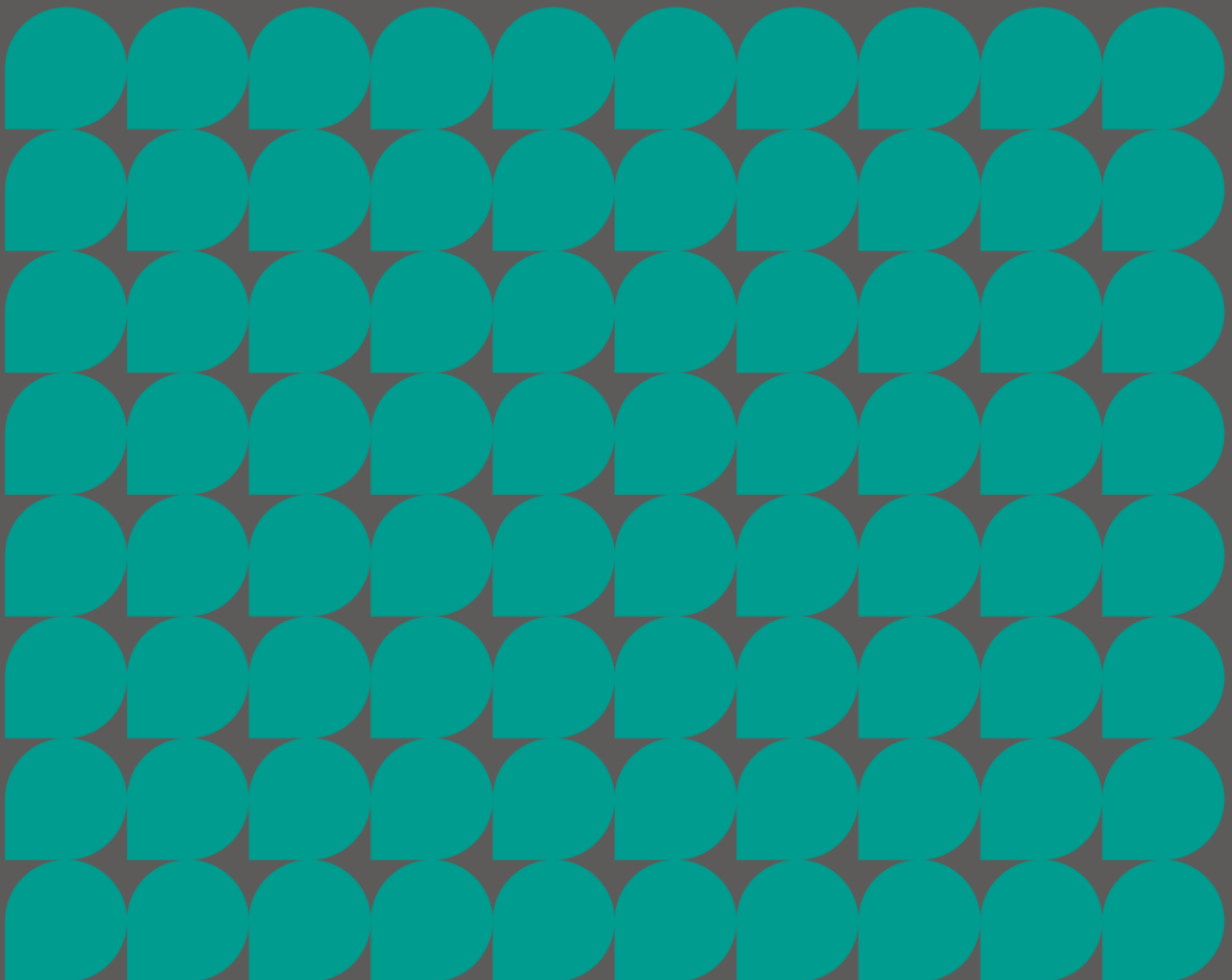


Places for Everyone

JPA14 Broadbent Moss 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 14 Broadbent Moss Overview

- 2.1 The site is made up of three main parcels – land to the east of Hebron Street, south of Bullcote Lane to the boundary with the Metrolink line, also known as Heyside; land to the east of Mosssdown Road to the boundary with the Metrolink line, and; the largest parcel, land to the south of Cop Road (east of the Metrolink line to the A672 Ripponden Road). The site falls within two wards - Royton South and St. James.
- 2.2 The site has the potential to deliver around 1,450 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. It is anticipated that 500 of these homes will be delivered post plan period (that is, beyond 2037).
- 2.3 The site also has the potential to deliver around 21,720sqm of employment floorspace (rounded to around 21,700sqm in policy wording), extending the existing employment opportunities at the Higginshaw Business and Employment Area (BEA).
- 2.4 It is a sustainable and accessible location with parts in close proximity to Derker Metrolink stop and associated park and ride. In addition, it is proposed to deliver a new Metrolink stop to serve the proposed allocation and the Beal Valley site to the north. This will help to serve and improve the accessibility and connectivity of both allocations and give the site greater connectivity to Rochdale Town Centre, Oldham Town Centre and Manchester City Centre.

2.5 In the 2019 Draft GMSF the Broadbent Moss proposed allocation was allocation number GM-15. In the GMSF Publication Plan Draft for Approval October 2020 the allocation number is GM-14. In PfE 2021 the allocation number is Policy JP Allocation 14 and will be referred to as such within this topic paper.

3.0 Site Details

3.1 The site is currently designated as Green Belt in the main. The parcel at Heyside (south of Bullcote Lane) is partially designated as Other Protected Open Land (OPOL) and Land Reserved for Future Development in Oldham's Joint Core Strategy and Development Management Policies Development Plan Document (Oldham's Local Plan). A small portion of the site to the east of Mosssdown Road is also included within the existing Higginshaw Business Employment Area (BEA).

3.2 The site is a mixture of greenfield and brownfield land. It is made up of mainly open land (a former landfill/ quarry site located on the parcel bounded by the Metrolink line, Cop Road and the A672 Ripponden Road) and low-grade agricultural land (north-western parcel).

3.3 The gross site area measures 82 hectares (ha), with the developable area measuring approximately 48 ha.

3.4 The topography of the site slopes upwards to the east with Wilkes Street and the A672 Ripponden Road sitting high above the site. The historic use as a quarry and landfill has created an undulating topography that has been naturalised more recently. The site rises again to the west of the Metrolink line and River Beal.

3.5 The site is surrounded on three sides by built development and is well placed to utilise existing infrastructure.

3.6 There are 13 landowners in total, all with varying size parcels of land with four main landowners covering the significant majority of the allocation.

3.7 A map of the site as it appears in the PfE 2021 is provided in Appendix 1.

4.0 Proposed Development

- 4.1 The allocation is proposed to deliver around 1,450 homes with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. It is anticipated that around 500 of these homes will be delivered beyond plan period (that is post 2037). The allocation also has the potential to deliver around 21,720sqm of employment floorspace, extending the existing employment opportunities at the Higginshaw Business and Employment Area (BEA), to the south-west of the allocation.
- 4.4 The density of the proposed development varies across the site. Initial work carried out to support the high-level concept planning states that based on market appraisal for the local area and further consultation with house builders, 'traditional' housing will come forward for 3 and 4 bed semi and detached properties with a density of between 35-45 dwellings per hectare. Increased density development is proposed in relation to sites D and F (on the high-level concept plan) where it is anticipated that demand may be forthcoming for a 3-4 storey apartment block due to its proximity to the new local centre and accessibility to the proposed new Metrolink stop and Park and Ride facility.
- 4.5 In relation to the proposed employment floorspace it is assumed that this will form an extension to the existing industrial area on Moss Lane (designated Higginshaw Business Employment Area within Oldham's Core Strategy) with further B2 and B8 accommodation at a typical 40% site density.
- 4.6 Policy JP Allocation 14 requires development to provide a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs. The delivery of housing is to be based on local needs and evidence.
- 4.7 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 (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'.

- 4.8 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. There is also an identified need for older persons' specialist accommodation.
- 4.9 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.
- 4.10 The housing policies within the Local Plan will be reviewed as part of the ongoing Local Plan Review.
- 4.11 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. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;
 - 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 towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;

- Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments;
- Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility as part of a multi-functional green infrastructure network;
- Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;
- 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;
- Provide for new and/or the improvement of existing open space, sport and recreation facilities in line with local planning policy requirements and contribute towards additional school places, health and community facilities to meet the increased demand that will be placed on existing provision;
- Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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;
- Include provision for a wetland catchment area, in liaison with the Environment Agency, Lead Local Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road 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 SUDs; and
- Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

4.12 The site boundary and full policy wording for Policy JP Allocation 14 can be found at Appendix 1.

- 4.13 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 14 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 14 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.
- 4.14 The changes made to Policy JP Allocation 14 between GMSF 2019, GMSF Publication Plan: Draft for Approval (October 2020) and PfE 2021 are set out in Appendices 3 and 4.
- 4.15 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.
- 4.16 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 the Draft GMSF 2019. 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 2016/17. Several parts of

land within the Broadbent Moss 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).

5.4 The Call for Sites 'Land south of Cop Road, Oldham' (ref 1452256614439) is larger than the portion that has been included within the allocation boundary and stretches up to the residential properties and Cop Road to the north. The allocation boundary was chosen to reduce the amount of Green Belt proposed for release and to minimise the impact of the proposed allocation on the remaining Green Belt.

5.5 Areas of Search were identified where any identified site, including the Call for Sites and proposed allocations within the Draft 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 (see Appendix 7 for a map showing areas of search falling within the borough of Oldham). Broadbent Moss falls within the Area of Search OL-AS-4. Area of Search OL-AS-4 was considered to meet the following Site Selection Criterion:

- **Criterion 5** - Land which would have a direct significant impact on delivering urban regeneration - as the area is close to an existing area of deprivation in Sholver and development could have a wider regenerative impact;
- **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 contribute to the delivery of a new Metrolink Stop and Park & Ride facility which will provide sustainable transport provision for the wider community; and
- **Criterion 7** - Land that would deliver significant local benefits by addressing a major local problem/issue 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 issues in the area and improve public transport connectivity.

- 5.6 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.
- 5.7 In terms of the PfE Spatial Strategy and Strategic Objectives, Broadbent Moss is capable of delivering around 1,450 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs and also around 21,000sqm of employment floorspace. 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.
- 5.8 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.
- 5.9 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:
- PA/339409/16 - Land at Mosstown Road, Royton, OL2 6HP: Outline application for use of site for industry, offices, warehousing (Use Classes B1, B2 and B8) and a waste to energy plant, access to be considered, all other matters reserved. This application was refused in March 2018 on OPOL, flood risk, highways and local amenity grounds.
 - PA/343341/19 - Land to the east of Hebron Street and Brownlow Avenue, Royton, Oldham: Erection of 77 no. dwellings, open space and associated works. Amended application relating to PA/341416/18. Planning permission was granted subject to a legal agreement in May 2020. The application site is located to the north-east corner

of the Broadbent Moss allocation, between Hebron Street and Brownlow Avenue to the west, and Heyside Park (and Bullcote Lane) to the north. The Higginshaw BEA is located to the south. The site layout plan is included within Appendix 8.

6.2 The 77 dwellings at Hebron Street have been removed from the allocation capacity as they are already included within the baseline housing land supply.

6.3 Details of the applications can be viewed at:

https://www.oldham.gov.uk/info/200351/planning/1866/search_for_an_application

6.4 Details of the baseline housing land supply sites are available within the PfE 2021 Supporting Evidence – Housing Land Supply document, available on the GMCA website.

7.0 GMSF 2019 Consultation Responses

7.1 A summary of the 2019 consultation response to Broadbent Moss is set out below. Further details can be found in the Statement of Consultation.

7.2 The proposed allocation received 146 comments from organisations and members of the public during the consultation. The main issues were in relation to the scale of the site when combined with the Beal Valley allocation to the north, the type of employment to be provided, highways and access, landscape and ecology and flooding and drainage.

7.3 In relation to highways and access, respondents commented that the local road network could not cope with the numbers of homes provided here and the cumulative level of development in the area from the other sites. Concerns were raised regarding access points, particularly at Bullcote Lane, Broadbent Road and Whetstone Road. The Metrolink stop was welcomed, however there were comments questioning if the funding was secured and requesting the park and ride be provided as the area is underprovided for in relation to parking.

7.4 In relation to landscape and ecology, respondents commented that the site is a valuable wetland that is an important ecosystem for wildlife, that there is a need to look after river valleys and that there is Deciduous Woodland located north of the

site, east of Shaw Side. Respondents also commented that the hydrology of the site be protected.

7.5 In relation to flooding and drainage there was support for the proposed wetland area and a suggestion that there is the opportunity to use SUDs following the existing site hydrology to create a network of wetlands, incorporating the existing fen, pond and watercourses. Other respondents commented that this area is a floodplain for the River Beal and that development here would contribute towards large scale flooding of lower lying areas currently drained by the River Beal. Respondents also commented that there was localised flooding of Shaw Road and Cop Road and drainage problems in the area.

7.6 Other comments were made including 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
+	Positive effect
?	Uncertain
-	Negative effect
--	Very negative effect
O	Neutral/ no effect

- 8.4 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.

- 8.5 The GMSF Draft Plan 2019 IA showed that Broadbent Moss 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 2 'Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation' and Objective 9 'Promote sustainable modes of transport'.
- 8.6 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 2019 whereby the recommended mitigation was that the policy make reference to energy efficiency directly and ways that it can be increased.
- 8.7 The full scoring is available in Appendix 9 and within the Integrated Assessment document on the GMCA website.
- 8.8 An updated IA has been prepared to reflect changes made to strategic allocations since the GMSF 2019, 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 Broadbent Moss 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 sustainable modes of transport. These, in addition to changes made to the thematic policies, means that the residual recommendation in the 2020 assessment was that there was no change to the scoring, as when the framework is read 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 matter 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 14 has been considered alongside the Beal Valley allocation, which is located immediately to the north.

Access Arrangements

10.10 This 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. Currently, Higginshaw Lane and Ripponden Road are single-carriageway urban roads with footpaths, street lighting and 30mph speed limits. Bullcote Lane is an interurban single-carriageway road with no street lighting or walking facilities, and a speed limit of 30mph. Vulcan Street and Broadbent Road are residential streets with footpaths, street lighting and 30mph speed limits.

10.12 Based on the high-level indicative concept plan the Locality Assessment has considered five primary vehicular accesses onto Meek Street, Moss Lane, Bullcote Lane/Cop Road, Vulcan Street and Green Park View, allowing the distribution of allocation trips onto both the B6194 and A672 corridors. A further emergency vehicle (only) access point and pedestrian and cycle access has also been identified for a new connection to Broadbent Road.

10.13 The impact of employment-based trips, especially HGVs has been carefully considered. The employment area is expected to serve as an extension of the Business Employment Area to the west, with enhancements proposed to existing access points leading to Higginshaw Lane. Moss Lane currently provides a signal-controlled crossroads with improvements considered for the allocation access arm to allow the junction to cater for additional employment traffic. The Locality Assessment concludes that constraints with the existing Meek Street junction can be mitigated due to the width of the street, through the provision of a second footpath without compromising the necessary width required for vehicles. HGV movements from the employment parcel of the allocation are proposed to be restricted to Meek Street,

Moss Lane and the Beal Valley Heyside accesses, which have been designed to accommodate HGVs.

- 10.14 Regarding access onto Bullcote Lane, the Locality Assessment reflects the importance of considering this in the context of the adjacent Beal Valley allocation as part of delivering the wider spine road that will create a new north/south corridor between the two developments. In this, the proposed access arrangements for the Beal Valley allocation are interrelated. Therefore, the route through the Beal Valley allocation to its proposed access at Heyside have been a material consideration in the assessment.
- 10.15 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 Broadbent Moss, Moss Lane and Meek Street accesses.
- 10.16 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.
- 10.17 With regards to the eastern part of the site the Locality Assessment proposes access from two enhanced accesses to Ripponden Road via Vulcan Street and Green Park View. Necessary upgrades to the current access arrangements for vehicles and walking and cycling are proposed.
- 10.18 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

- 10.19 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.
- 10.20 The current accessibility of the Broadbent Moss 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.
- 10.21 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 (3km), the local shops at Shaw/Crompton (2.5km), local shops at Royton (2km), E-act Royton and Crompton academy (1.2km), Crompton Primary School (2.5km), St Theresa's R C Primary School (0.3km), Woodlands Primary Academy (0.3km), Hodge Clough Primary School (1.7km), Littlemoor Primary School (1.1km), and St Joseph's R C Primary School (1.2km).
- 10.22 While the B6194 Higginshaw Road and A672 Ripponden Road provide footpaths on both sides of the carriageway, footpaths on the southbound carriageway of the A672 are narrower than standard width, while those on the northbound carriageway are standard width. Although both roads provide full streetlighting, there are limited crossing facilities – extending to isolated pedestrian islands – and no facilities for cyclists.
- 10.23 For Meek Street and Moss Lane, these provide narrower than standard width footpaths, and only footpaths on one side at the allocation end of Meek Street. Again, while there is full streetlighting, there are no dedicated pedestrian crossing or cycle facilities.
- 10.24 Vulcan Street, due to the presence of the Willowpark Primary Academy, has wider than standard footpaths, as well as full streetlighting, but there are no dedicated pedestrian crossing or cycle facilities.

- 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 regards 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, and should therefore 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. This, therefore, allows for easy integration of these routes into the allocation in order to provide dedicated pedestrian and cycle routes away from traffic.
- 10.28 A particular scheme of sustainable access is recommended to be implemented to provide a suitable pedestrian and cycle connection to, and along Broadbent Road. Although this route was initially considered as a potential vehicular access within the master planning undertaken for the allocation, it has been determined to be unsuitable for this purpose (except for as a route for emergency vehicles). Consequently, the opportunity arises to utilise this route to address the significant need to provide an attractive route for walking and cycling through to the Sholver area. A new connection and improvements along the existing highway should be undertaken to provide a route that is attractive to these users.
- 10.29 In terms of access to local public transport facilities by walking, there are local bus stops situated along both the B6194 Higginshaw Road and the A672 Ripponden Road, which are all within a walkable distance.
- 10.30 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 58: Rochdale to Oldham (average frequency: 60 minutes) and Route 181: Milnrow/Wren's Nest to Piccadilly Gardens (average frequency: 60 minutes). Multiple bus services also operate on the A672 Ripponden Road between Oldham and Moorside. These are operated by First Group

and Transdev and include Route 83: Sholver to Piccadilly Gardens (average frequency: 10 minutes) and Route 356: Ashton-under-Lyne to Oldham via Greenfield (average frequency: 60 minutes). The Rochdale Metrolink Line (with services running and 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.

10.31 Reflecting the above the Locality Assessment recommends:

- The integration of the section of the Bee Network which passes across the proposed allocation along what is currently Bullcote Lane/Cop Road between Shaw and Sholver, into the allocation as to provide suitable pedestrian and cycle access towards both Sholver and Shaw.
- The internal walking and cycle network should be linked to high quality routes connecting through to these areas, 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.

10.32 The central and southern sections of the allocation are beyond acceptable walking times from the existing Metrolink stops at Shaw and Crompton and Derker. The new Metrolink stop and associated park and ride provision is considered necessary to support both the Broadbent Moss and Beal Valley allocations in terms of access by sustainable means and with regards to mitigating the transport impacts of the development.

10.33 With regards to bus services the Locality Assessment recommends that the allocation would benefit from either the diversion of existing or the creation of a new bus service within the site itself, as due to the size of the allocation many residences and other aspects of the development are likely to be significant distance from the nearest public transport mode at the boundary. Of the local bus services operating in the area, Route 83 and Route 181, should be extended into the proposed allocation with a frequency of up to 10 minutes. Introduction of this service within the allocation should be done at the earliest opportunity in order to allow initial residents and employment tenants a sustainable transport alternative.

10.34 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.

10.35 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.

Impact on the Local Highway Network and Strategic Road Network

10.36 While in isolation this allocation would be unlikely to present significant implications on the surrounding road network, its potential cumulative impact with – Stakehill, Beal Valley, Cowlshaw, Hanging Chadder (site since removed as a strategic allocation), Kingsway South (site since removed as a 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.

10.37 The cumulative impact of the allocations on the Strategic Road Network (SRN) has also been considered.

10.38 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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Mitigation	Description
<i>Allocation Access</i>	<i>Allocation Access</i>
Moss Lane Access Junction	Signalised Junction Improvement–
Bullcote Lane Junction	New standard roundabout junction
Green Park View Access Junction	Signalised Junction assumed
Vulcan Street Road Access Junction	Priority Junction assumed
Meek Street Access Junction	Carriageway and pedestrian facilities improvements
Broadbent Road (Pedestrian / Cycle access)	Sustainable access scheme including wider pedestrian / cycle improvements along Broadbent Road.
<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 and 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.

Mitigation	Description
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 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.
Vulcan Street Traffic Calming	Traffic calming to address local highways concerns.
Permeable network for pedestrian and cyclist priority within the development, including connection of Bee Network along Cop Road	Assumed full permeability of cycle and pedestrian access, as well as direct connections to PRowS either bounding or near the development and improvement of

Mitigation	Description
	walking/cycling facilities on Heyside and Cop Road. 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
<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.

10.39 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.

10.40 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 Public Rights

of Way 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.

10.41 The Locality Assessment also 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 also includes widening of footpaths along the A672 Ripponden Road, and the introduction of suitable pedestrian and cycle facilities along Cop Road towards Sholver so that they 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.

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

Phasing of Mitigation

10.42 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
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Moss Lane Access Junction improvement		✓	
Bullcote Lane Junction	✓		
Green Park View Access Junction		✓	
Vulcan Street Access connection		✓	
Meek Street Access improvement		✓	
Boarbent Road (Ped/Cycle access)		✓	
Necessary Strategic interventions			
New Metrolink Stop and P&R facility adjacent to – BEAL VALLEY and allocations		✓	
Key Highway spine road network with through route function	✓		
Metrolink Overbridge	✓		
Necessary Local Mitigations			
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, including connection of Bee Network along Cop Road		✓	
Supporting Strategic Interventions			
Improvement of A6193 Sir Isaac Newton Way / A640 Elizabethan Way roundabout interchange		✓	
Improvement of A627 (M) / Chadderton Way / A663 Broadway interchange		✓	
A640 Huddersfield Road / A640 Newhey Road / A663 Shaw Road / Cedar Lane		✓	

Summary

10.43 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 the 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.

10.44 The Locality 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)

10.45 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).

10.46 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.

10.47 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.

10.48 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;
- Revisions to the allocations that have been made between the fourth and fifth round of modelling, particularly in relation to capacity and phasing.

10.49 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.

10.50 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.

10.51 In relation to Broadbent Moss the site was considered alongside Beal Valley (Policy JP Allocation 12) 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.

- 10.52 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 to the same. As such there have been no changes to the proposed infrastructure since the publication of the Locality Assessment 2020.
- 10.53 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.
- 10.54 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 Greater Manchester Combined Authority and Transport for Greater Manchester. 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.
- 10.55 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.
- 10.56 In response to the above Policy JP Allocation 14 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. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the

residential area to the east of the Metrolink line, through delivering an appropriate crossing;

- 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 towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity; and
- Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility delivered as part of a multi-functional green infrastructure network.

11.0 Flood Risk and Drainage

11.1 A Strategic Flood Risk Assessment (SFRA) has been carried out for Broadbent Moss which was split into three parcels in the SFRA level 1. An overview of flood risk and the Irwell Catchment Opportunities for each allocation parcel is provided below.

GM allocation 15a

11.2 From the SFRA Level 1 in terms of fluvial flood risk:

- 52.18% of the site is within Flood Zone 1;
- 26.73% is within Flood Zone 2;
- 16.73% is within Flood Zone 3a; and
- 4.36% is within Flood Zone 3b.

11.3 Risk of flooding from surface water is:

- low for 40.73% of the site;
- medium risk for 24.01% of the site; and
- high risk for 13.96% of the site allocation.

11.4 This parcel was subject to the exceptions test as part of the SFRA Level 2 work as it was identified as forming part of a mixed-use site overall. However, further

assessment noted that as employment is proposed in this parcel that the exceptions test was not required. However, it must be proven that surface water can be controlled for the lifetime of the development in order for development to proceed. The SFRA Level 2 makes recommendations and sets out FRA requirements for this parcel that should be had regard to as part of the masterplanning and planning application stages.

- 11.5 The SFRA Level 1 also mapped where working with natural processes using Environment Agency datasets and River's Trust Irwell Catchment datasets to provide a high-level indication of where natural processes through green infrastructure could be used for future flood storage functions to support Natural Flood Management (NFM).
- 11.6 Parcel 15a has the 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. Such opportunities should be explored further as part of masterplanning, site specific flood risk assessments and drainage strategies.
- 11.7 The parcel also has the opportunity to include Runoff Attenuation Features (RAFs) - extra storage opportunities in areas predicted to collect surface runoff during flood events. Such opportunities include natural depressions and small channels between 100-5,000 m² which can be created through river improvement or bunds. These features tend to reduce peak runoff if they are designed carefully to fill at high flows and drain away between events.
- 11.8 Tree planting and roughening up the landscape is also an opportunity for this parcel, as is the potential for enhanced urban losses - improved soil structure, resulting in enhanced soil moisture storage capacity. In urban areas the reduction in runoff of 5% for SuDS is a conservative estimate.

GM Allocation 15b and 15c:

11.9 In terms of fluvial flood risk for parcel 15b:

- 90.76% of the parcel is within Flood Zone 1;
- 4.35% is within Flood Zone 2;
- 0.69% is within Flood Zone 3a; and
- 4.20% is within Flood Zone 3b.

11.10 Risk of flooding from surface water is:

- low for 13.87% of the site;
- medium risk for 8.13% of the site; and
- high risk for 4.96% of the site allocation.

11.11 In terms of fluvial flood risk for parcel 15c:

- 97.11% of the site is within Flood Zone 1
- 1.63% is within Flood Zone 2;
- 0.48% is within Flood Zone 3a; and
- 0.78% is within Flood Zone 3b.

11.12 Risk of flooding from surface water is:

- low for 12.41% of the site;
- medium risk for 4.06% of the site; and
- high risk for 2.56% of the site allocation.

11.13 Parcels 15b and 15c passed the sequential test with a recommendation to consider the site layout and design around flood risk. A drainage strategy for the whole allocation site and FRA is required.

11.14 Parcels 15b and 15c have the opportunity to use riparian tree planting and floodplain tree planting. There are also areas of floodplain reconnection and small areas for runoff attenuation features. There is also the opportunity for wider catchment tree planting. Such opportunities should be explored further as part of masterplanning, site specific flood risk assessments and drainage strategies.

11.16 Parcels b and c also have the opportunity for tree planting and roughening up the landscape and also have the potential for enhanced urban losses - improved soil

structure, resulting in enhanced soil moisture storage capacity. In urban areas the reduction in runoff of 5% for SuDS is a conservative estimate.

11.17 Parcel 15c also has the opportunity for enhanced rural losses resulting in enhanced soil moisture storage capacity.

11.18 Policy JP Allocation 14 sets out that development of the allocation should be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. Development must avoid Flood Zone 3b and deliver any appropriate recommendations, including those within the GMSF Level 2 Site Assessment Summary, ensuring development does not increase flood risk elsewhere. Natural sustainable drainage systems should be integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA). Opportunities to use natural flood management and highway SUDs features should be explored.

11.19 Furthermore, Policy JP Allocation 14 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, in the northern central part of the site to the south of Cop Road 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 SUDs.

11.20 Finally, Policy JP Allocation 14 sets out that development of the site should have regard to the Groundwater Source Protection Zone in the design of the development to ensure that there are no adverse impacts to groundwater resources or groundwater quality, and to ensure compliance with the EA approach to groundwater protection and any relevant position statements. A detailed hydrological assessment should support any planning application within this zone.

12.0 Ground Conditions

12.1 The high-level indicative concept plan report indicates that site contamination is a key risk for the site given its previous use as a landfill site and quarry, as well as

existing industrial uses to the west. Land to the extreme east and northwest of the site is considered less of a risk. Any development would therefore need to take account of the fact that a large proportion of the site was 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 14 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 a number of sewer pipes are located towards the edges of the site, including a cluster running south to north in the east of the site. Another pipe briefly passes through the site to the west. Beyond these pipes there is no further sewage infrastructure located within the site.
- 13.2 Directly surrounding the site, a wider sewage network is identified serving adjacent urban areas. Development easements will need to be respected in this area, as would any others needed.
- 13.3 The high-level indicative concept plan report found that although there is a lack of sewage infrastructure within the site, the extensive existing network surrounding the site presents the opportunity to extend this existing network to serve future development. In terms of water supplies, the River Beal directly runs through the centre of the site and could be used to support an open water network for the site. A water pipe has also been found running through the site to the west which is linked to the surrounding water network. There is therefore a chance to extend the existing water network that surrounds the site to provide water supplies for future development.
- 13.4 Policy JP Allocation 14 requires development of the site to be informed by a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy.

13.5 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 52 ha is to be released from the Green Belt.
- 14.2 A small portion of land outside the allocation boundary to the south (including Stoneleigh Park) will be removed from the Green Belt to avoid creating a Green Belt 'island' which would not meet Green Belt criteria as a small isolated piece of land. This land will remain protected from development as Green Infrastructure through the Local Plan.
- 14.3 Approximately 25 ha of the allocation will remain protected as Green Belt (see Appendix 1).

Green Belt Exceptional Circumstances

- 14.4 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 Topic 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.
- 14.5 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 4 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 Broadbent Moss allocation from the Green Belt are that:

- The site meets Criterion 5 of the Site Selection criteria, as the area is close to an existing area of deprivation in Sholver and development could have a wider regenerative impact;
- 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 to the south of Cop Road, 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, has the potential to address existing traffic congestion issues in the area and improve public transport connectivity;
- The site will provide 21,720 square metres of employment floorspace extending employment opportunities at Higginshaw Business Employment Area (BEA);
- The site will make provision for a local centre; and
- The site has opportunities to enhance the green infrastructure and biodiversity value through creating a wetland catchment area, which as well as being an attractive feature would help alleviate flooding issues elsewhere along the Beal Valley corridor.

14.6 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 Broadment Moss. 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)

14.7 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.

14.8 The 2016 Greater Manchester Green Belt assessment identified that Broadbent Moss (along with Beal Valley) were located within Strategic Green Belt Area 17. Strategic Green Belt Area 17 lies to the north east of Oldham, extending to the Peak 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.

14.9 Within this Strategic Green Belt Area Broadbent Moss (and Beal Valley) 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.

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

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

14.10 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.

14.11 The assessment split the Broadbent Moss allocation into three sub-areas to reflect variations in harm to the Green Belt purposes and the distinct land parcels of the allocation. The assessment found that the Green Belt land within the allocation predominantly comprises of an open former landfill site, as well as an open field to the northwest. The surrounding urban edge creates a degree of urbanising containment within the allocation, and much of the land lacks distinction from the urban edge. As such, the majority of the allocation makes a relatively significant contribution to checking the sprawl of Greater Manchester and preventing encroachment on the countryside, and a relatively significant contribution to maintaining separation between Royton and the Sholver / Moorside suburb of Oldham. In addition, the majority of the land makes a relatively limited contribution to maintaining the setting of the historic settlement areas located within Shaw.

14.12 Release of the majority of the allocation to the centre would cause ‘Moderate-high’ harm to Green Belt purposes but would only have a ‘minor’ impact on adjacent Green Belt. Release of the west of the allocation would cause ‘Moderate’ harm to

Green Belt purposes and would have 'no/negligible' impact on adjacent Green Belt. Release of the eastern part of the allocation would cause 'Moderate' harm to Green Belt purposes and would have 'minor' impact on adjacent Green Belt.

- 14.13 Release of the allocation would result in a weakening of the Green Belt boundary and although release would also increase containment of retained Green Belt land to the northeast, both within and adjoining the allocation, the steeply sloping landform in this area, in part wooded, would preserve strong distinction from Sholver and Moorside. The contribution of the narrow retained strip of open land in the west of the allocation would be more significantly weakened by increased containment and a weakened boundary, but as this area does not make a stronger contribution to the Green Belt purposes, the overall harm of release is not increased.
- 14.14 The assessment outlined potential mitigation to address harm identified, this included strengthening the boundary of the retained Green Belt land to the northeast and west of land to be released within the allocation, such as by planting additional woodland, could potentially increase the future distinction between inset land and retained Green Belt land. This could help to limit the weakening of this land and its role in maintaining separation between Shaw & Crompton and the Sholver / Moorside suburb of Oldham.
- 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 there is no change to the harm assessment findings from the 2019 assessment. 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 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 PROWs to form wider connections with Delph and Denshaw in the east; and
- 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.

Sport and Recreation:

- Offer accessible sports packages to Crompton and Royton Golf Club and Bishops Park Driving Range for local residents; and

- Improve drainage systems and ancillary accommodation within the existing playing fields at Bishops 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;
- Maintain and enhance the pattern of traditional, species rich, hedgerow field boundaries within the wider landscape, including in urban areas; and
- Consider incorporating green roof schemes, such as green roof bus shelters, in neighbouring housing estates to compensate for the loss of vegetation.

15.0 Green Infrastructure

15.1 A significant proportion of land within the allocation and approximately 11ha outside of the allocation will be protected as Green Infrastructure and not developed (Stoneleigh Park to the south).

15.2 The high-level indicative concept planning work has set out that new development will 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 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 14 sets out that development of the site is required to:

- Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy, and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;
- Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to inform any planning application;
- 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 onto to state that together the Broadbent Moss and Beal Valley 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. The need to enhance recreational routes connecting the site with countryside has also been highlighted, including PRow.
- 16.2 The report recommends that existing open spaces are retained as an important feature in and around the site, and the retention of land helps to retain much of the sites existing character, as well as providing areas for recreation and wildlife improvements. It goes on to recommend that existing PRow's within this area are to be retained and enhanced where required. The concept plan also recommends that key green spaces will be used to provide an attractive interface within residential parcels with opportunities for a formal and informal play opportunities.
- 16.3 In relation to open space, sport and recreation Policy JP Allocation 14 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 surpluses and deficiencies, in line with local planning policy requirements.
- 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 whether 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 Broadbent Moss 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 the GMSF. The assessment sensitivity tested two development scenarios against each identified landscape character area. For this character area the assessment concluded that development of two to three storey residential development would have a medium sensitivity and commercial / industrial

would have medium-high 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 the sense of separation the landscape provides 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, using local gritstone for walls and locally prevalent and climate resilient species for hedges. 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) which provide important seminatural habitat and create wooded skylines. 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 resilient 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 (and subsequent knock-on effects such as increased diffuse pollution from agricultural run-off).

17.3 Policy JP Allocation 14 sets out that development of the site should have regard to the recommendation of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines.

17.4 The topography of the site generally slopes east to west with Wilkes Street and Ripponden Road sitting high above the site. A large retaining wall is located to the east. The historic use of part of the site to the east of the Metrolink line as a quarry and landfill site has created an undulating topography which has been naturalised more recently. The site rises again to the west of the Metrolink line and the Beal River. In relation to topography, the high-level indicative concept plan report concluded that with groundworks, the site is deliverable.

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; include a green corridor to connect development parcels, including a PROW, to maintain openness; incorporate SUDs; retain and enhance existing PROWs; use landscape buffers for screening; and introduce 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 are a number of ecological features onsite, including priority habitats, particularly to the south of the site, bands of vegetation in and around the site and the River Beal running through the centre of the site along the Metrolink line.
- 18.2 The high-level indicative concept plan report has recommended that the existing water features and ponds add ecological value to the site and where possible they should be retained and protected during any works. Following completion of the development enhancement measures should be put in place which should include damp tolerant wildflower and seed mixes, as well as tree and shrub planting around the edge of ponds.
- 18.3 The high-level indicative concept plan report goes on to say that the existing hedgerows have ecological value for local wildlife and where possible they should be retained and enhanced and that following completion of the development the addition of bird and bat boxes should be carried out. An ecology corridor, seen as an extension to the Green Corridor, is recommended 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.

Preliminary Ecological Appraisal

- 18.4 Conclusions from the Preliminary Ecological Appraisal, carried out by GMEU in 2020, are that there is nothing so substantive as to rule out the site from allocation, although woodland, wet grassland and ponds would need to be retained and/or compensated for if lost. Extended Phase 1 habitat survey, badger, amphibian and bat surveys will be required at planning application stage.

18.5 Policy JP Allocation 14 requires development of the site to retain and enhance areas of biodiversity within the site, most notable the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green infrastructure network. It also requires development of the site to provide further surveys on phase 1 habitats, badgers, amphibian (including great crested newts) and bat surveys to inform any planning application. Furthermore, habitats and the wildlife corridor along the River Beal should be protected and enhanced.

19.0 Habitat Regulation Assessment

19.1 A Habitat Regulation Assessment (HRA) has been carried out to appraise the 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 Given the size of the Broadbent Moss allocation and the allocation's proximity to the Peak District Moors and South Pennine Moors Special Protection Area (SPA) /Special Area of Conservation (SAC), the assessment identified there is potential for recreational disturbance to the SPA and SAC due to the impact of the allocation cumulatively with other nearby allocations in Tameside, Oldham and Rochdale, including Godley Green, Roch Valley, Newhey Quarry, Robert Fletcher's and Land North of Smithy Bridge.

19.3 In terms of mitigation, it was recognised that there are specific policies in the Plan aimed at improving local Green Infrastructure, protecting and improving designated nature conservation sites and upland habitats and a specific policy addressing the need to avoid harm to European designated sites from the operation of the Plan. In addition, the following mitigation was recommended:

- That developments of more than 50 housing units within the identified allocations are required to provide local, high quality and meaningful green infrastructure for public recreation in order to deter people from using the Moors for recreation;

- That residents of new houses in developments of more than 50 units within the above allocations are required to be supplied with information concerning the importance of the South Pennine Moors and of the need to protect the special interest of the Moors;
- That the Greater Manchester Combined Authority contribute to the development of a regional (cross-boundary) Nature Recovery Network including the South Pennines, to be completed within three years of the adoption of the Plan; and
- That as part of the above Nature Recovery Network a visitor management strategy is developed for the South Pennines, in partnership with surrounding relevant authorities, to be completed within three years of the adoption of the Plan.

- 19.4 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.
- 19.5 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.
- 19.6 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.
- 19.7 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)
- 19.8 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 Broadbent Moss is 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 archaeological remains, however this is limited to the former mosses, small areas around the river Beal and the sites of former collieries and Broadbent settlement. The landfill site will have had a significant impact on any archaeological remains.
- 20.3 To address the recommendations of the initial screening exercise, Oldham Council have 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 14.
- 20.4 In terms of Broadbent Moss, the assessment concluded that, although there are number of assets outside of the allocation (11 James Street (Grade II), Church of St Thomas (Grade II) and Alexandra Terrace conservation area), the proposed site does not make any contribution to their significance.
- 20.5 Recommended harm mitigation was that 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 of the area through the use of local materials and design. As such Policy JP Allocation 14 requires development of the site to have regard to the recommendation of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines.

20.5 Policy JP Allocation 14 sets out 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;

21.0 Air Quality and Noise

21.2 Air Quality is covered by thematic policy JP-S 6 Clean Air in the PfE 2021 which sets out a range of measures to support air quality. The GMSF sets out a commitment to improve air quality by locating development in locations which are most accessible to public transport.

21.3 The principles behind the high-level indicative concept plan report encourages 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 within the allocation, improved cycle infrastructure and ensuring streets are active and safe to encourage walkability.

21.4 Policy JP Allocation 14 states that development of the site will incorporate air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment) where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

21.5 With regards to noise pollution Policy JP Allocation 14 states that development of the site will incorporate noise mitigation to protect the amenity of any new and existing occupiers (both residential and employment) where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

21.6 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 39 primary schools within a 1.5m radius of the allocation boundary, 15 secondary schools within 3 miles of the allocation and 5 other education provision facilities.
- 22.3 Policy JP Allocation 14 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 are 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 has identified that a number of GPs can be found in surrounding urban areas such as Royton, Shaw, Moorside and Oldham. However, whilst these are considered drivable, they are not within a reasonable walking distance from the site. The Royal Oldham Hospital is considered to be reasonably accessible from the site. It is suggested that the development of the site should consider the access to local health services that will serve the anticipated population of the site.
- 23.2 Policy JP Allocation 14 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. Broadbent Moss 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 makes reference to site specific sustainable modes of transport and green infrastructure, including access to green space.
- 23.4 Policy JP Allocation 14 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.
- 24.3 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.
- 24.4 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.
- 24.5 For all sites results are presented in terms of headroom available after developer return has been taken into account. On some site's 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.

- 24.6 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.
- 24.7 In terms of residential values, the assumptions sheet for Broadbent Moss (in the Strategic Viability Report – Stage 2 Allocated Sites Viability Report, October 2020 and Addendum, June 2021) sets out the values used for that individual site. For some allocations the local authority has suggested alternative figures. These are set out as sensitivity tests to the standard approach.
- 24.8 In terms of attributing build and site costs, Oldham Council have provided an indicative concept plan for the Broadbent Moss allocation setting out broad form of development for the site. This has informed the build costs of £127,333,723 for the site, as well as a degree of judgement from the consultants and officers.
- 24.9 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 Broadbent Moss allocation, affordable housing contribution was tested at 15% of the site capacity (taken as 1,373 homes in total for the allocation excluding capacity of Hebron Street, which has planning permission - 206 affordable homes) with a split of 50% Affordable Rent and 50% Shared Ownership, as per the recommendations of Oldham's Housing Strategy.
- 24.10 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 £14,604,085 were tested for this allocation.

24.11 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 Broadbent Moss strategic transport costs of £18, 230,000 were tested. Full costings are set out in the allocation's assumption sheet within Appendix 11.

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

24.13 No sensitivity testing was considered necessary for Policy JP Allocation 14.

Table Five: Broadbent Moss 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)
GM13	Broadbent Moss	Mixed	Main model	£68,831,128	£18,420,000	£18,230,000	£190,000

24.14 The assessment concludes that the allocation produces a substantial residual value of c£18.4m but this only just matches the strategic transport costs and so the allocation is only marginally viable when the transport costs are taken into account. It also notes that the delivery of the relatively small-scale employment component at the allocation- an extension of the Higginshaw Business Employment Area – is found to be marginal and unlikely to be able to make contributions to the transport costs identified for the wider scheme.

24.15 Despite the viability testing result showing the allocation to be only marginally viable, it is considered that the allocation provides significant opportunity, especially when paired with the adjacent Beal Valley allocation, to create a new community in an attractive location with supporting infrastructure, including a new Metrolink stop and Park and Ride facility, and local centre, that will also benefit the wider community and contribute to serving existing issues.

25.0 Phasing

25.1 The phasing and delivery assumption prepared to inform the high-level indicative concept plan split the site into developable parcels and set out a phasing approach split over three phases based on known constraints and assumptions around timing for the implementation of necessary infrastructure.

25.2 The following allocation trajectory was prepared, informed by the high-level concept planning assumptions and more recent evidence work. The indicative trajectory for the site is as follows:

- Parcels A, C and D – 30 homes per year between 2026/27 and 2030/31, then 17 homes in 2031/32;
- Remainder of Parcel B (remaining after Hebron Street (see planning history)) – 23 homes in 2025/26;
- Parcels E, F and Q – 30 homes per year between 2030/31 and 2034/35 and 31 homes in 2035/36;
- Parcel L – 27 homes per year between 2025/26 and 2026/27;
- Parcels K, N, O and P – 30 homes per year between 2025/26 and 2029/30; 33 homes per year between 2030/31 and 2031/32; and 34 homes per year between 2032/33 and 2036/37; and
- Parcels J and M – 32 homes in 2035/36; 31 homes in 2036/37; 62 homes per year between 2037/38 and 2044/45; and 4 homes in 2045/46. These parcels include the post-plan (post 2037) capacity of the allocation to a total of 500 homes.

25.3 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 report has been prepared to inform the allocation and has informed 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 of Broadbent Moss. 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 14 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 14 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.
- 26.7 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.
- 26.8 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 Broadbent Moss 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 Broadbent Moss allocation between the 2019 Draft GMSF and the 2020 Draft GMSF are as follows:

- Amount of homes that is anticipated to be delivered within the plan period has been increased from 573 to 951. As such compared to 2019 where it was anticipated that 878 homes would be delivered post-plan period, it is now anticipated that 500 homes will be delivered post-plan period. This change is due to information submitted as part of the 2019 draft plan consultation by the prospective developer for the site evidencing a higher delivery rate. Also, due to the approval of the planning permission at Hebron Street where 77 dwellings are expected to be delivered between 2020-2025 – this site is included as part of the baseline housing land supply;
- 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 to the site will be from Meek Street or Moss Lane to the west and Vulcan Street to the east;
- Policy wording has been amended / added to, 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 and 2 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:

- 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 site's flood risk and the requirements that development of the site must comply with, including further SUD opportunities;
- 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; and
- Number of dwellings to be delivered post-plan period amended and removed from reasoned justification and incorporated into policy wording.

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 Broadbent Moss site lies approximately 2km to the south of Shaw Town Centre and 2.4km north of Oldham Town Centre. It is made up of three main parcels – land to the east of Hebron Street, south of Bullcote Lane to the boundary with the Metrolink line, also known as Heyside; land to the east of Mosstown Road to the boundary with the Metrolink line, and; the largest parcel, land to the south of Cop Road (east of the Metrolink line to the A672 Ripponden Road). The site falls within two wards - Royton South and St. James.
- 29.2 The site is currently designated as Land Reserved for Future Development (LRFD), Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan.
- 29.7 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 deliver a new Metrolink stop and new park and ride facility, which in part will help to serve and improve the accessibility and connectivity of both Broadbent Moss and Beal Valley as well as to Rochdale Town Centre, Oldham Town Centre and Manchester City Centre.
- 29.4 The allocation is proposed to deliver around 1,450 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. The scale of development proposed means that a proportion of the homes is anticipated to fall outside the plan period of PfE 2021. Land at Hebron Street is included in the red line boundary to ensure it forms part of the comprehensive development. However, it is not included in the residential capacity set out in the policy as it has already been identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA). It is anticipated that around 874 homes will be delivered during the plan period.
- 29.5 The allocation is also proposed to deliver around 21,720sqm of employment floorspace, extending the existing employment opportunities at the Higginshaw Business and Employment Area (BEA).

- 29.8 In addition to appropriate access points to and from the site any development will be required to link to the proposed spine road running through the site providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north and the wider area.
- 29.9 The area in the northern central part of the site and 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 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.
- 29.10 The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure biodiversity net gains for nature and local communities.
- 29.11 The full strategic allocation policy wording is set out in Appendix 1.
- 29.12 The site has been identified through the site selection process. The Broadbent Moss allocation falls within the Area of Search OL-AS-4 (see Site Selection Background Paper 2020. Area of Search OL-AS-4 was considered to meet the Site Selection Criterion of 5, 6 and 7.
- 29.14 The proposed allocation at Broadbent Moss 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.
- 29.15 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.
- 29.16 A full suite of evidence and background papers are available on the GMCA website.

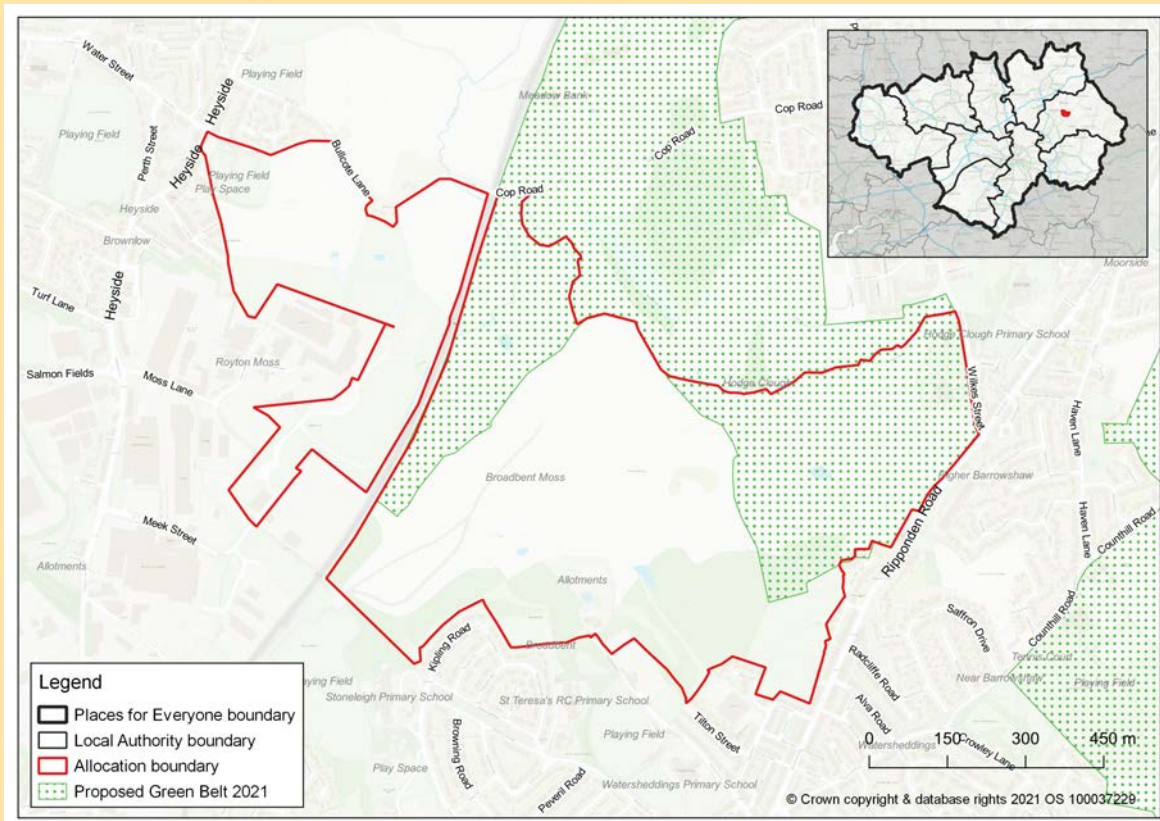
Section G – Appendices

Appendix 1: Map of Policy JP Allocation 14 Broadbent Moss (as proposed in PfE 2021)

Broadbent Moss

Policy JP Allocation 14

Broadbent Moss



Picture 11.25 JPA 14 Broadbent Moss

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and Design Code agreed by the local planning authority;
2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. It is estimated that around 500 of these homes will be delivered post 2037;
3. Provide for affordable homes in line with local planning policy requirements;
4. Deliver around 21,000 sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
5. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The

- spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;
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 towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;
 8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments;
 9. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
 10. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application;
 11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;
 12. 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;
 13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;
 14. Have regard to the recommendations of the Habitat Regulations Assessment and provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to inform any planning application;
 15. 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;
 16. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
 17. 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;
18. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
 19. 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. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the Strategic Flood Risk Assessment (SFRA) Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 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, Lead Local Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road 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 SUDs;
 22. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that 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. A detailed hydrological assessment should support any planning application within this zone;
 23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
 24. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

11.156 The site is currently designated as Land Reserved for Future Development (LRFD), Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. Land at Hebron Street (with planning permission for 77 homes) is included in the red line boundary to ensure it forms part of the comprehensive development. It is not included in the residential capacity set out in the policy as it has already been identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA). It is therefore anticipated that around 874 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period.

- 11.157** 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.
- 11.158** 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.
- 11.159** Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough, which would otherwise have limited opportunity to emerge elsewhere due to the built-up nature of the borough.
- 11.160** The site is in a sustainable and accessible location, on the edge of a large area of open land. It is located near to existing neighbouring residential communities and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this and the Beal Valley site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.161** The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Town Centre, Beal Valley to the north and the wider area. Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed, will help to improve connectivity to the wider area, in particular Sholver.
- 11.162** The main points of access to the site will be from Meek Street or Moss Lane to the west and Vulcan Street to the east. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, 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. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Vulcan St over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site.
- 11.163** 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.

11.164 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.165 A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community.

11.166 The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen and Protected Species. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.

11.167 The site 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, creating a resilient landscape through a network of connected sites. There is an opportunity to use Sustainable Urban Drainage (SUDs) systems following the existing site hydrology, to create a network of wetlands that enhance and incorporate the existing fen, pond and watercourses within the site that is subject to hydrological investigations.

11.168 Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitat listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.

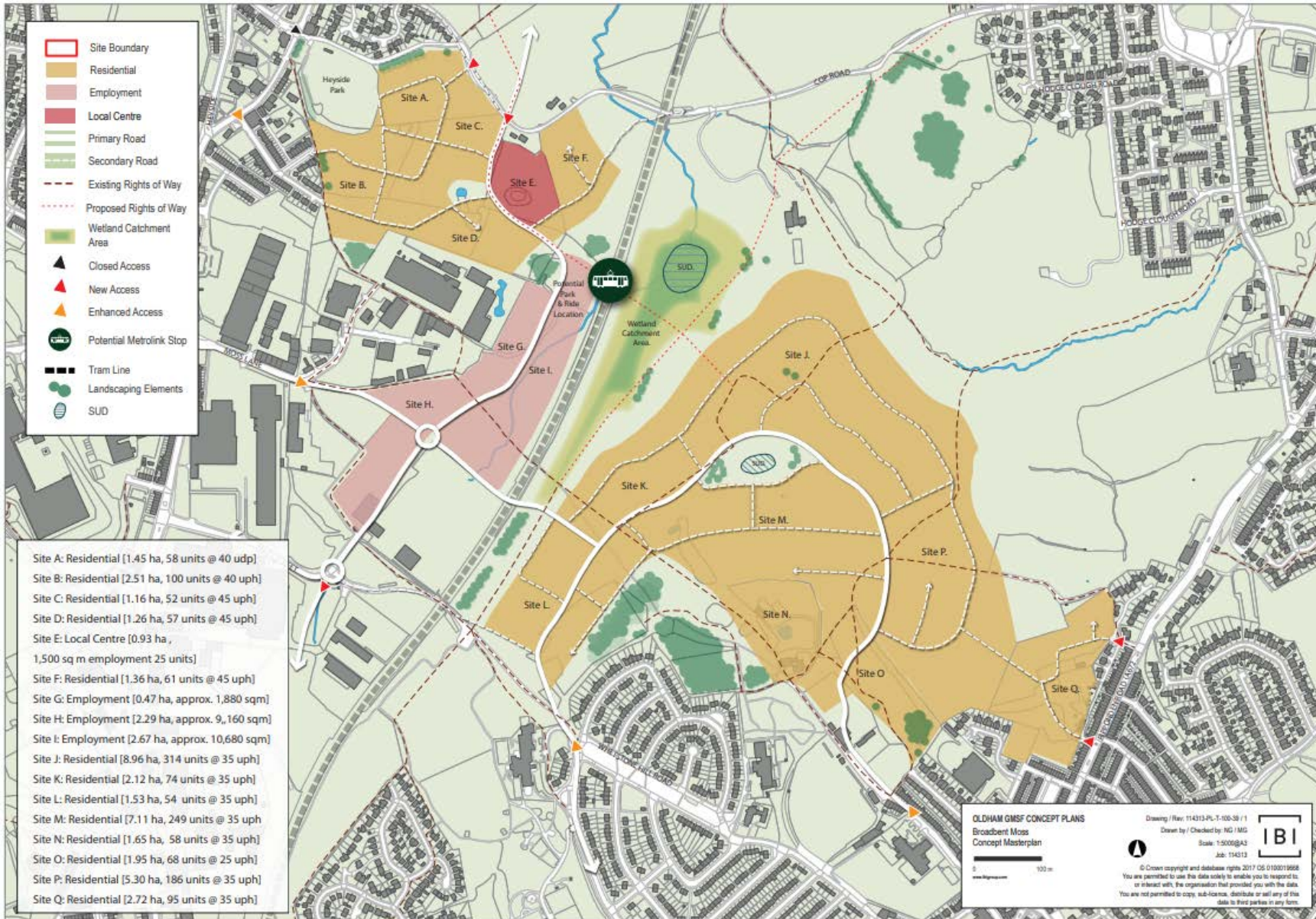
11.169 Lowland Fen Priority Habitat is located outside of the site boundary, buffering the western edge of the site.

11.170 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.171 Development should conserve heritage assets and their settings through a Heritage Impact Assessment and having regard to the findings and recommendations of the Historic Environment Assessment (2020).

11.172 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. Proposals should apply greenfield run off rates and be supported by a maintenance plan. Regard should be had to the GM SFRA SUDs guidance. The area in the northern central part of the site, and which falls within Flood Zone 3, also offers an opportunity, working with the Environment

Appendix 2: High-level Indicative Concept Plan for Broadbent Moss



Appendix 3: Main Changes to the Proposed Broadbent Moss Allocation Policy (Draft GMSF 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 Design Code agreed by the local planning authority.	Bold text 'Design Code' added to comply with NPPF.
2. Deliver around 1,450 homes providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family homes.	2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. It is estimated that around 500 of these homes will be delivered post 2037.	Added text to specify how many homes will be delivered within/ post-plan period. In 2019, the allocation reasoned justification states that 878 homes would be delivered post-plan period. This has been reduced, with more homes anticipated to be delivered within the plan period.
5. Deliver a new Metrolink stop to serve both this allocation and the Broadbent Moss allocation, potentially including Park & Ride facilities.	7. Contribute towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity. 8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments.	Wording amended for clarity.
6. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of	5. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the	Wording amended and new policy criterion added, based on findings of locality assessment and detail moved to the reasoned justification.

<p>the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing.</p>	<p>comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing.</p>	
<p>7. 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.</p>	<p>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.</p>	<p>Wording amended based on locality assessment.</p>
<p>9. Provide safe and pedestrian/ cycle friendly routes to and from the wider strategic allocation and the surrounding residential and employment areas beyond as part of a broader network and integration with existing recreation routes.</p>	<p>9. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.</p>	<p>Wording and order of policies amended for clarity.</p>
<p>10. Deliver multi-functional green infrastructure and high-quality landscaping within the</p>	<p>9. Have regard to the recommendations of the Greater Manchester</p>	<p>Wording amended for clarity; green infrastructure included</p>

<p>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.</p>	<p>Landscape Character and Sensitivity Assessment for the Pennines Foothills South/ West Pennines.</p>	<p>within previous policy, as set out above, and landscape character moved to its own policy.</p>
<p>11. Create a new defensible Green Belt boundary around the development parcels identified.</p>	<p>11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line; 12. 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.</p>	<p>Reflects findings and recommendations of the 'Identification of opportunities to Enhance the Beneficial Use of the Green Belt in 2020' report.</p>
<p>12. Retain and enhance areas of biodiversity within the site, to deliver a clear and measurable net gain in biodiversity. 13. Retain and enhance existing recreational routes and Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside.</p>	<p>13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment; 14. Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to</p>	<p>Wording amended and further policies added to reflect the findings of the Preliminary Ecological Appraisal for the site and responses to the 2019 GMSF.</p>

	inform any planning application; 15. 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.	
14. 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.	16. 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.	Bold text added for clarity and to comply with local planning policy (Policy 23 Open Space, Sport and Recreation).
15. 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.	17. 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;	Bold text amended for clarity.
16. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	18. Contribute to 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 and identify and assess the potential impact on other non-designated heritage assets within the site and its setting.	19. 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.	Wording amended in response to comments by Historic England.
15. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation.	20. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise and provide an up-to-date archaeological desk-based	Wording amended as a result of the Historic Environment Assessment findings, and in agreement with Heritage England.

	assessment to determine if any future evaluation and mitigation will be needed.	
19. 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) within the site to the rear of the residential properties in the southern boundary, so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	21. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the GMSF Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network and delivered in line with GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.	Wording amended as a result of the SFRA recommendations, and to reflect feedback provided by the Environment Agency and United Utilities.
20. Include provision for a wetland catchment area, in liaison with the Environmental Agency, and the Local Lead Flood Authority, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs.	22. Include provision for a wetland catchment area, in liaison with the Environmental Agency, and the Local Lead Flood Authority, in the northern central part of the site to the south of Cop Road 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	Wording amended as a result of the SFRA recommendations, and to reflect feedback provided by the Environment Agency and United Utilities.

	multi-functional green infrastructure network and incorporating SUDs.	
	22. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.	Wording amended to reflect comments provided by the Environment Agency.

Appendix 4: Main Changes to the Proposed Broadbent Moss Allocation Policy (2020 Plan compared to PfE 2021)

2020 Strategic Allocation Policy	2021 Strategic Allocation Policy	Reason
1. Be in accordance with a comprehensive masterplan and Design Code agreed by the local planning authority;	1. Be in accordance with a comprehensive masterplan and Design Code agreed by the local planning authority;	No change.
2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing. It is estimated that around 500 of these homes will be delivered post 2037;	2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. It is estimated that around 500 of these homes will be delivered post 2037;	Typographical error.
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. Deliver 21,720 sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;	4. Deliver around 21,000 sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;	Word 'around' added and sqm floorspace rounded.
5. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;	5. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;	No change.
6. Take account of and deliver any other highway improvements that may be	6. Take account of and deliver any other highway	No change.

<p>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;</p>	<p>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;</p>	
<p>7. Contribute towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity.</p>	<p>7. Contribute towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;</p>	<p>No change.</p>
<p>8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments.</p>	<p>8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments;</p>	<p>No change.</p>
<p>9. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring</p>	<p>9. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring</p>	<p>No change.</p>

communities and countryside and provide opportunities for leisure and recreation.	communities and countryside and provide opportunities for leisure and recreation;	
10. 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 recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application;	Bold text added for clarification.
11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;	11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;	No change.
12. 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. 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;	No change.
13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;	13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;	No change.
14. Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to	14. Have regard to the recommendations of the Habitat Regulations Assessment and provide further surveys on phase 1 habitats, badgers,	Bold text added for clarification.

inform any planning application;	amphibians (including great crested newts) and bat surveys to inform any planning application;	
15. 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. 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;	Bold text added as word missing.
16. 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.	16. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;	No change.
17. 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 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.
18. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	18. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;	No change.
19. 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.	19. 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	Criterion wording amended to merge 19 and 20.

	assessment to determine if any future evaluation and mitigation will be needed;	
20. 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.		See above.
21. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the GMSF Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network and delivered in line with GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.	20. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the Strategic Flood Risk Assessment (SFRA) Level 2 Site Assessment Summary , ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 SFRA advice. Opportunities to use natural flood management and highway SUD's features should be explored;	Bold text amended to reflect correct document title. Bold text amended to abbreviate Strategic Flood Risk Assessment to SFRA.
22. Include provision for a wetland catchment area, in liaison with the Environmental Agency, and the Local Lead Flood Authority, in the northern	21. Include provision for a wetland catchment area, in liaison with the Environmental Agency, Lead Local Flood Authority and Greater	Bold text amended to reflect correct organisation name and add reference to Greater Manchester Ecology Unit.

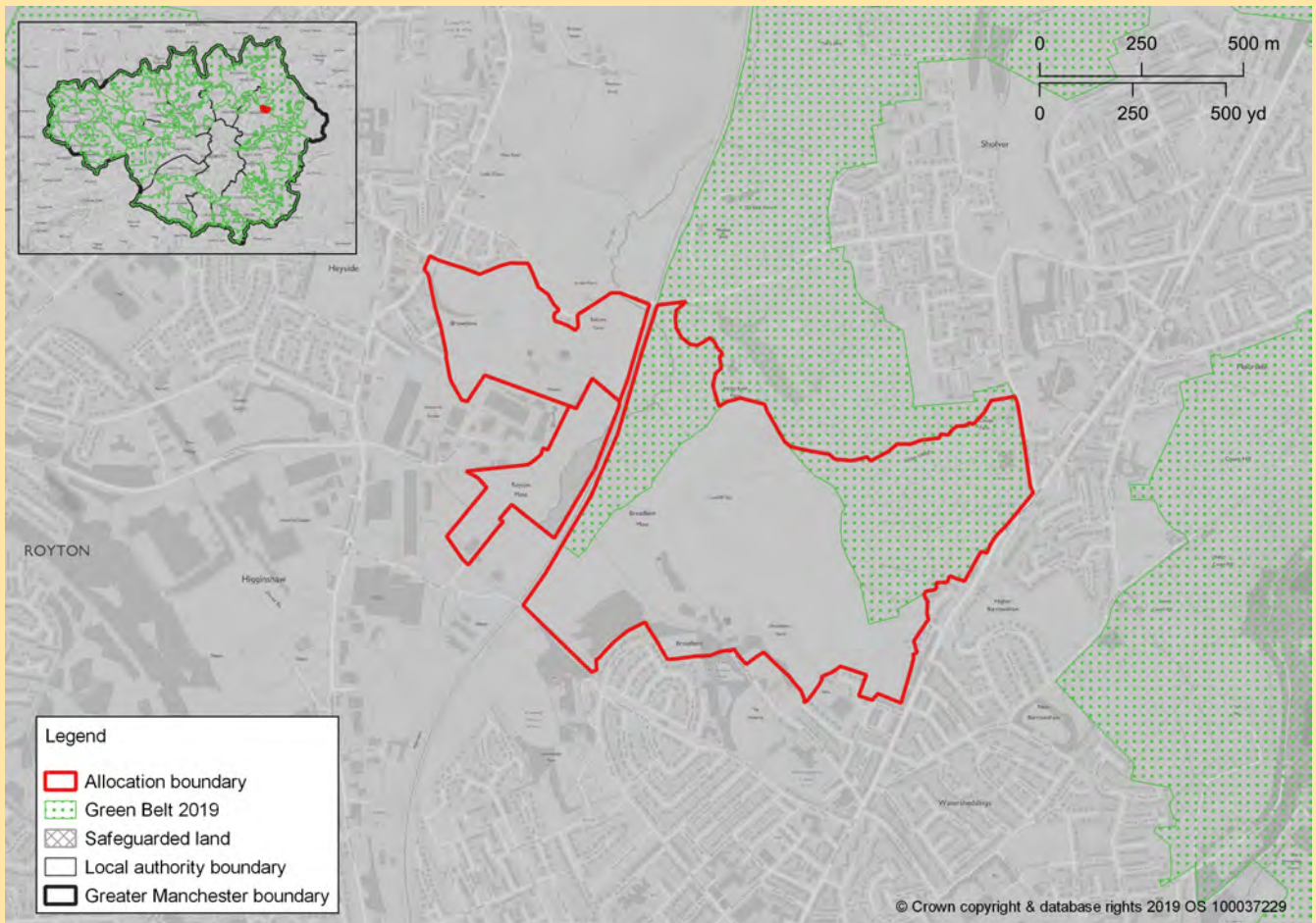
<p>central part of the site to the south of Cop Road within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and/or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs.</p>	<p>Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road 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 SUDs;</p>	
<p>23. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that 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. A detailed hydrological assessment should support any planning application within this zone;</p>	<p>22. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that 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. A detailed hydrological assessment should support any planning application within this zone;</p>	<p>No change.</p>
<p>24. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.</p>	<p>23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and</p>	<p>No change.</p>
<p>25. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.</p>	<p>24. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.</p>	<p>No change.</p>

Appendix 5: GMSF 2019 Map and Policy Wording for the Broadbent Moss Allocation

What is the reason for your answer?

Policy GM Allocation 15

Broadbent Moss



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 1,450 homes providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing;
3. Make provision for affordable homes in line with local planning policy requirements;
4. Deliver 21,720sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
5. Deliver a new Metrolink stop to serve both this allocation and the Beal Valley allocation, potentially including Park & Ride facilities;

6. Provide new access points to the site off Bullcote Lane. These will link into a new spine road connecting the site with the proposed strategic allocation at Beal Valley and Higginshaw BEA that will be delivered as part of the comprehensive development of the site and which will have secondary roads into the mains areas for development. The spine road will also provide a link to the residential area proposed to the east, crossing over the Metrolink line;
7. 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;
8. Provide a local centre with linkages to the new Metrolink stop and potential Park & Ride facility on the north western part of the site and incorporating higher density apartments;
9. Provide safe and pedestrian/cycle friendly routes to and from the wider strategic allocation and the surrounding residential and employment areas beyond as part of a broader network and integration with existing recreation routes;
10. 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;
11. Create a new defensible Green Belt boundary around the development parcels identified;
12. Retain and enhance areas of biodiversity within the site, to deliver a clear and measurable net gain in biodiversity;
13. Retain and enhance existing recreational routes and Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside;
14. 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;
15. 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. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
17. Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting and identify and assess the potential impact on other non-designated heritage assets within the site and its setting;
18. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;
19. Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) within the site to the rear of the residential properties in the southern boundary, so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance;

20. Include provision for a wetland catchment area, in liaison with the Environment Agency and Local Lead Flood Authority, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs; and
21. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment) where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

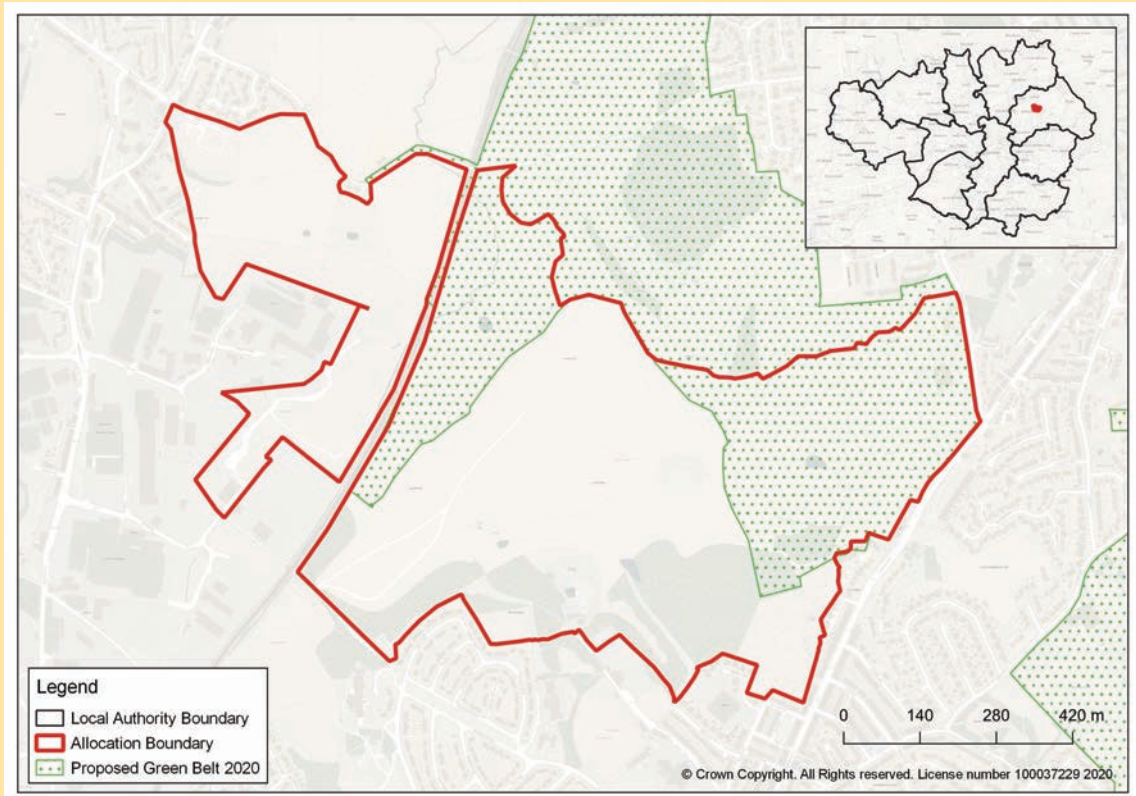
- 11.112** The site is currently designated as Land Reserved for Future Development, Other Protected Open Land and Green Belt in the Oldham Local Plan. It is considered available and developable for housing.
- 11.113** The sustainable and accessible location of the site, on the edge of a large area of 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 1,450 new homes.
- 11.114** Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough which would otherwise have limited opportunity to emerge elsewhere due to the built up nature of the borough.
- 11.115** The site is well located to existing neighbouring residential communities and has the potential for greater connectivity through the new Metrolink stop, which would serve both this site and the Beal Valley site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.116** The proposed spine road through the site provides the opportunity to improve connectivity of the site to Shaw Town Centre, Beal Valley to the north and the wider area. Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed will help to improve connectivity to the wider area, in particular Sholver.
- 11.117** A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community. The area in the northern central part of the site and 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 corridor. Regard should also be had to the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance.
- 11.118** It is anticipated that around 878 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period of the GMSF.

Appendix 6: GMSF 2020 Map and Policy Wording for the Broadbent Moss Allocation

Broadbent Moss

Policy GM Allocation 14

Broadbent Moss



Picture 11.24 GMA 14 Broadbent Moss

Development on this site will be required to:

1. Be in accordance with a comprehensive masterplan and Design Code agreed by the local planning authority;
2. Deliver around 1,450 homes providing a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing. It is estimated that around 500 of these homes will be delivered post 2037;
3. Provide for affordable homes in line with local planning policy requirements;
4. Deliver 21,720 sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
5. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main points of access to the site will be via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The

spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;

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 towards the delivery of a new Metrolink stop and park and ride facility, along with the Beal Valley allocation, which in part will help to serve both allocations and improve their accessibility and connectivity;
8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments;
9. Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Beal Valley strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
10. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application;
11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;
12. 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;
13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;
14. Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to inform any planning application;
15. 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;
16. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
17. 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;

18. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
19. 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;
20. 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;
21. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, 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 must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the GMSF Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, 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;
22. Include provision for a wetland catchment area, in liaison with the Environment Agency, Local Lead Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road 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 SUDs;
23. Have regard to the Groundwater Source Protection Zone in the design of the development, to ensure that 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. A detailed hydrological assessment should support any planning application within this zone;
24. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
25. Incorporate noise and air quality mitigation to protect the amenity of any new and existing occupiers (both residential and employment), where new residential development adjoins Higginshaw Business Employment Area and the proposed extension.

11.154 The site is currently designated as Land Reserved for Future Development (LRFD), Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. Land at Hebron Street (with planning permission for 77 homes) is included in the red line boundary to ensure it forms part of the comprehensive development. It is not included in the residential capacity set out in the policy as it has already been identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment

(SHLAA). It is therefore anticipated that around 874 homes will be delivered during the plan period. The scale of development proposed means that a proportion of the site capacity may fall outside the plan period of the GMSF.

- 11.155** 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.
- 11.156** 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.
- 11.157** Development of the site will also provide the opportunity to enhance and extend the existing employment offer at Higginshaw BEA and across the borough, which would otherwise have limited opportunity to emerge elsewhere due to the built-up nature of the borough.
- 11.158** The site is in a sustainable and accessible location, on the edge of a large area of open land. It is located near to existing neighbouring residential communities and has the potential for greater connectivity through the proposed new Metrolink stop, which would serve both this and the Beal Valley site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.
- 11.159** The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Town Centre, Beal Valley to the north and the wider area. Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed, will help to improve connectivity to the wider area, in particular Sholver.
- 11.160** The main points of access to the site will be from Meek Street or Moss Lane to the west and Vulcan Street to the east. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, 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. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Vulcan St over the existing Metrolink line. At least one crossing point over the Metrolink line will be required to connect the eastern and western parts of the site.
- 11.161** 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.

- 11.162** These would need to be provided in line with local planning policy requirements and in liaison with the local authority.
- 11.163** A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community.
- 11.164** The Beal Valley and Broadbent Moss strategic allocations provides opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen and Protected Species. The development of the two site allocations should include elements of partnership work with appropriate bodies, to ensure they contribute towards a wider ecological network approach.
- 11.165** The site 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, creating a resilient landscape through a network of connected sites. There is an opportunity to use Sustainable Urban Drainage (SUDs) systems following the existing site hydrology, to create a network of wetlands that enhance and incorporate the existing fen, pond and watercourses within the site that is subject to hydrological investigations.
- 11.166** Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitats listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.
- 11.167** Lowland Fen Priority Habitat is located outside of the site boundary, buffering the western edge of the site.
- 11.168** Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.
- 11.169** 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. Proposals should apply greenfield run off rates and be supported by a maintenance plan. Regard should be had to the GM SFRA SUDs guidance. The area in the northern central part of the site, and 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 which, as well as being an attractive feature of the site, will allow a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.

Appendix 7: Broadbent Moss 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 Paper (2020) Appendix 6 for the individual Call for Site Assessments.

Submission ID	Site Name	Call for Sites Release
1452779159244	Land South of Bullcote Lane, Heyside, Oldham	Winter 2015/16
1452530507359	Land at Mossdown Road	Winter 2015/16
1452256614439	Land south of Cop Road, Oldham	Winter 2015/16

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
- 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

- 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