

JPA14 Broadbent Moss Green Belt Boundary Suggested Change

1. Suggested change

- 1.1 To amend the proposed Green Belt boundary for JPA14 from that proposed in PfE 2021 (see Appendix 1) to that shown on the OS based plan attached at Appendix 2 (excluding the indicative road line included for illustrative purposes only).
- 1.2 There would be no change to the red line allocation boundary for JPA14 which would remain as proposed in PfE 2021.

2. Why it is suggested

- 2.1 During the hearing session for JP14 the site promoter referred to the potential to amend the Green Belt boundary, to facilitate what is now the preferred access onto Ripponden Road following assessment of highways options for the site. This preferred access would come out further north on Ripponden Road than originally envisaged when drawing the PfE 2021 Green Belt boundary for the allocation, and so would need to go through what is currently proposed to be retained as Green Belt.
- 2.2 The Inspectors as part of IN26 have requested a further modification to delete part 5 of JPA14 (as proposed in PfE 2021) and replace it with the following (our emphasis has been given to the **emboldened** text):

“The main points of access will be from Ripponden Road to the east and from the proposed spine road to be constructed as part of the development of the JPA12 Beal Valley allocation to the north. **The spine road from allocation JPA12 will be extended across the site, including the part to be retained in the Green Belt, to Ripponden Road with a bridge over the metrolink line.** The spine road will serve the proposed residential development and provide a through route between Ripponden Road and Oldham Road to the west of allocation JPA12. The industrial and warehouse development will be accessed from the existing industrial estate (or similar).”

- 2.3 Whilst the further modification allows for the spine road to go through the Green Belt and onto Ripponden Road, Oldham Council wishes to comment that, given the amount of engineering works that may be required, the nature of the highway and the amount that would need to run through the Green Belt, there are concerns that, at application stage, such works may not be considered to preserve the openness of the Green Belt and as such could be seen to conflict with NPPF paragraph 150 b). As a result, there would be a need to demonstrate very special circumstances for the development in the Green Belt at application stage. Whilst the PfE policy as proposed to be modified would lend significant weight to a very special circumstances case, on further reflection, it is strongly preferred that a modification should be proposed to amend the Green Belt boundary to a suitable extent to facilitate

enough flexibility to ensure that the access road up to Ripponden Road can be accommodated in land to be removed from the Green Belt under PfE.

- 2.4 The proposed revision to the Green Belt and preferred access onto Ripponden Road (as indicated in Appendix 2) would allow for the creation of a clearly defined Green Belt boundary in that part of the site as the spine road, when constructed, would be a readily recognisable physical feature that is likely to be permanent. Please note, the indicative road line shown in Appendix 2 does not include the other potential routes through to JPA12 Beal Valley and across the Metrolink line.
- 2.6 The council supports the amendment of the Green Belt to facilitate access onto Ripponden Road and considers that this is a necessary modification for the reasons set out above, to ensure the deliverability, and therefore effectiveness, of the allocation. However, the council considers that this change can be made whilst ensuring there is no net additional loss of Green Belt, compared to PfE 2021.
- 2.6 As such, the council proposes an amendment to the Green Belt boundary (as shown on the Plan at Appendix 2) that ensures there is no net additional loss in Green Belt land – that is, the same amount of land is added back into the Green Belt that is proposed to be removed.
- 2.7 The council consider that the approach shown on the Plan is important to minimise the loss of Green Belt but will ensure that the revised Green Belt boundary to facilitate the access road up to Ripponden Road can still be accommodated.
- 2.8 It is the amended Green Belt boundary shown on the Plan at Appendix 2 (excluding the indicative road line included for illustrative purposes only) that the council wishes to propose to the Inspectors for their consideration.
- 2.9 If the Inspectors agree then no further modifications to the policy wording or reasoned justification for JPA14, aside from the proposed changes in IN26, would be needed to support this change.

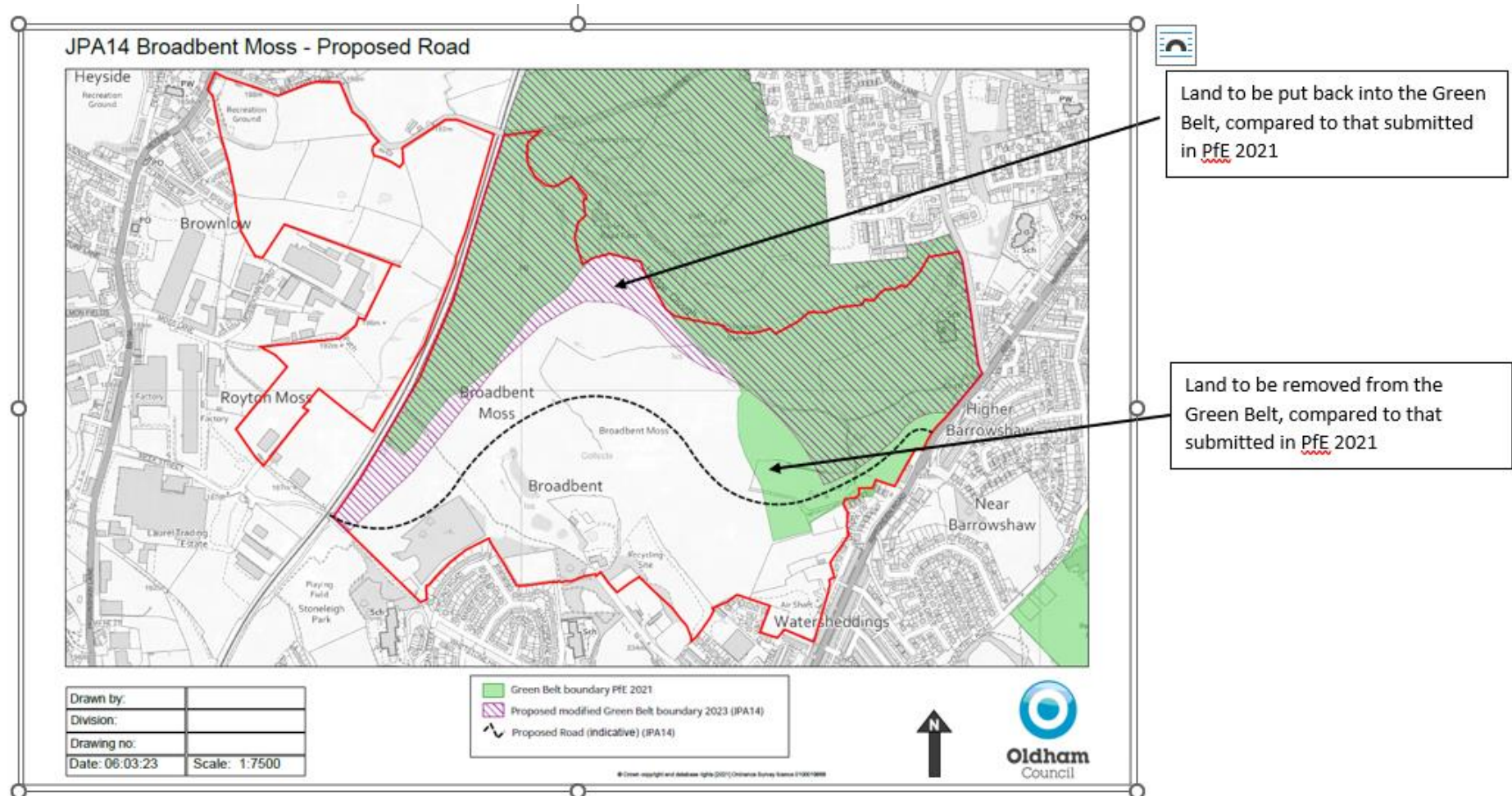
Legend

- Places for Everyone boundary
- Local Authority boundary
- Allocation boundary
- Proposed Green Belt 2021

0 150 300 450 m

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Appendix 2 –Proposed Green Belt change



Please note, the indicative road line shown above does not include the other potential routes through to JPA12 Beal Valley and across the Metrolink line.