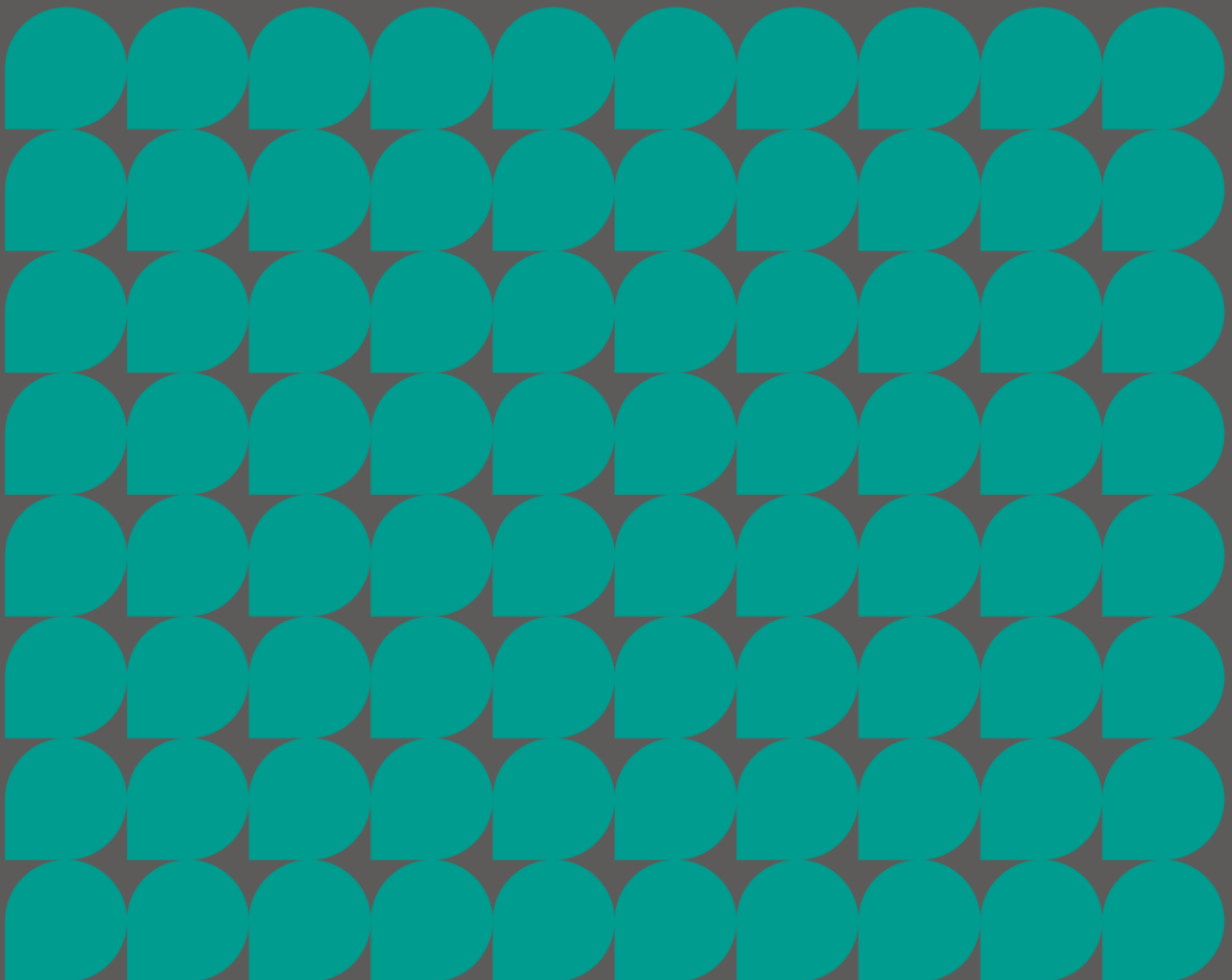


Places for Everyone

JPA18 South of Rosary Road 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
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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. The evidence documents which have informed the plan are available via the GMCA's website.
- 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 18 South of Rosary Road Overview

- 2.1 The site is located off the main A627 towards Ashton under Lyne and is located in the south of the borough. It falls within Medlock Vale ward and is in close proximity to the proposed strategic allocation Land south of Coal Pit Lane (Ashton Road).
- 2.2 The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham.
- 2.3 The allocation is proposed for around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. 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 surrounding area through adding to the type and range of housing available, informed by Oldham Council's Housing Strategy and Local Housing Needs Assessment.

- 2.4 In the 2019 Draft GMSF the South of Rosary Road proposed strategic allocation was allocation number GM-15. In the GMSF Publication Plan Draft for Approval October 2020 the allocation number is GM-15. In PfE 2021 the allocation number is Policy JP Allocation 18 and will be referred to as such within this topic paper.

3.0 Site Details

- 3.1 The site lies within the Green Belt. It is greenfield in nature apart from where United Utilities have initiated works, which has resulted in a small brownfield element being introduced. It is approximately 2.6 hectares (ha) in size. There is one landowner for the site.
- 3.2 The land slopes gently southwards. To the north and east lie existing residential properties and a former school, whilst to the south is an existing farm (listed) and Green Belt, to the west is residential development. Bankfield Clough SBI and an area of priority habitat fall within the site along the eastern boundary.
- 3.3 A map of the site as it appears in PfE 2021 is provided in Appendix 1.

4.0 Proposed Development

- 4.1 Policy JP Allocation 18 is proposed for around 60 homes, providing 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.
- 4.2 The developable area measures approximately 1.6ha and the density of the proposed development is around 35 dwellings per hectare (dph).

- 4.3 PfE 2021 states that housing mix 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 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.
- 4.4 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 identified a need for three and four or more-bedroom houses and an increasing proportion of bungalows. However, there is also a marked shift in aspirations for smaller flats and bungalows and an identified need for older persons’ specialist accommodation.
- 4.5 The housing policies within the Local Plan will be reviewed as part of the ongoing Local Plan Review.
- 4.6 Due to the scale of the development proposed and its location affordable housing provision is not sought on the site as it offers an opportunity to diversify the housing stock within the area.
- 4.7 Alongside the above, development will be required to:
- provide for suitable access to the site, in liaison with the local highway authority. The main point of access to the site is through the neighbouring former Centre of Professional Development site, which along with the former Marland Fold School, is identified as a potential housing site in Oldham’s current Strategic Housing Land Availability Assessment. Integration of the allocation with the neighbouring development sites will therefore be important. Any development will also be required to minimise and mitigate the impact of associated traffic on the local highway network, including the neighbouring Fitton Hill housing estate.
 - Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and Site Allocation Topic Paper – PfE 2021

deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features.

- 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.
- Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development.
- Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.

4.8 The site boundary and full policy wording for Policy JP Allocation 18 can be found at Appendix 1.

4.9 The previous draft policy wording and boundary as proposed in GMSF 2019 can be found at Appendix 4 and as proposed in the GMSF Publication Plan: Draft for Approval October 2020 can be found at Appendix 5.

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

5.0 Site Selection

- 5.1 To identify potential development sites for allocation a Site Selection methodology was developed to inform preparation of the GMSF / PfE. The methodology includes four stages and seven site selection criteria, informed by the Vision, Objectives and Spatial Strategy in the GMSF 2019.
- 5.2 Full details of the site selection process and sites considered can be found in the Site Selection Background Paper.
- 5.3 A Call for Sites exercise to identify available land was launched across Greater Manchester in 2015 to inform the first draft GMSF in 2016. Call for Sites were also submitted in response to the first GMSF consultation in 2016. The site for the South of Rosary Road allocation was submitted as part of the Call for Sites by the landowners and/or their representatives. Details can be found in the Site Selection Background Paper and Appendix 6 of this topic paper for a table of all the Call for Sites that fall within the allocation.
- 5.4 Areas of Search were identified where a 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. South of Rosary Road falls within the Area of Search OL-AS-06.
- 5.5 Area of Search OL-AS-06 was considered to meet Site Selection Criteria 5 - Land which would have a direct significant impact on delivering regeneration, as the site lies in the 10% most deprived area of Greater Manchester and collectively could deliver significant local benefits by addressing the issue of a lack of large family homes which are needed in Oldham.
- 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 The outcome of the Site Selection and planning constraints assessment for Rosary Road allocation was that the site lies in an area close to one of the most deprived areas in the country and thus would aid regeneration in the area.
- 5.8 In terms of the PfE 2021 Spatial Strategy and Strategic Objectives, South of Rosary Road is capable of delivering 60 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham, and thus also meeting Strategic Objective 1 – Meet Local Housing Need.
- 5.9 For more information on the site selection process go to the Site Selection Background Paper.

6.0 Planning History

- 6.1 There are no relevant, major, planning applications affecting this allocation.
- 6.2 Details of the baseline housing land supply sites are available within the PfE 2021 Supporting Evidence – Housing Land Supply document.

7.0 GMSF 2019 Consultation Responses

- 7.1 A summary of the 2019 consultation response to South of Rosary Road is set out below. Further details can be found in the Statement of Consultation.
- 7.1 The allocation received 104 comments from organisations and members of the public during the consultation.

- 7.2 There were particular concerns raised regarding site access particularly with the use of Simkin Way / Saint Cuthberts Fold / Mills Farm Close. It was felt that this access is too narrow with no pavements and that it would not be possible for this to be widened. It was suggested that access should be from Fitton Hill.
- 7.3 Concerns were also raised regarding the loss of local ecology and the impact on the SBI.

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 is used:

Table One: IA Scoring

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

8.6 Combined symbols are sometimes used in the assessment (e.g. '+/ ?' or '- / ?'). Where this occurs, it is because there is a strong likelihood of positive/negative effects but that there is insufficient information to achieve certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the option under consideration is eventually delivered.

8.7 The key outcomes of the 2019 IA on the South of Rosary Road allocation policy in GMSF 2019 have been considered to inform the production of the revised Policy JP Site Allocation Topic Paper – PfE 2021

Allocation 18. 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.

- 8.7 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.
- 8.8 Further details can be found in the 2020 Integrated Appraisal Report and 2020 Integrated Appraisal Addendum Report.

9.0 GMSF 2020 Integrated Assessment

- 9.1 The IA showed that South of Rosary Road allocation generally performed well against the strategic objectives of the plan, with the allocation scoring at least positive and no less than neutral in all but one of the assessment criteria. In particular the allocation was scored as having a very positive effect in relation to Objective 11 'Conserve and enhance biodiversity, green infrastructure and geodiversity assets'. It also partially scored very positive against eight other IA objectives.
- 9.2 The site scored a negative / neutral against IA objective 12 'Ensure communities, developments and Infrastructure are resilient to the effects of expected climate change'. This is due to the site being identified in the IA as high flood risk. However, the site is in Flood Zone 1 and passes the sequential test.
- 9.3 Further details can be found in the 2020 Integrated Appraisal Report and 2020 Integrated Appraisal Addendum Report.

9.4 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 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
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develop a solution that fully mitigates the site's impact on the transport network. In these instances care has been taken to ensure that the allocation is not identified for delivery in the first five years of the Plan, to enable more work to be undertaken to ensure that the site can be delivered in a safe and sustainable manner at a later point in time. All phasing information contained in the locality assessment is indicative only and has only been used to understand the likely intervention delivery timetable.

Access arrangements

- 10.9 The site access arrangement has been developed to illustrate that there is a practical option for site access in this location and to develop indicative cost estimations. It is assumed that a detailed design consistent with Greater Manchester's best practice Streets for All highway design principles will be required at the more detailed planning application stage.
- 10.10 No highway infrastructure is present within the allocation, however, Mills Farm Close to the west of the allocation has been suggested as a potential means of access. The allocation is also bounded to the west by St Cuthbert's Fold, a residential street with limited access with 30mph speed limits. Mills Farm Close connects to Rosary Road, while St Cuthbert's Fold connects to Simkin Way which leads directly onto the A627 Ashton Road.
- 10.11 Based on the current situation of the proposed site, the ideal primary access arrangement, in consideration of the development quantum and suitability of surrounding roads, would be onto Rosary Road via an access created by United Utilities when the area was being used for drainage improvement. This gravel track extends from the proposed site to Rosary Road across what was formerly the Centre for Professional Development and utilises the priority junction formerly used to access the centre's car park.
- 10.12 Site access proposals onto Rosary Road have been considered in conjunction with several residential developments identified as part of the 2019 Strategic Housing Land Availability Assessment (SHLAA), including a 48 dwelling development on the Site Allocation Topic Paper – PfE 2021

former site of the Centre for Professional Development (SHA2029), and a primary school that is located between the site and Rosary Road with a capacity of 32 students between the years of 0-10 (SHA2041). Both developments have been factored into the assessment of site access arrangements which are discussed in Section 11.

- 10.13 In consideration of the condition of the surrounding local road network, there is a significant concern regarding the potential for rat running within adjacent residential streets, a concern exacerbated by significant on-street parking. While Rosary Road – as a designated bus route – does not allow for on-street parking, potential exists for development trips to use Springwood Hall Road as a shortcut to reach the wider road network at Fir Tree Avenue.
- 10.14 While this matter will need to be addressed at the detailed design stage, considerations could be made to implement parking management on Springwood Hall Road – including double-yellow lines – or possibly severing access from Springwood Hall Road onto Rosary Road adjacent to Land south of Coal Pit Lane, thereby removing through traffic concerns. In light of this, a contribution could be sought from the developers of the Policy JP Allocation 18 – South of Rosary Road developers to introduce these measures.
- 10.15 Though Mills Farm Close and St Cuthberts Fold directly bound the site, a review of the carriageway widths and the presence of on-street parking consider that these roads are unsuitable for use as either primary or secondary access. However, as a Public Rights of Way (PRoW) runs immediately adjacent to both Mills Farm Close and St Cuthberts Fold, these two streets could be opened up for pedestrian and cycle access.
- 10.16 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

- 10.17 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.
- 10.18 The current accessibility of the South of Rosary Road site using Greater Manchester's Accessibility Level model (GMAL) has been identified as comprising areas of level 3 and 4 for accessibility, giving it an average rating.
- 10.19 The Locality Assessment concludes that main local destinations likely to generate walking and cycling trips are Oldham Town Centre to the east of the allocation (3.8km) the local shops at Fitton Hill (1.4km), Hathershaw College (1.1km) and Medlock Valley Community School (1.1km) and St Martins Primary School (0.8km).
- 10.20 While the A627 provides standard width footpaths both north and south of the site, with full lighting and signalised crossing control, there are limited facilities for cyclists. Localised improvements may therefore be required in the vicinity of the new access
- 10.21 National Cycle Route 626 (NCN626) runs 500m east of the site, linking Oldham with Ashton-under-Lyne via Park Bridge Road. This offers an attractive route away from traffic and is within easy distance from the South of Rosary Road site due to the presence of several connecting PRoWs. However, the condition of these routes varies from unpaved tracks to on-street via Park Bridge Road, and there are no dedicated cycle paths or bridleways. The Locality Assessment suggests that contributions to the potential improvement of connections between the allocation and NCN626 could be made through a combination of PfE, MCF, SFA and third party developments in the area.
- 10.22 There are also multiple PRoW within close proximity of the site, with at least one PRoW bounding the proposed western and southern perimeter – ProWs cannot,

however, be used by cyclists unless they are designated as bridleways. The A627 and Rosary Road do not provide cycling infrastructure such as cycle lanes.

10.23 With regards to public transport the A627 Ashton Road, as a main arterial route between Oldham and Ashton, is served by frequent bus routes, which includes the following:

- Route 396: Newton Heath to Ashton-under-Lyne (average frequency: 60 minutes)
- Route 409: Rochdale to Ashton-under-Lyne (average frequency: 10 minutes)
- Route 419: Middleton to Ashton-under-Lyne (average frequency: 60 minutes)

10.24 In addition to which there are a number of bus routes that serve Rosary Road directly:

- Route 396: Newton Heath to Ashton-under-Lyne (average frequency: 60 minutes)
- Route 425: Hathershaw to Oldham (Oldham direction only) (average frequency: 15 minutes)

10.25 The Springwood Hall Road bus stop on Rosary Road is located immediately adjacent to the proposed site access. This stop provides services to Ashton and Oldham every 20 minutes during the day, and every 30 minutes in the evenings.

10.26 Reflecting the above the Locality Assessment recommends that:

- A permeable network for pedestrian and cyclist priority within the development is required including sufficient secure cycle parking for all dwellings.
- The internal walking and cycle network should be linked to high quality routes connecting through to this area, 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. The allocation also provides an opportunity to better link existing and proposed residential developments surrounding the A627 and Fitton Hill with NCN626 via connections through the site which may provide a more appropriate option for a

north-south cycling and walking routes than a direct upgrade of the A627. Some limited offsite improvements to existing routes may however be required.

- 10.27 With regards to bus services the allocation the has been identified as potentially benefiting from the Ashton-Oldham Quality bus transit corridor, which is anticipated to see a general improvement to service reliability and facilities – such as the introduction of shelters – along the A627 Ashton Road. In light of this the Locality Assessment suggests that a contribution could be sought from the developers of the allocation towards the introduction of these improvements, which are expected to be implemented by 2025.
- 10.28 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.
- 10.29 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

- 10.30 Land south of Coal Pit Lane lies within 2km of the site therefore at the local level the transport impacts of both sites need to be considered cumulatively, as the combined impact of the trips generated from the proposed developments could have a more significant impact on the network than that of the site by itself. Furthermore, the potential impact of the allocation has also been considered cumulatively with residential developments identified as part of the baseline housing land supply that

are to utilise the same access point as the allocation (the former Centre for Professional Development and Marland Fold School).

- 10.31 With regards to understanding the impact of the strategic allocation on the local highway network a 'with GMSF' scenario has been assessed against a Reference Case which assumes background growth and includes the housing and employment commitments from the districts. Through discussions with TfGM and the Combined Authority, it has been agreed that where mitigation is required, it should mitigate the impacts back to a reference case scenario. It should be noted that mitigating back to this level of impact may not mean that the junction operates within capacity.
- 10.32 In order to understand whether the mitigation developed for the site (and all other sites within the GMSF / PfE) is sufficient to mitigate the worst-case impacts of the proposed strategic allocations, a second run of the model with all identified mitigation included, was undertaken. Where a significant flow change was observed the junction models were rerun to check that the suggested mitigation by the Locality Assessment is still sufficient to mitigate site impacts and that all other in scope junctions continue to operate satisfactorily in light of any reassignment due to mitigation schemes.
- 10.33 The assessment concluded that the traffic impacts of the site are considered to be less than severe subject to the implementation of localised mitigation at a discrete number of locations. The "High-Side" modelling work indicates that in general other junctions within the vicinity of the site will either operate within capacity in 2040 with development proposed, or that in some cases junctions operating over capacity in the future year would not be materially worsened by development traffic.
- 10.34 Based on the proposed buildout of the site, and its distance from the nearest section of the Strategic Road Network (SRN), the allocation is considered unlikely to present traffic implications without the introduction of mitigation on the SRN. This also considers a cumulative impact with the Land South of Coal Pit Lane (Asthon Road) allocation. The nearest SRN junction to the – South of Rosary Road allocation is M60 Junction 22 (3.8km northwest).

10.35 The final list of interventions considered necessary to support Policy JP Allocation 18 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 16

Mitigation	Description
<i>Allocation Access</i>	<i>Allocation Access</i>
Rosary Road Access Junction	Priority junction assumed
<i>Necessary local mitigations</i>	<i>Necessary local mitigations</i>
Permeable network for pedestrian and cyclist priority within the development and upgrade of PRow connections to Bardsey Bridleway.	Assumed full permeability of cycle and pedestrian access, as well as provision if improvements to PRowS near to the development (125m).
Minor Traffic Management Improvements	Minor traffic management improvements in order to address local highway concerns.
<i>Supporting Strategic Interventions</i>	<i>Supporting Strategic Interventions</i>

Mitigation	Description
Ashton-Oldham Quality bus transit corridor	Proposed by TfGM for frequent bus services between Ashton, Oldham and Rochdale

10.36 The local highway network mitigation measures and supporting strategic interventions proposed include:

- Ashton-Oldham Quality bus transit corridor** - The Ashton-Oldham Quality bus transit corridor is anticipated to see a general improvement to service reliability and facilities along the A627 Ashton Road. The introduction of the Quality bus transit corridor is expected to answer concerns regarding unreliable bus operations within the area surrounding the allocation. 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** - In order to promote and encourage sustainable transport modes, as well as providing safe and efficient accessibility for non-vehicular traffic, the development is to both provide 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 is to 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. Furthermore, pedestrian and cycle facilities in the areas surrounding the South of Rosary Road allocation should be improved wherever possible in order to allow for safe accessibility by nonvehicular users to all parts of the development, but also the adjacent residential, employment and retail areas. A scheme to provide a surfaced route upgrading the existing PRow connections to Bardsey Bridleway has been identified.

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

Phasing of Mitigation

10.38 Expected phasing of the allocation was provided to inform the modelling. The indicative intervention delivery timetable for the allocation was identified above are set out in table three.

Table Three: Mitigation Measures – Indicative Intervention Delivery Timetable

MITIGATION	2020-2025	2025-2030	2030-2038
Site Access			
Rosary Road Access Junction		✓	
Necessary Local Mitigations			
Permeable network for pedestrian and cyclist priority within the development & PRow improvements		✓	
Minor Traffic Management Improvements	✓		
Supporting Strategic Mitigations			
Ashton-Oldham Quality bus transit corridor contribution		✓	

Summary

10.39 In summary, the Local Authority has provided an initial indication that the allocation is deliverable, however, significant further work will be needed to verify and refine these findings as the allocation moves through the planning process. The allocation will also need to be supported by continuing wider transport investment across GM.

Locality Assessment Update Report (2021)

10.40 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).

10.41 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.

10.42 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.

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

10.44 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.

10.45 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.

10.46 For the purposes of testing the impact of the allocation through the strategic model, a total of 60 residential units has been assumed to be built out by 2040. From an allocation-specific perspective, there were not expected to be any changes to the pattern of traffic and travel to and from the allocation between the previous work undertaken and the Locality Assessment Update. There have also been no changes to the proposed infrastructure since the publication of the Locality Assessment 2020.

10.47 The Locality Assessment Update Report concludes that based on flows derived from the latest round of modelling, any interventions outlined previously are to be delivered as part of the allocations as per the previous Locality Assessment. It is considered that the changes to the quantum of development set out above do not affect need for the active mode interventions previously proposed. It should be noted that, since the publication of the Locality Assessments, an Active Travel Design Guide has been published by GMCA and TfGM. This Design Guide identifies design principles for the Bee Network that should be followed, and encompasses aspects

such as segregated and shared infrastructure, crossing facilities and junction design. Any active mode interventions that are implemented in support of this allocation should follow this Design Guide.

10.48 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.

10.49 It is anticipated that most of the interventions will be required post 2025, however, by 2025, the necessary local mitigation is anticipated to be required. With no changes to the ultimate quantum of development, no additional forms of intervention are considered necessary to support the allocation.

10.50 In response to the above Policy JP Allocation 18 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 point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold.
- 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.
- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation

11.0 Flood Risk and Drainage

- 11.1 A Level 1 Strategic Flood Risk Assessment has been carried out for Rosary Road and the allocation's flood risk was mapped.
- 11.2 In terms of fluvial flood risk:
- 100% of the site allocation is within Flood Zone 1.
- 11.3 Risk of flooding from surface water is:
- low for 4.89% of the site; and
 - medium risk for 2.18% of the site; and
 - High risk for 1.22% of the site.
- 11.4 The site passes the sequential test and the Level 1 SFRA concludes that a FRA is required.
- 11.5 The SFRA Level 1, using Environment Agency datasets, provides a high-level indication of where natural processes, through green infrastructure, could be used for future flood storage functions to support Natural Flood Management.
- 11.6 The site has the opportunity for riparian tree planting. Woodland provides enhanced floodplain roughness that can help obstruct significant flow pathways. Riparian tree planting is likely to be most effective if close to the watercourse in the floodplain.
- 11.7 The site also has the opportunity for Wider Catchment Woodland Potential - slowly permeable soils have a higher probability of generating 'infiltration-excess overland flow' and 'saturation overland flow'. These are best characterised by gleyed soils, so tree planting can open up the soil and lead to higher infiltration and reduction of overland flow production.
- 11.8 The Level 1 SFRA also identifies where there are opportunities to work with natural processes through the Irwell Catchment. The main opportunities are in relation to urban loss improvement and woodland planting. Urban loss improvement involves improved soil structure, resulting in enhanced soil moisture storage capacity.

11.9 In response to the above Policy JP Allocation 18 sets out that development of the site should 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored

12.0 Ground Conditions

12.1 There are no known issues with ground conditions, however Phase 1 and 2 reports would be required at planning application stage to identify the extent of contamination (if any) and to establish appropriate remediation measures.

13.0 Utilities

13.1 Access to services and utilities that would serve the site are recommended to be gained from the networks directly surrounding the site. These include extending the clean water network and sewer network running beneath the road network which surrounds the site. Work has also recently completed on works by United Utilities on upgrading the existing utilities which pass through the site.

13.2 In response to the above Policy JP Allocation 18 requires development:

- to ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.
- be informed by 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice.

- 13.3 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 The parcel, measuring around 2.6ha is proposed to be removed from the Green Belt as part of PfE.

Green Belt Exceptional Circumstances

14.2 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.

14.3 As outlined in section 4, the site selection process has identified the most sustainable locations by assessing potential sites against the site selection criteria (see Appendix 3 for full site selection criteria) to ensure the proposed allocations meet the spatial objectives of the plan. In terms of the local-level case, the exceptional circumstances for the release of the South of Rosary Road allocation from the Green Belt is that:

- The site meets Criterion 5 of the Site Selection criteria, as the site falls within a most deprived area; and
- The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor as having the potential for sustainable transport options.

14.4 The local-level case for exceptional circumstances, set out in the Green Belt Topic Paper, includes a summary of the Green Belt Harm and mitigation assessment in relation to South of Rosary Road. 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).

Greater Manchester Green Belt Assessment (2016)

14.5 The site lies within Strategic Green Belt Area (SGBA) 18. Within this area the site lies within parcel OH44. This parcel is located to the south-east of Oldham and wraps around the eastern edge of Hathershaw and Bardsley. The land slopes down to the River Medlock, which runs along the perimeter in the east and together with country lanes and development forms the boundary. Woodland is abundant throughout the parcel, concentrated around the Medlock and along field boundaries. Pasture fields are situated adjacent to the settlement edge and are set within swathes of woodland. Playing fields associated with Alexandra Park Junior School cover a large area in the north and a small area of arable fields is located in the south.

14.6 In terms of the purposes of the Green Belt, the area was rated against the four purposes of the Green Belt. The ratings were as follows:

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
OH44	Strong	Strong	Strong	Strong	Moderate	18

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

- 14.7 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. An addendum report was prepared to look at amendments made to site boundaries as part of the 2020 GMSF and PfE 2021. The PfE 2021 allocation now includes an additional strip of a woodland belt, that runs alongside a tributary of the River Medlock within the area to be released. A summary of both assessments is shown below.
- 14.8 The GM Green Belt harm assessment identifies that the allocation makes a moderate contribution to checking the sprawl of Greater Manchester and a limited contribution to preventing encroachment of the countryside.
- 14.9 The addendum to the Green Belt Harm Assessment considered the woodland strip originally being retained as Green Belt and now being released from Green Belt although it is still intended to be a buffer. If the additional land is developed, rather than retained as a boundary, then there will be greater harm associated with its release, as the tree cover means that there is stronger distinction from the inset settlement than in the field to the west, and therefore it makes a stronger contribution to preventing the sprawl of the large built-up area and preventing encroachment on the countryside . Contribution to both Purposes 1 and 3 will be relatively strong.
- 14.10 Release of the majority of the allocation would cause ‘low-moderate’ harm to Green Belt purposes and would have ‘no/negligible’ impact on adjacent Green Belt.
- 14.11 The woodland strip would have a ‘moderate’ harm to the Green Belt purposes if developed. However, the plan policy intention is not to develop this buffer as it contains an SBI.

- 14.12 In terms of cumulative harm on SGBA 18, release would constitute urban sprawl within the western part of the SGBA. Release will not diminish the gap to the south between Oldham and Ashton-under-Lyne, and Oldham and Failsworth / Hollinwood are already largely contiguous urban areas. Release of allocation GM15 would not increase the containment of any land within the SGBA. Release would not impact the setting or special character of any other historic towns in the SGBA.
- 14.3 The assessment identified whether mitigation would address harm identified. The principal cause of harm from release of this allocation would be from the loss of the Green Belt land within the allocation itself, as opposed to its impact on retained Green Belt land. As such, mitigation measures would not reduce the harm of release of this allocation. Nevertheless, strengthening the boundary of the retained Green Belt land to the south of the allocation could potentially increase the future distinction between inset land and retained Green Belt land.
- 14.4 In addition, it is proposed to retain the band of woodland on the eastern edge of the allocation as Green Belt, which would provide a strong alternative boundary.

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

- 14.5 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.
- 14.6 These opportunities should feed into Local Plans and masterplanning work for the site allocations.
- 14.7 The summary of priority projects for Green Belt enhancement includes:

Access:

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- Introduce Green Belt enhancements to improve access control to ensure accessibility of the existing PRow network, including the creation of new multi-user routes for recreational and health benefits as part of the Carbon Landscape Project as promoted by Lancashire Wildlife Trust.
- Develop well waymarked and easy to use circular ‘health’ walks on the urban fringe.
- Upgrade the lighting provision and drainage at the access point to the Medlock Valley Way / Oldham Way on the carriageway of the A627.
- Extend the Bee Network following the route of the B6194, providing a wider linkage from Ashton-under-Lyne to Oldham.
- Develop interpretation and signage along the disused Hollinwood and Fairbottom Branch Canals to enhance visitor experience and promote the industrial heritage of the local area.
- Introduce an additional east-west cycle network linkage across the corridor of the M60 at Cutler Hill Road.
- Extend the dedicated cycle lane on the A627 to create a strategic linkage between Ashton-under-Lyne in the south and Oldham to the north.

Sport and recreation:

- Explore Green Belt enhancement strategies to improve existing features within Daisy Nook Country Park; including the car park and visitor facilities. Develop a partnership to guide the future management of the site.
- Offer accessible sports packages to private recreational facilities to local residents.

Biodiversity and wildlife corridors:

- Enhance the ecological and hydrological beneficial features within the area of retained Green Belt by combining flood risk reduction with green infrastructure improvements.
- Protect and enhance semi-natural habitats and networks, including riparian, broadleaved and ancient woodland tracts bordering the River Medlock. In

addition, explore opportunities for habitat enhancement such as ponds for amphibians.

Landscape and visual:

- Review woodland management practices along the valley floor in order to emphasize the gap between discrete settlements.
- Adopt a radical review of the agricultural land at Rocher Vale, to understand the potential for the creation of a regional country park visitor attraction.
- Create stronger links between the communities of Ashton-under-Lyne, Failsworth and Bardsley with the river corridor of the River Medlock. This could involve the expansion and maintenance of the PRow network as well as the integration of opportunities for 'natural play'.
- Preserve and reinstate species rich hedgerows to aid habitat enhancement and visual containment.

14.58 In response to the above Policy JP Allocation 18 requires any development to:

- Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt.
- 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.

15.0 Green Infrastructure

15.1 There are multiple Public Rights of Way (PRow) within close proximity of the site, with at least one PRow bounding the proposed western and southern perimeter of the site. National Cycle Route 626 (NCN626) runs 500m east of the site, linking Oldham with Ashton-under-Lyne via Park Bridge Road. This offers an attractive route away from traffic and is within easy distance from the allocation due to the presence of several connecting PRows.

15.2 Reflecting the above Policy JP Allocation 18 requires any development to:

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.

16.0 Recreation

- 16.1 There are no open space, sport or recreation facilities within or adjacent to the allocation.
- 16.2 Policy JP Allocation 18 states that any development will be required to 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.
- 16.3 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 South of Rosary Road strategic allocation falls within Incised Urban Fringe (River Medlock) landscape character type as identified within the Landscape Character Assessment (2018), which was prepared to inform preparation of the GMSF / PfE.. The assessment sensitivity tested two development scenarios against each identified landscape character area. For this character type, the assessment concluded that residential development of two to three storey would have medium to high sensitivity.

17.2 The guidance and opportunities to consider within this Landscape Character Type include:

- Avoid siting development on the edges of valley where buildings would be prominent on the skyline.
- Conserve wooded and open undeveloped skylines.
- Utilise the screening effects of the tight valley topography and existing tree/woodland cover to integrate limited new development into the landscape.
- Protect and where possible enhance semi-natural habitats and networks including riparian, broadleaved and ancient woodland, wet grasslands, meadows and regenerating habitats on former industrial land.
- Avoid siting development in locations that would lead to the loss or fragmentation of any locally or nationally designated wildlife site.
- Strengthen the drystone wall network in association with any new development, reflecting local building styles and materials. Any new boundaries should also reflect local characteristics.
- Hedgerows should be preserved and enhanced. New hedgerow planting should be encouraged where it has been removed and replaced by post and wire fencing.
- Avoid the felling of any significant areas of woodland to maintain the contained and secluded character of the valleys and to retain the existing screening of the urban edge.
- Explore opportunities to further develop post-industrial and reclaimed sites for habitat creation with possible links with The Northern Forest initiative.
- Conserve the character and setting of the Conservation Areas, as well as the role the landscape plays as a rural setting to historic settlements.
- Conserve remaining industrial relicts, including historic mill buildings, canals and railway lines.
- Development should be carefully sited in order to maintain the link between historic mills, canals, railways and roads.
- Conserve the nationally designated listed buildings and scheduled sites.
- 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). This is of particular importance as the LCT covers many of Greater Manchester's main river valleys.

- Encourage woodland creation schemes on areas of low-grade agricultural land, including through the Northern Forest initiative.
- Conserve key views and intervisibility with the South/West Pennines and Dark Peak foothills, upland fringes and open moorlands and including the landmarks of Peel Tower, Saddleworth War Memorial and Wimberry Stones Brow/Indian's Head (within the Peak District National Park).
- Any new development should be sympathetic in style, vernacular and form to historic industrial development within the valleys (particularly the use of local stone and red brick).
- Recreational opportunities should be maintained and enhanced in order to preserve the high recreational value of the valleys as green fingers through densely populated areas. Opportunities should be sought to strengthen the links between valleys along public footpaths, bridleways and cycle routes and the various recreational destinations and heritage sites found within the landscape.
- Formal recognition should be sought for recreational routes with possible extensions of existing long distance routes or the formation of new ones.
- Protect the pockets of seclusion and tranquillity associated with the tightly enclosed valleys and their woodlands, along with their strong sense of time depth and traditional rural qualities in an urban context.

17.3 In response to the above Policy JP Allocation 18 states that development of the site will be required to:

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation; and
- Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys.

18.0 Ecological/Biodiversity Assessment

18.1 There are areas of biodiversity within the site, most notably part of Bankfield Clough Site of Biological Importance (SBI) and priority habitats to the east.

Preliminary Ecological Appraisal

- 18.2 Conclusions from the Preliminary Ecological Appraisal, carried out by Greater Manchester Ecology Unit (GMEU) in 2020, notes that the site will not affect any statutory designations and will not require a Habitats Regulation Assessment. However, a part of the Bankfield Clough Local Wildlife Site (SBI) is included in the site boundary.
- 18.3 The site does have the potential to support specially protected species such as foraging bats and badgers and the report also notes that the site has the potential to support priority habitat types such as woodlands.
- 18.4 Overall, the evaluation of potential ecological constraints shows that there would be a presumption against the loss of the small part of the SBI that lies within the site. Going forward, it is considered that the following surveys would be necessary as part of planning applications to inform the development of the site:
- Extended Phase 1 Habitat Survey; and
 - Bat activity surveys.
- 18.5 In response to the above Policy JP Allocation 18 requires development to:
- Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features; and

- Provide further surveys on extended phase 1 habitats and bats, to inform any planning application.

19.0 Habitat Regulation Assessment

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

- Rostherne Mere (Ramsar)

19.6 The following sites requires Stage 2 Appropriate Assessment:

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

20.0 Historic Environment Assessment

20.1 An initial Historic Environment Assessment Screening Exercise prepared by the Centre of Applied Archaeology, University of Salford, in June 2019 recommended that South of Rosary Road was screened in for further assessment. Although there are no designated assets within the site there is one further afield to the south (Bank Top Farmhouse), which needed to be assessed further for setting impacts. No further archaeological work is anticipated.

20.2 To address the recommendations of the initial screening exercise, Oldham Council has prepared a Historic Environment Assessment for each of its strategic allocations to inform the GMSF / PfE.

20.3 The following designated assets were assessed at Rosary Road:

- Bank Top Farmhouse (Grade II), Selbourne Street

20.4 The conclusion of the HEA is that the site, if allocated will not harm the significance of the asset and its setting.

20.5 The HEA also highlights the importance of development being informed by the landscape character assessment and further HIAs and ensuring that development is in keeping with the character of the area. The use of local materials and design will be required.

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20.6 In terms of maximising enhancements, the HEA recommended the following:

- Additional tree planting and native hedgerows could help enhance the interface between the existing farmhouse, the green wedge and any new development.

20.7 In response to the above Policy JP Allocation 18 requires any development to conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development.

21.0 Air Quality and Noise

21.1 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. PfE sets out a commitment to improving air quality by locating development in locations which are most accessible to public transport. The proposed allocation is not within an AQMA.

21.2 There are no particular noise constraints identified for this site.

21.3 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 Within a 1.5-mile radius of South of Rosary Road there are 12 primary schools and within 3 miles, there are 8 secondary schools. Consideration will need to be given as to whether any of these have the potential for expansion at the appropriate time.
- 22.3 Policy JP Allocation 18 requires development of the site to 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.
- 22.4 Oldham Council is currently working on developing a methodology for S106 Contributions for Education. Once finalised these will be used to secure contributions towards education provision as appropriate.

23.0 Health

- 23.1 There are a number of health and community facilities located within the vicinity of South of Rosary Road. There is a cluster of facilities close by within Fitton Hill including a library, youth centre, dental practice and doctors surgery. There is also provision on Ashton Road.
- 23.2 Policy JP Allocation 18 requires 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 for the 2020 GMSF / PfE 2021 incorporated a Health Impact Assessment. South of Rosary scored very positive, positive and neutral 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 and new or improved open space provision.
- 23.4 Policy JP Allocation 18 also 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.
- 24.4 Within this broad aim, the GMCA sets out a number of objectives for the VASF that are summarised as being to:
- Meet the tests of soundness, using the approach to viability set out in guidance;
 - Address issues identified in consultation and engage with the development industry;
 - Provide a broad strategic understanding of viability, including costs and values, across Greater Manchester area based on current available information;
 - Test the viability and deliverability of an appropriate range of sample sites across Greater Manchester, including allocated sites; and
 - Identify policies that will affect viability and examine the likely cumulative viability impact of the proposed policies and standards in the Plan.
- 24.2 The VASF comprises three linked reports, The Strategic Viability Report, The Allocated Sites Viability Report and the Consultation Report. These are available on the GMCA website.

- 24.3 For the allocated sites viability testing, site characteristics, values and costs collected for the viability modelling drew on analysis of national and local datasets and policy documents and local consultations.
- 24.4 For all sites results are presented in terms of headroom available after developer return has been taken into account. On some sites further sensitivity testing has been carried out to show the impact of changes to the assumptions, based on the council's justification to move away from the main model of testing.
- 24.5 In terms of benchmark land values for the purposes of the allocated sites they have all been considered as strategic greenfield with a benchmark land values of £250,000 per gross hectare. This is on the basis of consistency with the testing between allocated sites and that the majority of the sites are greenbelt releases and/or predominantly greenfield.
- 24.6 In terms of residential values, the assumptions sheet in the Strategic Viability Assessment Stage 2 Allocated Sites report sets out the values used for the individual site. For some allocations the local authority has suggested alternative figures. These are set out as sensitivity tests to the standard approach.
- 24.7 In terms of attributing build and site costs, build costs of £5,333,631 have been assumed for the site. No affordable housing contribution has been fed into the assessment as due to the scale of the development proposed and its location. Affordable housing provision is not sought on the site as it offers an opportunity to diversify the housing stock within the area.
- 24.7 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 2021 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. Other planning obligations costs of £642,771 have been assumed.

24.8 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 South of Rosary Road strategic transport costs of £607,000 were tested.

24.9 Table five sets out the results of the viability assessment for the site.

24.10 A sensitivity test was carried out that increased selling prices by 10%. The council is working to bring forward a number of brownfield sites within the Fitton Hill estate, adjacent to Rosary Road. As part of improving the local environment and wider neighbourhood, there will be enhancements to existing open space and green infrastructure throughout the area as well as a replacement local shopping centre. Policy JP Allocation 18 also lies close to the southern end of Snipe Clough which is a 160 acre site in the Green Belt that is to be home to ‘Northern Roots’, the UK’s largest urban farm and eco park. Given these factors it is considered reasonable to assume that a development in this location would have increased sales values than are general for the area.

Table Five: South of Rosary Road 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)
GM19	Rosary Road	Housing	Main model	£526,000	- £1,279,000	£607,000	- £1,333,000
GM19	Rosary Road	Housing	Sensitivity test – increase sales values by 10%	£2,045,000	-£10,000	£607,000	-£70,000

24.11 As Table Five shows, the site is not viable with the main test without taking into account the £607,000 strategic transport costs. With these costs included, the site is in deficit by £1.3m. As such, a sensitivity test of increasing sales values by 10% has been applied. With the sensitivity test applied the site is marginal with an £2.045 million residual value. However, this is not adequate to cover the strategic transport costs of £607,000 and therefore the site is unviable, albeit, marginally.

24.12 Despite the viability testing results showing the site to be unviable, it is considered that the site provides significant opportunity, especially when paired with the adjacent Coal Pit Lane site, to create a new community in an attractive location with supporting infrastructure that will also benefit the wider community and contribute to serving existing issues.

25.0 Phasing

25.1 The trajectory for the site is 30 homes a year from 2025/26 to 2026/27.

26.0 Indicative Masterplanning

26.1 No indicative high-level concept planning has been carried out as part of the allocation development.

Section F – Conclusion

27.0 The Sustainability Appraisal

27.1 South of Rosary Road 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 The proposed changes to the policy wording between GMSF 2019 and GMSF 2020 for Policy JP Allocation 18 and the reasonings are set out in Appendix 2. The full allocation policy is available in Appendix 1.

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

- An explanation of the capacity of the site, including changes to the site allocation itself;
- Justification relating to the site's opportunity to diversify existing housing stock and meet local housing needs;
- 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 enhance the green infrastructure network and biodiversity of the site; and
- Detail added to explain the requirements that development of the site must comply with, including further SUD opportunities.

2.8.3 A number of limited changes have been made to the Cowlshaw allocation between the 2020 Draft GMSF and PfE 2021. With these limited changes the effect of the plan is substantially the same on the districts. The changes are set out at Appendix 3.

29.0 Conclusion

- 29.1 The South of Rosary Road allocation lies approximately 1km to the south of Oldham Town Centre. The site is currently designated Green Belt. The site is mainly greenfield, low grade agricultural land, though there is some brownfield land within the site which forms part of a United Utilities installation.
- 29.2 The strategic allocation is proposed to deliver around 60 new homes, aiming to provide 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.
- 29.3 The gross site area measures 2.6 hectares, with the developable area measuring approximately 1.6ha.
- 29.4 Located on the urban fringe and close to existing built development, the site is in a good position to utilise existing infrastructure. Furthermore, as part of the allocation it is proposed to contribute to the delivery of the Quality Bus Transit Corridor between Rochdale, Oldham and Ashton under Lyne.
- 29.5 Overall, 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.
- 29.6 The full strategic allocation policy wording and reasoned justification is set out in Appendix 1.A full suite of evidence and background papers are available on the GMCA website

Section G – Appendices

Appendix 1 - Policy JP Allocation 18 – South of Rosary Road Strategic Allocation (as proposed in PfE 2021)

South of Rosary Road

Policy JP Allocation 18

South of Rosary Road



Picture 11.29 JPA 18 South of Rosary Road

Development at this site will be required to:

1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;
2. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold;
3. 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;

4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;
6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;
7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;
8. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
9. 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;
10. 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;
11. 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;
12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;
14. 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and
15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.

- 11.208** The land south of Rosary Road is within the Green Belt. 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 surrounding area through adding to the type and range of housing available, informed by Oldham Council's Housing Strategy and Local Housing Needs Assessment.
- 11.209** The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified due to their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travels and maximise the sites accessibility, developing on the existing recreation routes and Public Right of Way network.
- 11.210** The development will need to provide for suitable access to the site, in liaison with the local highway authority. The main point of access to the site is through the neighbouring former Centre of Professional Development site, which along with the former Marland Fold School, is identified as a potential housing site in Oldham's current Strategic Housing Land Availability Assessment. Integration of the allocation with the neighbouring development sites will therefore be important. Any development will also be required to minimise and mitigate the impact of associated traffic on the local highway network, including the neighbouring Fitton Hill housing estate.
- 11.211** 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. 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.
- 11.212** These would need to be provided in line with local planning policy requirements and in liaison with the local authority.
- 11.213** Bankfield Clough SBI and an area of priority habitat fall within the site along the eastern boundary. This area should form part of the wider landscaping and green infrastructure network for the site and be retained and enhanced as part of the biodiversity hierarchy within the site.

- 11.214** Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.
- 11.215** There are assets of historical significance close to the site, including Bank Top Farmhouse. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment. Furthermore, it is considered that additional tree planting and native hedgerows would help to enhance the interface between the existing farmhouse and any development, as well as the green wedge that will sit in between.
- 11.216** A flood risk assessment will be required. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and make use of highway SUD's features.

Appendix 2: Main Changes to the Proposed Policy JP Allocation 18 South of Rosary Road (2019 Draft GMSF compared to GMSF Publication Plan Draft for Approval October 2020)

Draft 2019 Strategic Allocation Policy	Draft 2020 Strategic Allocation Policy	Reason
1. Deliver around 60 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs;	1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing	Editorial.
2. Make provision for affordable homes, in line with local planning policy requirements;		Deleted in line with Three Dragons Viability Report.
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads and improve connectivity to the wider community	2. Provide for appropriate access points to and from the sites in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold;	To provide further clarification.
	3. 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;	To provide further clarification.
4. Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the	4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of	To provide further clarification.

visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area;	existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;	
	5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;	Separated from criterion 4) in GMSF 2019.
5. Retain and enhance areas of biodiversity within and adjoining the site, most notably the SBI and area of priority habitat, to deliver a clear and measurable net gain in biodiversity;	6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;	To provide further clarification.
	7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;	To provide further clarification.
	8. Have regard to the findings of the Stage 2	To provide further clarification.

	Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	
	9. 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;	To provide further clarification.
6. Retain and enhance existing 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;		Deleted as included in criterion 4 above.
7. 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	10. 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;	Bold text added to provide further clarification.
8. 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;	11. 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 added.
9. Provide for appropriate health and community facilities to meet the increased demand that will	12. Contribute to appropriate health and community facilities to meet the increased demand	Bold text added.

be placed on existing provision	that will be placed on existing provision;	
10. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals;	13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;	To provide further clarification.
11. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation;		Deleted.
12. 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) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network;	14. 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as	To provide further clarification.

	part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and	
	15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.	To provide further clarification.

Appendix 3: Main Changes to the Proposed Policy JP Allocation 18 South of Rosary Road (GMSF Publication Plan Draft for Approval October 2020 compared to PfE 2021)

Draft 2020 Strategic Allocation Policy	PfE 2021 Strategic Allocation Policy	Reason
1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;	1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;	No change.
2. Provide for appropriate access points to and from the sites in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold;	2. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold;	Bold text amended.
3. 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;	3. 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;	No change.
4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape,	4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider	No change.

mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;	landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;	
5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;	5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;	No change.
6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;	6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;	Words 'to the south of the site' removed to provide clarification.
7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;	7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;	No change.
8. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	8. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;	No change.

<p>9. 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>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>No change</p>
<p>10. 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;</p>	<p>10. 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;</p>	<p>No change.</p>
<p>11. 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;</p>	<p>11. 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;</p>	<p>No change.</p>
<p>12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;</p>	<p>12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;</p>	<p>No change.</p>
<p>13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements</p>	<p>13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements</p>	<p>No change.</p>

between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;	between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;	
14. 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and	14. 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and	No change.
15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.	15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.	No change.

Appendix 4: GMSF 2019 Map and Policy Wording for the Land South of Rosary Road Allocation

Policy GM Allocation 19

South of Rosary Road



Development at this site will be required to:

1. Deliver around 60 homes, providing a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs;
2. Make provision for affordable homes, in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads and improve connectivity to the wider community;
4. Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area;

5. Retain and enhance areas of biodiversity within and adjoining the site, most notably the SBI and area of priority habitat to the south of the site, to deliver a clear and measurable net gain in biodiversity;
6. Retain and enhance existing 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;
7. 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;
8. 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;
9. Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision; and
10. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals;
11. Identify any assets of archaeological interest, assess the potential impact on the asset and include appropriate mitigation strategies, which may include controlled investigation; and
12. 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) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network.

- 11.135** The site has potential to deliver around 60 new homes within Fitton Hill (which falls within the 10% most deprived neighbourhoods in the country) and Bardsley, thereby contributing to and enhancing the housing mix within the area and adding to the type and range of housing available.
- 11.136** The site does have a level of ecological value within and adjacent to it, which would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure. However, it is relatively free from constraints and is considered developable for housing.
- 11.137** The site is well-connected to existing neighbouring residential communities in Fitton Hill and Bardsley. The development will need to provide for suitable access to the site in liaison with the local highway authority. Potential access points may be Mills Farm Close and Simkin Way.
- 11.138** There are a number of assets of historical significance in close proximity to the proposed strategic allocations. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment.

11.139 A flood risk assessment will be required to inform any development, in line with the Greater Manchester Strategic Flood Risk Assessment (SFRA) SUDs guidance. A comprehensive drainage strategy for the site as a whole 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.

Question 98

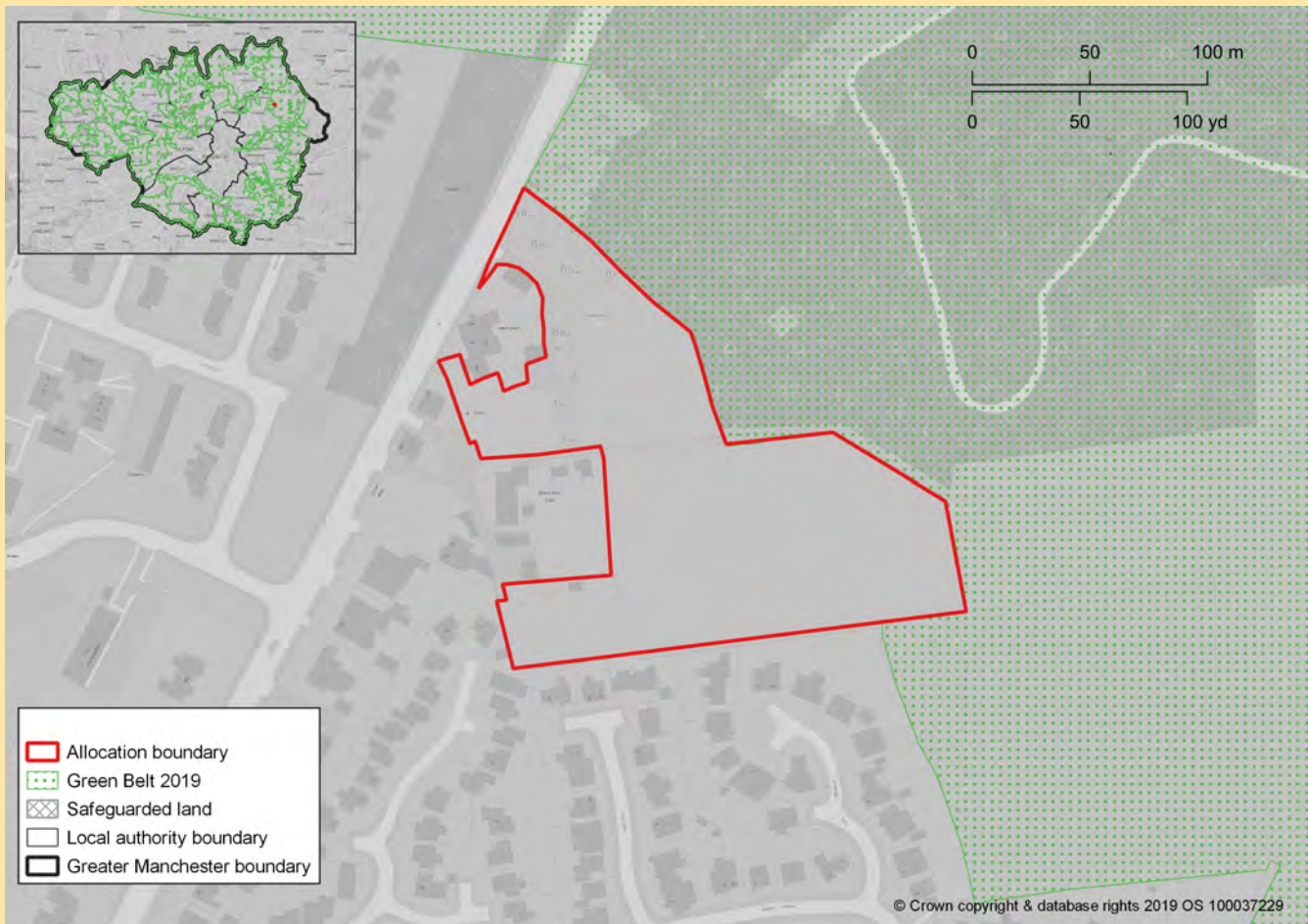
Do you agree with the proposed policy GM Allocation 19: South of Rosary Road?

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

What is the reason for your answer?

Policy GM Allocation 20

Spinners Way / Alderney Farm

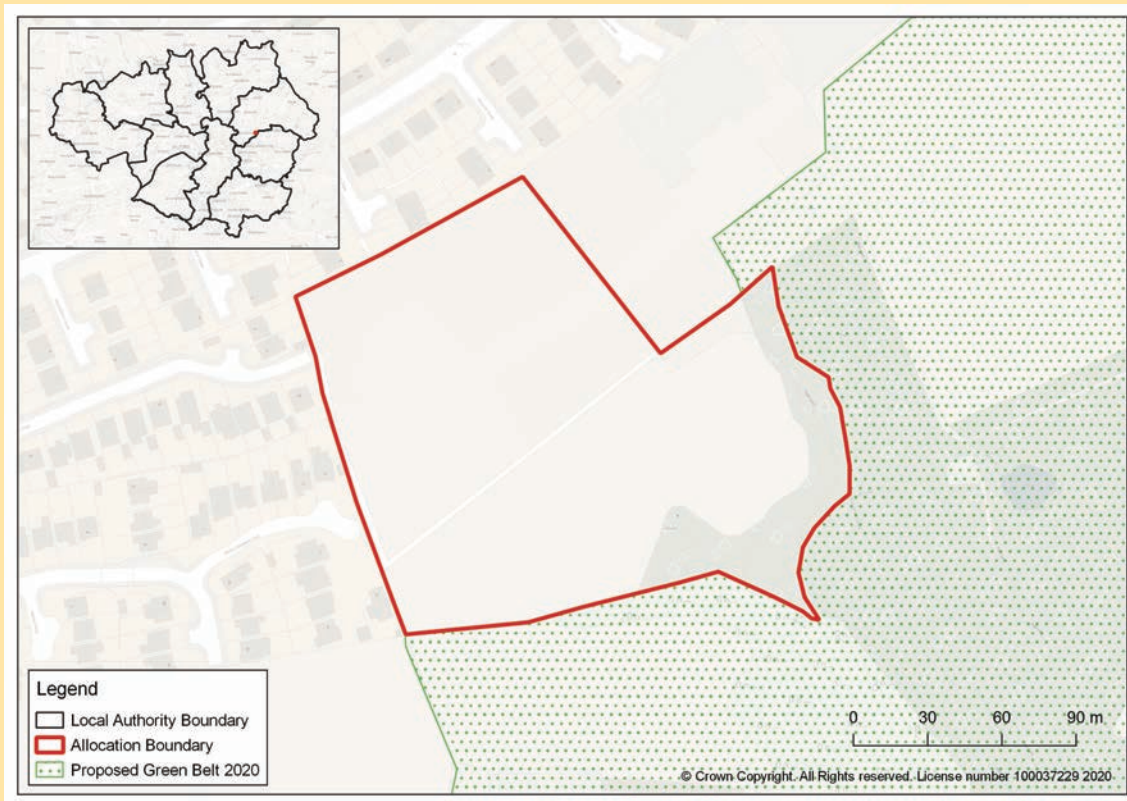


Appendix 5: GMSF 2020 Map and Policy Wording for the Land South of Rosary Road Allocation

South of Rosary Road

Policy GM Allocation 19

South of Rosary Road



Picture 11.29 GMA 19 South of Rosary Road

Development at this site will be required to:

1. Deliver around 60 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;
2. Provide for appropriate access points to and from the site in liaison with the local highway authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold;
3. 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 areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise

- the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation;
5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;
 6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;
 7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;
 8. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
 9. 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;
 10. 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;
 11. 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;
 12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
 13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;
 14. 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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and
 15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.

- 11.219** The land south of Rosary Road is within the Green Belt. 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 surrounding area through adding to the type and range of housing available, informed by Oldham Council’s Housing Strategy and Local Housing Needs Assessment.
- 11.220** The site is well positioned in a sustainable and accessible location that has good connectivity to the wider highway network. The site has good access to public transport and a range of local services with access to bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the ‘Streets for All’ corridor studies to improve connectivity on Greater Manchester’s Key Route Network. These corridors have been identified due to their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travels and maximise the sites accessibility, developing on the existing recreation routes and Public Right of Way network.
- 11.221** The development will need to provide for suitable access to the site, in liaison with the local highway authority. The main point of access to the site is through the neighbouring former Centre of Professional Development site, which along with the former Marland Fold School, is identified as a potential housing site in Oldham’s current Strategic Housing Land Availability Assessment. Integration of the allocation with the neighbouring development sites will therefore be important. Any development will also be required to minimise and mitigate the impact of associated traffic on the local highway network, including the neighbouring Fitton Hill housing estate.
- 11.222** 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. 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.
- 11.223** These would need to be provided in line with local planning policy requirements and in liaison with the local authority.
- 11.224** Bankfield Clough SBI and an area of priority habitat fall within the site along the southern half of the eastern boundary. This area should form part of the wider landscaping and green infrastructure network for the site and retained and enhanced as part of the biodiversity hierarchy within the site.

- 11.225** Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.
- 11.226** There are assets of historical significance close to the site, including Bank Top Farmhouse. Whilst outside the boundary any development proposal would need to consider the impact on their setting, through the completion of a Heritage Impact Assessment. Furthermore, it is considered that additional tree planting and native hedgerows would help to enhance the interface between the existing farmhouse and any development, as well as the green wedge that will sit in between.
- 11.227** A flood risk assessment will be required. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Proposals should apply greenfield run off rates, be supported by a maintenance plan and make use of highway SUD's features.

Appendix 6: Land South of Rosary Road Call for Sites Table and Status

Call for Site ID	Site Name	Status in Draft GMSF 2019	Status in Draft GMSF 2020	Status in Draft Places for Everyone 2021
47747 69212 83	GM362606	Site is within Area of Search OL-AS-6 and within GMSF 2019 allocation GM Allocation 19	No Change from 2019	No Change from 2019

Section H – Bibliography

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

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