.3.

24.14 With the sensitivity test applied the allocation is viable with an £14.3 million residual value. This is adequate to cover the strategic transport costs of c£11.3m and therefore the site would be viable under this scenario.

## 25.0 Phasing

25.1 The phasing and delivery assumptions used to inform the high-level indicative concept plan split the site into development parcels and set out a phasing approach over three phases based on known constraints and assumptions around infrastructure delivery.

25.2 The following allocation trajectory was prepared, informed by the high-level concept planning assumptions and more recent evidence work:

- Site C – 30 houses in 2025/26;
- Sites D, E and F – 31 houses a year between 2025/26 and 2027/28, and 32 houses in 2028/29;
- Sites G, H, I and J – 30 houses a year between 2027/28 and 2028/29, 60 houses a year between 2029/30 and 2030/31; and 20 houses in 2031/32; and
- Sites K and L – 31 houses in 2025/26 and 32 houses thereafter between 2026/27 and 2028/29.

25.3 Sites A and B are not contained within the above trajectory as they form part of the baseline housing land supply. Both sites are identified within the Housing Land Supply as being deliverable in the medium term (2025-2030).

25.4 As stated above the phasing and delivery assumptions are based on the high-level indicative concept plan and local knowledge regarding build-out rates. Sites, and parcels within sites, may come forward differently.

## 26.0 Indicative Masterplanning

26.1 As referred to throughout this report a high-level indicative concept plan and accompanying report has been prepared to inform the allocation and this topic paper.

- 26.2 The high-level indicative concept plan and accompanying report has been produced to demonstrate deliverability and feasibility of development at the proposed allocation. Within the report a high-level opportunities and constraints, landscape and ecology appraisal, and a townscape analysis has been carried out.
- 26.3 Collectively, the analysis and outcomes have informed a set of strategic design principles developed specifically for the site and:
- An Urban Design Strategy to guide development of the high-level indicative concept plan.
  - A Movement Strategy which considers access, vehicular hierarchy and access, pedestrian movement and public transport provision.
  - Open Space and Landscape Strategy which considers existing water features, hedgerows and trees, openness, key green spaces, SUDs, ecology corridors and green routes.
- 26.4 As stated at the beginning of this topic paper it is important to note that whilst the requirements set out in Policy JP Allocation 12 will need to be met, the indicative concept plan may change with the preparation of more detailed masterplans and in conjunction with a future developer's planning application. As such, Policy JP Allocation 12 requires that any development will need to be in accordance with a comprehensive masterplan and design code for the site agreed by the local planning authority.
- 26.5 An alternative illustrative masterplan has also been submitted as part of the GMSF 2019 consultation response, demonstrating how the site may come forward and deliverability.
- 26.6 Appendix 2 contains the high-level indicative concept plan for the allocation. The associated high-level indicative concept planning report is available on the GMCA website.

## **Section F – Conclusion**

### **27.0 The Sustainability Appraisal**

27.1 Beal Valley generally performed positively against the strategic objectives of the plan. This is covered in section 7 of the topic paper.

### **28.0 The main changes to the Proposed Allocation**

- 28.1 Appendices 5, 6 and 1 shows the policy wording in the 2019 GMSF, GMSF Publication Plan Draft for Approval October 2020 and PfE 2021 respectively. Appendices 3 and 4 sets out the proposed changes to the policy wording between the 2019 GMSF, GMSF Publication Plan Draft for Approval October 2020 and PfE 2021 for the Beal Valley allocation and the reasoned justification.
- 28.2 The main changes to the Beal Valley allocation between the 2019 Draft GMSF and the 2020 Draft GMSF are as follows:
- Access arrangements have been amended as a result of the Locality Assessment findings. To reflect the findings, detail has been added to the allocation's reasoned justification including that the main points of access will be from Meek Street or Moss Lane to the south (as part of the Broadbent Moss allocation), and from Oldham Road to the north of Newbank House. These will link to the proposed spine road running through the site;
  - Policy wording has been amended / added, in response to the 2019 Draft GMSF consultation comments, for flood risk, historic environment, and ecology; and
  - Additional policy requirements have been added to reflect recent evidence, including that the development of the site must take into account the recommendations of the Stage 2 Greater Manchester Green Belt Study; the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; the Greater Manchester Historic Environment Assessment Screening Exercise; and the GM Level 1 SFRA.

28.3 The reasoned justification for the allocation policy has also been amended to provide additional detail and to respond to consultation comments. The main changes include:

- An explanation of the capacity of the site, including explanation of the two SHLAA sites to the north, within the allocation boundary;
- Justification relating to the site's opportunity to diversify existing housing stock and meet local housing needs;
- Justification relating to the affordable housing required as part of the development of the site;
- Further detail added on the identified access points to the site; the proposed internal highway network; and the connectivity of the site to the surrounding area;
- Detail added to explain the protection of the green wedge as part of the development, to enhance the green infrastructure network and biodiversity of the site;
- Detail added to explain the site's flood risk and the requirements that development of the site must comply with, including further SUD opportunities; and
- Detail added to explain the site's ecological assets, the identified green infrastructure/ ecosystem services opportunities and how development will be required to contribute to the green infrastructure network and biodiversity net gain.

28.4 There have also been some minor changes made to the policy and reasoned justification between the 2020 GMSF and PfE 2021 relating to references to GM, where this is no longer appropriate, policy references, numbering and other minor typographical errors.

28.5 In terms of the changes between the 2020 GMSF and the PfE 2021, as these changes were either minor or as a result of Stockport's withdrawal from the plan, it is concluded that the effect of the plan is substantially the same on the districts as the 2020 version of the policy.

28.6 It is considered that these policy changes, along with the other requirements set out in the policy, will deliver a high quality, sustainable development that will help to deliver the vision, plan objectives and overall spatial strategy of PfE.

## 29.0 Conclusion

- 29.1 The Beal Valley site lies approximately 1km to the south of Shaw Town Centre and includes land from the rear of properties on the B6194 Oldham Road to the Metrolink line running from Shaw to Oldham. The site falls within three wards, Shaw, Royton South and St. James.
- 29.2 Located on the urban fringe and close to existing built development, the site is in a good position to utilise existing infrastructure. Furthermore, as part of the allocation it is proposed to contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations.
- 29.3 The site is currently designated Green Belt in the main. In the northern part of the site there is an area designated Other Protected Open Land (OPOL) in Oldham's Joint Core Strategy and Development Management Policies Development Plan Document (Oldham's Local Plan). The River Beal runs through the site, crossing over the Metrolink route.
- 29.4 The site is mainly greenfield, low grade agricultural land, though there is some brownfield land to the north of the OPOL where the existing employment sites are located. It has significant topographical constraints with a high ridge running through the centre of the site and the site rising to meet this on both sides. Low-lying and flatter areas are located to the west and the south west in particular. Further low-lying land is available to the north.
- 29.5 The strategic allocation is proposed to deliver around 480 new homes, aiming to provide a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing and affordable housing.
- 29.6 In addition to appropriate access points to and from the site any development will be required to safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond. As well

as contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations.

- 29.7 The gross site area measures 51 hectares, with the developable area measuring approximately 21 hectares. Approximately 30ha will be protected as onsite green infrastructure, providing a significant buffer between the main developable area and the Green Belt. The policy protects this green wedge from development going forward and provides an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology as well as improving access to the open countryside for the local community.
- 29.8 The area in the south eastern corner which falls within Flood Zone 3 also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area, which as well as being an attractive feature of the site, will allow the site to take a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.
- 29.9 The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure biodiversity net gains for nature and local communities.
- 29.10 The allocation boundary and full policy wording can be found in Appendix 1.
- 29.11 The site has been identified through the site selection process. The Beal Valley allocation falls within the Area of Search OL-AS-11 (see the Site Selection Background Paper). Area of Search OL-AS-11 was considered to meet the Site Selection Criterion of 1, 5, 6 and 7.
- 29.12 The proposed allocation at Beal Valley meets the Green Belt exceptional circumstances as the allocation is capable of meeting the site selection criteria, which seeks to identify locations for strategic allocations which meet objectives of the plan as a whole, thus meeting the wider strategic case for exceptional circumstances to alter the Green Belt.



29.13 Finally, it is considered that the policy, along with the other requirements set out in the policy, will deliver a high quality, sustainable development that will help to deliver the vision, plan objectives and overall spatial strategy of PfE.

29.14 A full suite of evidence and background papers are available on the GMCA website.

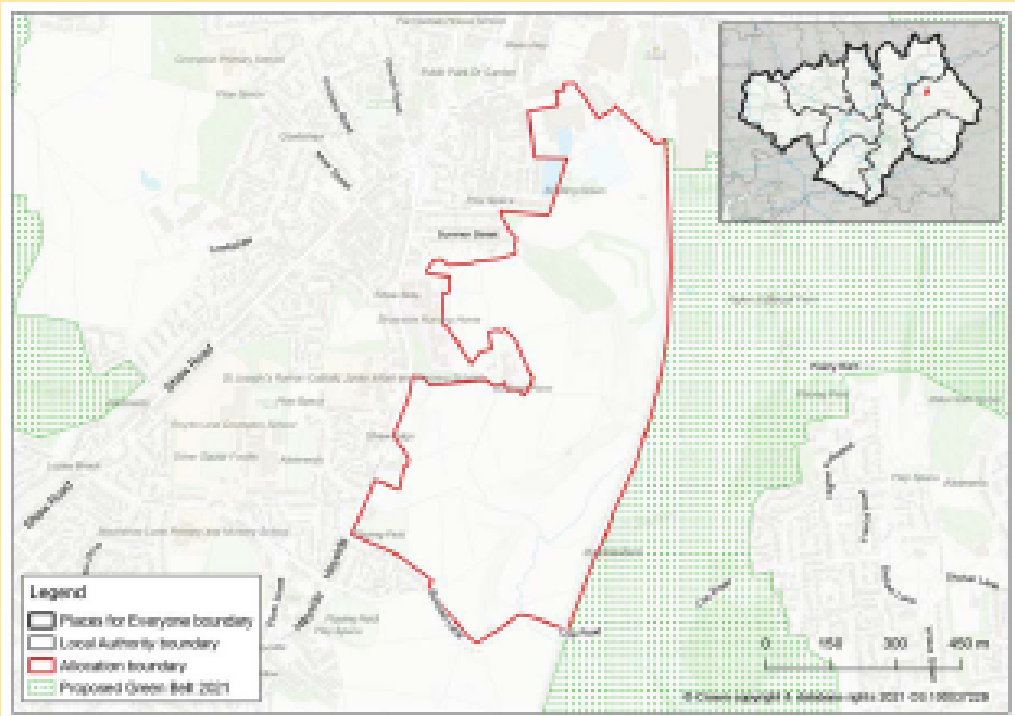
# Section G – Appendices

## Appendix 1: Site boundary and Policy JP Allocation 12 Beal Valley (as proposed in PfE 2021)

### Beal Valley

#### Policy JP Allocation 12

#### Beal Valley



Picture 11.23 JPA 12 Beal Valley

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority;
2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;
3. Provide for affordable homes in line with local planning policy requirements;
4. Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;
5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;

6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
7. Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;
8. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;
10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
11. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;
13. Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland;
14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve 'good status' as proposed under the EU Water Framework Directive;
15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;
16. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion

of existing facilities or through the provision of new school facilities in liaison with the local education authority;

17. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
18. Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
19. Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;
20. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;
21. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements; and
22. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

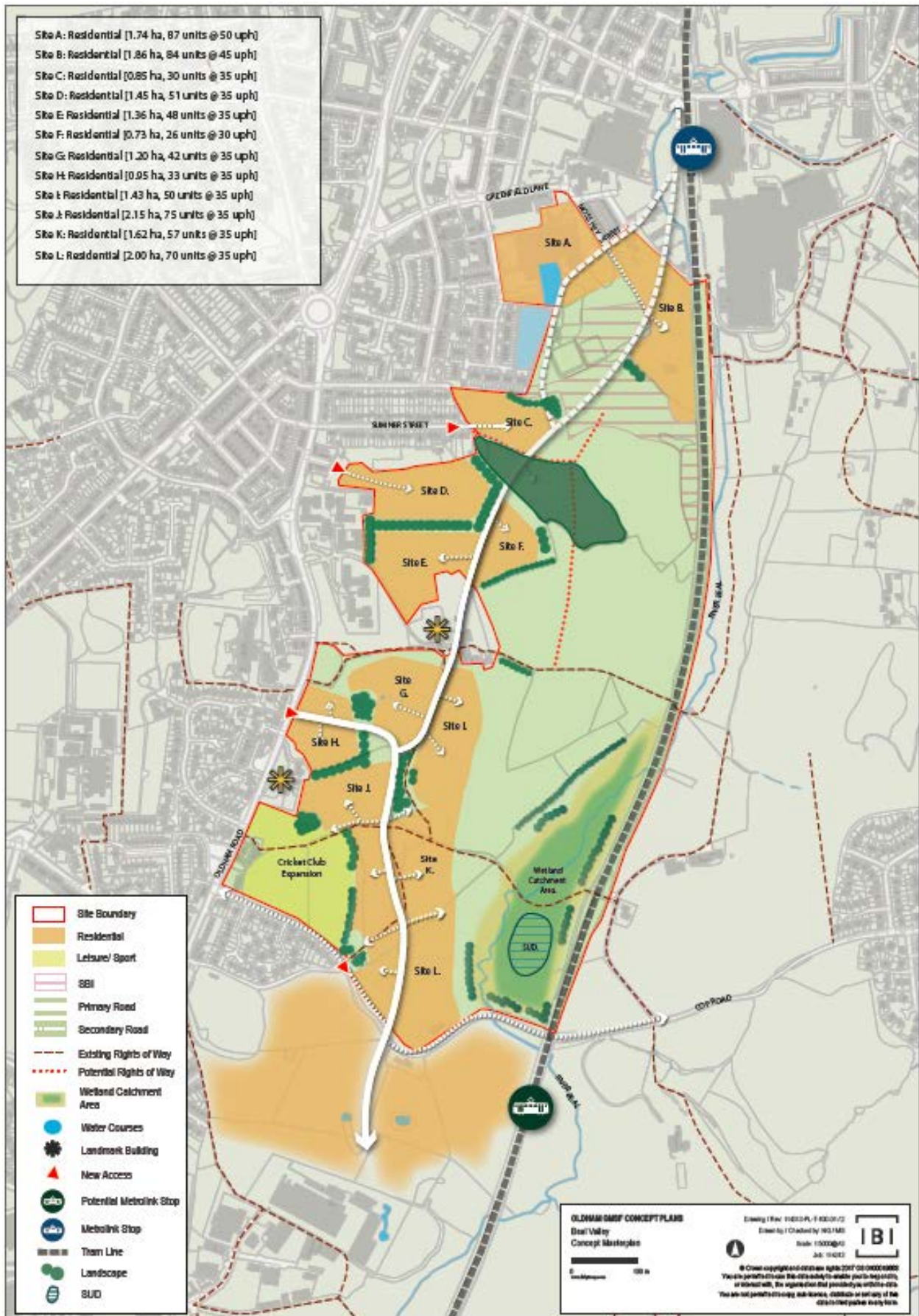
11.133 The site is currently designated as Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. There are also two brownfield sites in the northern part of the allocation; these are included within the red line to ensure they form part of the comprehensive development of the site. They are not included in the residential capacity set out in the policy, as they are already identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA).

11.134 Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to, and enhance, the housing mix within the area through adding to the type and range of housing available.

- 11.135 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in line with local planning policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.
- 11.136 The site is in a sustainable and accessible location, on the edge of a large area of open land and in a strong housing market which offers the potential to provide a range of high-quality housing in an attractive setting. It is located near to existing residential communities, including Shaw Town Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.137 The main points of access will be from Meek Street or Moss Lane to the south (as part of the Broadbent Moss allocation), and Oldham Road to the north of New Bank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. The route of the section in the northern part of the site is to be safeguarded and offers the opportunity to address traffic and congestion issues within Shaw Town Centre, whilst enhancing accessibility and connectivity.
- 11.138 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:
- a. new and/or improvement of existing open space, sport and recreation facilities;
  - b. additional school places through the expansion of existing facilities or provision of new school facilities; and
  - c. provide for appropriate health and community facilities.
- 11.139 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.
- 11.140 The site is split into two halves – the developable area to the west, close to the existing urban area, and the green wedge to the east, reflecting the topographical constraints of the site. The policy protects this green wedge from development, and provides an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology, as well as improving access to the open countryside for the local community.

- 11.141 The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen and Protected Species. The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach.
- 11.142 The allocations provide an opportunity to demonstrate an exemplar development, using green infrastructure that can be designed in a way to support local biodiversity, and strengthen coherent ecological networks beyond the site boundary. There is an opportunity to use SUDs, following the existing site hydrology, to create a network of wetlands that incorporate and enhance the existing fen, pond and watercourses within the site.
- 11.143 Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2008. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.
- 11.144 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.
- 11.145 Development should conserve heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the Oldham Mills Strategy.
- 11.146 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.
- 11.147 The area in the south eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area. As well as being an attractive feature of the site, this will allow the site to take a strategic approach to flood risk management, and provide additional opportunities for upstream flood storage.

## Appendix 2: High-level Indicative Concept Plan for Beal Valley



**Appendix 3: Main Changes to the Proposed Beal Valley Allocation Policy (2019 compared to GMSF Publication plan Draft for Approval October 2020)**

Draft 2019 Strategic Allocation Policy	2020 Strategic Allocation Policy	Reason
1. Be in accordance with a comprehensive masterplan agreed by the local planning authority.	1. Be in accordance with a comprehensive masterplan and <b>Design Code</b> agreed by the local planning authority.	Bold text 'Design Code' added to comply with NPPF.
2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing.	2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing.	No change.
3. Provide for affordable homes in line with local planning policy requirements.	3. Provide for affordable homes in line with local planning policy requirements.	No change.
4. Provide new access points to the site at Sumner Street in the northwest, Fenton Street and off Oldham Road opposite Beckley Close. These will link to a new spine road that will be delivered as part of the comprehensive development of the site. It will provide access from the north to the south at Bullcote Lane, which will have secondary roads into the main areas for development. The route of the spine road to the north of the site will be safeguarded as part of any development so as to offer the potential to link the strategic allocation to Shaw Town Centre and further improve connectivity to the local area and beyond.	4. Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south and be delivered as part of the comprehensive development of both sites.  5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;	Wording amended and new policy criterion added (numbering of policies is therefore amended thereafter) based on findings of locality assessment and detail moved to the reasoned justification.
5. Take account of and deliver any other highway improvements; including walking, cycling and bus infrastructure improvements, that may be	6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve	Wording amended based on locality assessment.



Draft 2019 Strategic Allocation Policy	2020 Strategic Allocation Policy	Reason
needed so as to minimise the impact of associated traffic on the surrounding areas and roads.	accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.	
6. Deliver a new Metrolink stop to serve both this allocation and the Broadbent Moss allocation, potentially including Park & Ride facilities.	7. Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations.	Wording amended for clarity.
7. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink Station and the new Metrolink stop proposed together with the Broadbent Moss strategic allocation, as well as the bus network, so as to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. Integrating these as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside.	8. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.	Wording and order of policies amended for clarity.
8. Deliver multi-functional green infrastructure and high-quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the	9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South/ West Pennines.	Wording amended for clarity; green infrastructure included within previous criterion, as set out above, and landscape character moved to its own criterion.

Draft 2019 Strategic Allocation Policy	2020 Strategic Allocation Policy	Reason
neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills.		
	10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	Criterion added to reflect Green Belt Stage 2 evidence.
9. Ensure the enhancement of the green infrastructure and biodiversity of the green wedge between the development parcels and the Metrolink line should form part of the comprehensive development of the site and will be protected from development going forward.	11. Ensure the protection of a large green wedge, between the main development area and the Metrolink line to the east, from development and its enhancement as of part of the multi-function green infrastructure network and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.	Reflects findings and recommendations of the 'Identification of opportunities to Enhance the Beneficial Use of the Green Belt in 2020' report.
10. Retain and enhance areas of biodiversity within the site, most notably the existing Shawside SBI and the Twingates local nature reserve, to deliver a clear and measurable net gain in biodiversity.	12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met.	Wording amended and further policies added to reflect the findings of the Preliminary Ecological Appraisal for the site and responses to the GMSF 2019.
	13. Provide further surveys on phase 1 habitats, amphibian, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland.	Wording added to reflect findings of the Preliminary Ecology Appraisal; (2020).
	14. Protect and enhance the habitats and corridor along the	Criterion added in response to

Draft 2019 Strategic Allocation Policy	2020 Strategic Allocation Policy	Reason
	River Beal to improve the existing water quality and seek to achieve 'good' as proposed under the EU Water Framework Directive.	Environment Agency comments.
11. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated, in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club.	15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. <b>This includes</b> the expansion of, and improvement to existing, facilities at Heyside Cricket Club;	Bold text amended.
12. Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	16. <b>Contribute to</b> additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;	Bold text amended for clarity.
13. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	17. <b>Contribute to</b> appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	Bold text amended for clarity.
14. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting. This includes the Grade II listed buildings at Birshaw House and New Bank mitigating any adverse impact. Identify and assess the potential impact on other non-designated heritage assets within the site and its setting.	18. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. Harm to the significance of Birshaw House and New Bank will need to be mitigated through a landscape buffer between the asset and all the development plots and access road. An appropriate landscaping scheme should be implemented on the edge of the development plots.	Wording amended and detail added as a result of the Historic Environment Assessment findings and in response to comments by Historic England.

Draft 2019 Strategic Allocation Policy	2020 Strategic Allocation Policy	Reason
15. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation.	19. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed.	Wording amended as a result of the Historic Environment Assessment Screening Exercise findings, and in agreement with Historic England.
16. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, (including mitigation measures and the incorporation of sustainable drainage systems) integrated as part of the multi-functional green infrastructure network.	20. Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored.	Wording and policy order amended as a result of the SFRA recommendations, and to reflect feedback provided by Environment Agency and United Utilities.
18. Include provision for a wetland catchment area, in liaison with the Environmental Agency, and the Local Lead Flood Authority, to the south east of the site within the Flood Zone 3, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure.	21. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Local Lead Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3, <b>to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage</b> , integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;	<b>Bold text</b> added to provide further detail and clarity.
17. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there is no infiltration.	22. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency approach	Wording amended as a result of comments provided by the Environment Agency.

<b>Draft 2019 Strategic Allocation Policy</b>	<b>2020 Strategic Allocation Policy</b>	<b>Reason</b>
	to groundwater protection and any relevant position statements.	
	23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.	Wording added to reflect comments provided by the Environment Agency.

**Appendix 4: Changes to the Proposed Beal Valley Allocation Policy (GMSF 2020 compared to PfE 2021)**

2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
1. Be in accordance with a comprehensive masterplan and <b>Design Code</b> agreed by the local planning authority;	1. Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority;	No change.
2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;	2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;	No change.
3. Provide for affordable homes in line with local planning policy requirements;	3. Provide for affordable homes in line with local planning policy requirements;	No change.
4. Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south and be delivered as part of the comprehensive development of both sites;	4. Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;	No change.
5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;	5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;	No change.
6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling	6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling	No change.

2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
infrastructure and public transport facilities;	walking and cycling infrastructure and public transport facilities;	
7. Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;	7. Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;	No change.
8 Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;	8. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way), <b>with</b> high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;	Bold text amended for clarity.
9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South/ West Pennines;	9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;	No change.

2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	No change.
11. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-function green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;	11. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;	Bold text added to amend typo.
12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;	12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;	No change.
13. Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland;	13. Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland;	No change.
14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and	14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and	Bold text added as word missing.



2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
seek to achieve 'good' as proposed under the EU Water Framework Directive;	seek to achieve 'good' <b>status</b> as propose under the EU Water Framework Directive;	
15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;	15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;	No change.
16. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;	16. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;	No change.
17. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	17. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	No change.
18. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. Harm to the significance of Birshaw House and New Bank will need to be mitigated through a landscape buffer between the asset and all the development plots and the access road. An appropriate landscaping scheme should be implemented on the	Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;	Text amended to reflect comments provided by Historic England.

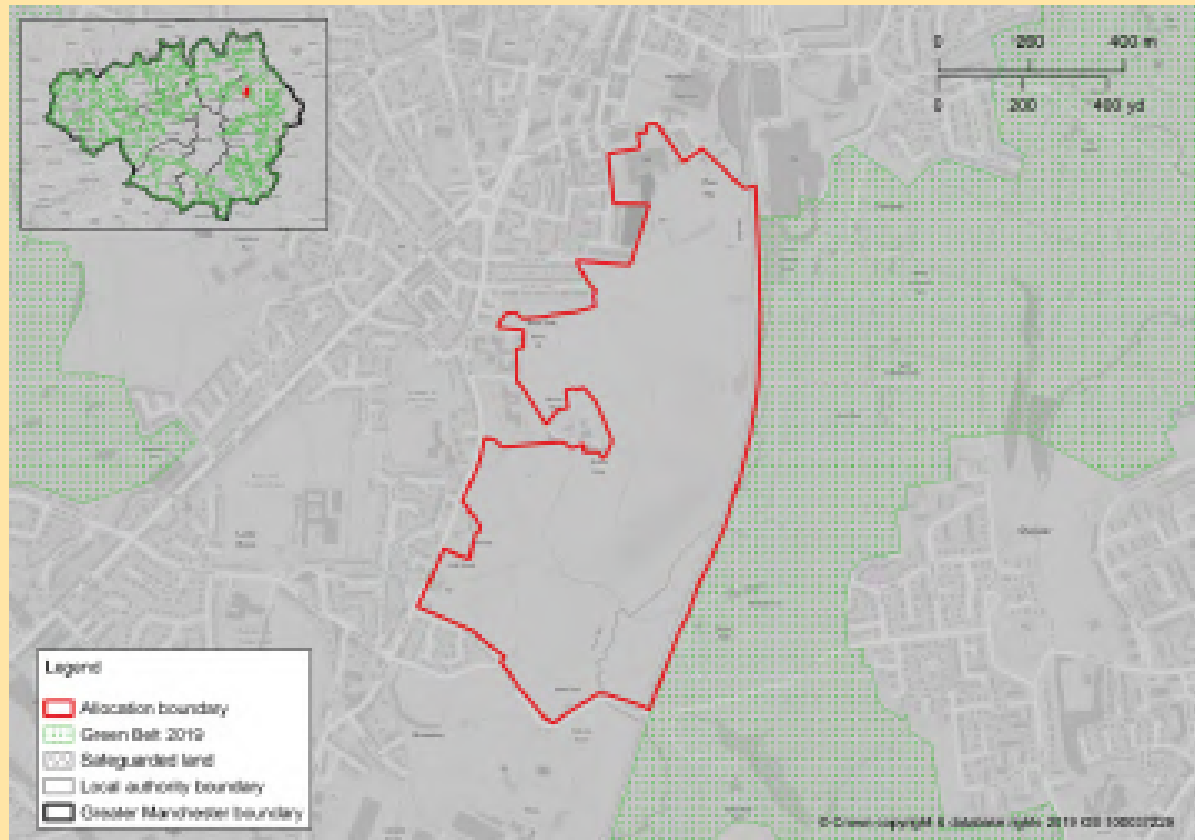
2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
edge of the development plots;		
19. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;		Criterion 19) removed to avoid unnecessary repetition with criterion 18) above.
20. Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;	19. Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;	No change.
21. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Local Lead Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts	20. Include provision for a wetland catchment area, in liaison with the Environment Agency, the <b>Lead Local Flood Authority</b> and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts	Text in bold amended to reflect correct title.

2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;	downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;	
22. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency approach to groundwater protection and any relevant position statements; and	21. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements; and	No change.
23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.	22. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.	No change.

## Appendix 5: GMSF 2019 Map and Policy Wording for the Beal Valley Allocation

### Policy GM Allocation 14

#### Beal Valley



Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan agreed by the local planning authority;
2. Deliver around 480 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including the delivery of high quality family housing;
3. Make provision for affordable homes in line with local planning policy requirements;
4. Provide new access points to the site at Sumner Street in the northwest, Fenton Street and off Oldham Road opposite Beckley Close. These will link to a new spine road that will be delivered as part of the comprehensive development of the site. It will provide access from the north to the south at Bullcote Lane, which will have secondary roads into the main areas for development. The route of the spine road to the north of the site will be safeguarded as part of any development so as to offer the potential to link the strategic allocation to Shaw Town Centre and further improve connectivity to the local area and beyond;

5. Take account of and deliver any other highway improvements, including walking, cycling and bus infrastructure improvements, that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads;
6. Deliver a new Metrolink stop to serve both this allocation and the Broadbent Moss allocation, potentially including Park & Ride facilities;
7. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink Station and the new Metrolink stop proposed together with the Broadbent Moss strategic allocation as well as the bus network, so as to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. Integrating these as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
8. Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills;
9. Ensure the enhancement of the green infrastructure and biodiversity of the green wedge between the development parcels and the Metrolink line should form part of the comprehensive development of the site and will be protected from development going forward;
10. Retain and enhance areas of biodiversity within the site, most notably the existing Shawside SBI and the Twingates local nature reserve, to deliver a clear and measurable net gain in biodiversity;
11. Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club;
12. Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
13. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
14. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting. This includes the Grade II listed buildings at Birshaw House and New Bank mitigating any adverse impact. Identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
15. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;
16. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, (including mitigation measures and the incorporation of sustainable drainage systems) integrated as part of the multi-functional green infrastructure network;

17. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there is no infiltration; and
18. Include provision for a wetland catchment area, in liaison with the Environment Agency and the Local Lead Flood Authority, to the south east of the site within the Flood Zone 3, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure.

- 11.107 The site is currently designated as OPOL and Green Belt in the Oldham Local Plan. It is considered available and developable for housing.
- 11.108 The sustainable and accessible location of the site, on the edge of a large area of open land and in a strong housing market offers the potential to provide a range of high quality housing in an attractive setting. This will enhance the housing offer within the borough and, given the scale of the site, has the potential to contribute significantly to the delivery of Oldham's housing need with a capacity of around 480 new homes. The site is located near to existing neighbouring residential communities, including Shaw Town Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.109 The proposed spine road through the site provides the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and the wider area. The section to the north of the site, which includes that part of the site which has an existing planning permission, is to be safeguarded and offers the opportunity to address traffic and congestion issues within Shaw Town Centre.
- 11.110 The site is split into two halves – the developable area to the west close to the existing urban area and the green wedge to the east, reflecting the topographical constraints of the site. It does however, provide an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology as well as improving access to the open countryside for the local community.
- 11.111 The area in the south eastern corner which falls within Flood Zone 3 also offers an opportunity to develop a wetland catchment area, which as well as being an attractive feature of the site, will also help to alleviate flooding issues elsewhere along the Beal Valley. Regard should be had to the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance.

#### Question 93

**Do you agree with the proposed policy GM Allocation 14: Beal Valley?**

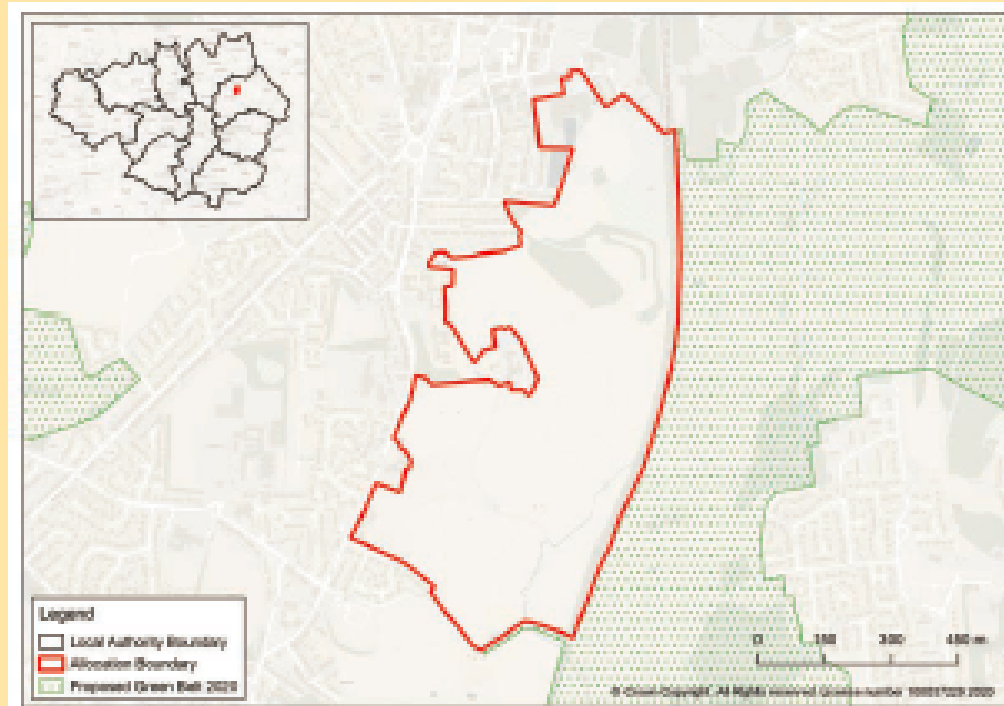
*Agree / Mostly agree / Neither agree or disagree / Mostly disagree / Disagree*

## Appendix 6: GMSF 2020 Map and Policy Wording for the Beal Valley Allocation

### Beal Valley

#### Policy GM Allocation 12

#### Beal Valley



Picture 11.22 GMA 12 Beal Valley

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and design code as agreed by the local planning authority;
2. Deliver around 480 homes, providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including the delivery of high quality family housing;
3. Provide for affordable homes in line with local planning policy requirements;
4. Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Broadbent Moss allocation to the south, and be delivered as part of the comprehensive development of both sites;
5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;

6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
7. Contribute to the delivery of the new Metrolink stop and new park and ride facility as part of the neighbouring Broadbent Moss allocation, which in part will help to serve and improve the accessibility and connectivity of both allocations;
8. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;
10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
11. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-function green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;
13. Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland;
14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve 'good' as proposed under the EU Water Framework Directive;
15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;
16. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion



of existing facilities or through the provision of new school facilities in liaison with the local education authority;

17. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
18. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. Harm to the significance of Birshaw House and New Bank will need to be mitigated through a landscape buffer between the asset and all the development plots and the access road. An appropriate landscaping scheme should be implemented on the edge of the development plots;
19. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
20. Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;
21. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Local Lead Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;
22. Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there are no adverse impacts to groundwater resources or groundwater quality and to ensure compliance with the Environment Agency's approach to groundwater protection and any relevant position statements; and
23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

11.132 The site is currently designated as Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. There are also two brownfield sites in the northern part of the allocation; these are included within the red line to ensure they form part of the comprehensive development of the site, but they are not included in the residential capacity set out in the policy, as they are already identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA).

- 11.133 Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.
- 11.134 Affordable housing will be provided as part of any development of the site, including a range of tenures, house sizes and types, in order to meet the needs of residents as appropriate. Affordable housing will be delivered in line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.
- 11.135 The site is in sustainable and accessible location, on the edge of a large area of open land and in a strong housing market which offers the potential to provide a range of high quality housing in an attractive setting. It is located near to existing residential communities, including Shaw Town Centre, and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this site and the Broadbent Moss site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.136 The main points of access will be from Meek Street or Moss Lane to the south (as part of the Broadbent Moss allocation), and Oldham Road to the north of Newbank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. The route of the section in the northern part of the site is to be safeguarded and offers the opportunity to address traffic and congestion issues within Shaw Town Centre, whilst enhancing accessibility and connectivity.
- 11.137 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:
- a. new and/or improvement of existing open space, sport and recreation facilities;
  - b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
  - c. provide for appropriate health and community facilities.
- 11.138 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

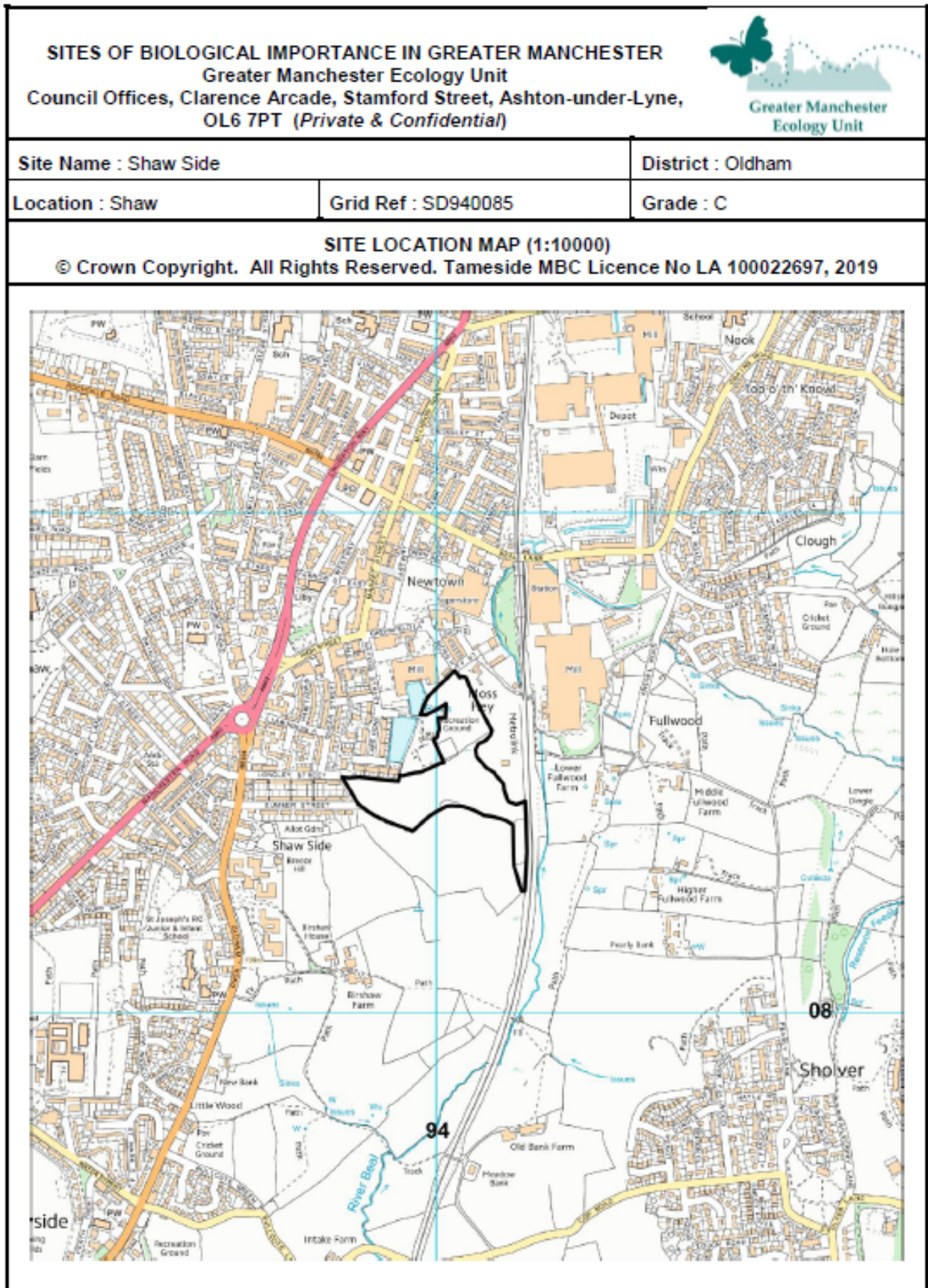
- 11.139 The site is split into two halves – the developable area to the west, close to the existing urban area, and the green wedge to the east, reflecting the topographical constraints of the site. The policy protects this green wedge from development, and provides an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (Shawside SBI and Twingates local nature reserve) and other non-designated ecology, as well as improving access to the open countryside for the local community.
- 11.140 The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature. For these sites, net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen and Protected Species. The development of the two allocations should include partnership work with appropriate bodies, to ensure that they contribute towards a wider ecological network approach.
- 11.141 The allocations provide an opportunity to demonstrate an exemplar development, using green infrastructure that can be designed in a way to support local biodiversity, and strengthen coherent ecological networks beyond the site boundary. There is an opportunity to use SUDs, following the existing site hydrology, to create a network of wetlands that incorporate and enhance the existing fen, pond and watercourses within the site.
- 11.142 Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2006. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.
- 11.143 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.
- 11.144 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.
- 11.145 The area in the south eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Local Lead Flood Authority, to develop a wetland catchment area. As well as being an attractive feature of the site, this will allow the site to take a strategic approach to flood risk management, and provide additional opportunities for upstream flood storage.

## Appendix 7: Beal Valley Call for Sites Table

All Call for Sites submitted and assessed in relation to the proposed allocation are identified in the table below. Please see Site Selection Background Paper for further details and the individual Call for Site Assessments.

<b>Submission ID</b>	<b>Site Name</b>	<b>Call for Sites Release</b>
1452773344094	P&D Northern Steels	Winter 2015/16
1453200646011	P&D Northern Steels (2)	Winter 2015/16
1473087305146	Land to the east of Oldham Road, Shaw, Oldham	Summer 2016
1468933790437	Birshaw Farm, Royton/ Shaw, Oldham	Summer 2016
1473174227959	Land at Oldham Road, Shaw, Oldham	Summer 2016

**Appendix 8: Shawside Site of Biological Importance Adopted Extension (November 2019)**



## Section H – Bibliography

PfE2021 and all supporting documents referred to within this topic paper and listed below can be found at (<https://www.greatermanchester-ca.gov.uk/placesforeveryone>)

### *Concept Planning*

- Oldham GMSF Concept Plan and Report - Broadbent Moss and Beal Valley - IBI Group, Amion and JLL on behalf Oldham Council, October 2018

### *Environment*

- Preliminary Ecological Appraisals – Areas being considered for allocation for future development within the Greater Manchester Spatial Framework in Oldham; GMEU; June 2020
- Greater Manchester Landscape Character and Sensitivity Assessment – Land Use Consultants (LUC), September 2018
- Habitat Regulations Assessment of the Greater Manchester Spatial Framework – Greater Manchester Ecology Unit (GMEU), October 2020

### *Flooding*

- Level 1 Strategic Flood Risk Assessment for Greater Manchester – Update; JBA Consulting; March 2019

### *Green Belt*

- Stage 1 Greater Manchester Green Belt Assessment: LUC; 2016
- Stage 1 Greater Manchester Green Belt Assessment – Appendices; LUC; 2016
- Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions; LUC; 2020
- Stage 2 Greater Manchester Green Belt Study: Assessment of Proposed 2019 GMSF Allocations; LUC; September 2020
- Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed 2019 Allocations - Appendix B; LUC; 2020
- Stage 2 GM Green Belt Study - Addendum: Assessment of Proposed GMSF Allocations; LUC; 2020
- Stage 2 GM Green Belt Study - Contribution Assessment of Proposed 2020 GMSF Green Belt Additions; LUC; 2020

## 1.11

- Identification of Opportunities to Enhance the Beneficial Use of the Green Belt – Land Use Consultants; LUC; September 2020

### *Historic Environment*

- Historic Environment Assessment Screening Exercise - Greater Manchester Archaeology Advisory Service (GMAAS), February 2020
- Historic Environment Assessment for Places for Everyone: Oldham Allocations; Oldham Council; June 2021

### *Integrated Assessment*

- Integrated Assessment of the Greater Manchester Spatial Framework - Arup & Greater Manchester Combined Authority, January 2019
- Integrated Assessment of the Greater Manchester Spatial Framework – IA of 2020 draft GMSF Consultation Document; GMCA / ARUP; October 2020

### *Plan versions*

- Greater Manchester’s Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework (GMSF) Revised Draft; GMCA; January 2019 (GMSF 2019)
- Greater Manchester’s Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework Publication Plan 2020 – Draft for Approval; GMCA; October 2020 (GMSF 2020)

### *Site Selection*

- Greater Manchester’s Plan for Homes, Jobs and the Environment – Site Selection Process Background Paper; GMCA

### *Transport*

- Transport Locality Assessments – Introductory Note and Assessments – Oldham Allocations - Beal Valley; Systra; November 2020

### *Viability*

## 1.11

- Greater Manchester Spatial Framework Strategic Viability Report – Stage 2 Allocated Sites Viability Report; Three Dragons, Ward Williams Associates, Troy Planning + Design (on behalf of GMCA); October 2020
- Greater Manchester Spatial Framework Strategic Viability Report – Stage 2 Allocated Sites Viability Report - Amended; Three Dragons, Ward Williams Associates, Troy Planning + Design (on behalf of GMCA); June 2021