Tameside Metropolitan Borough

LIVE WORK INVEST IN TAMESIDE

HOMES SPACES PLACES IN TAMESIDE

Tameside Metropolitan Borough Council

Publication Consultation Draft Local Plan

Regulation 19

Version 1.1



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1 Introduction and background

What is Tameside's Development Plan?

1.1 The development plan is important, as planning law requires that applications for planning permission be determined in accordance with it unless material considerations indicate otherwise[1]. This means that policies in the development plan guide how decisions are made on development proposals.

1.2 Homes, Spaces, Places (HSP) is our name for our Local Plan, it is just one of the documents which will form the development plan for Tameside. The other documents alongside it are:

- Greater Manchester Joint Waste Development Plan Document (adopted April 2012)
- Greater Manchester Joint Minerals Development Plan Document (adopted April 2013)
- Places for Everyone Joint Development Plan Document (adopted March 2024)

1.3 Homes, Spaces, Places is the subject of this document. Further detail relating to it are set out below. Tameside Council is currently also working alongside the other Greater Manchester Local Authorities and the GMCA to produce a combined Minerals and Waste Joint Plan. This will supersede the individual Joint Waste and Minerals plans as referenced in above. Therefore, minerals and waste policies are not considered within the scope of HSP.

How does this document relate to, Places for Everyone joint Development Plan Document?

1.4 Places for Everyone (PfE) was adopted in March 2024 and is a strategic plan that covers nine[2] of the ten Greater Manchester districts, prepared collaboratively by the boroughs concerned.

1.5 Places for Everyone identifies the overall spatial strategy for those nine districts, including Tameside, including the appropriate scale and distribution

[1] Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990

[2] Bolton Council, Bury Council, Manchester City Council, Oldham Council, Rochdale Council, Salford City Council, Tameside Council, Trafford Council, and Wigan Council.

of housing and employment development. This includes specifying the housing requirement for Tameside. As a plan for sustainable growth it:

- Sets out how the nine GM boroughs should develop up to 2039
- Provides the strategic framework for local plans
- Sets specific requirements to be taken forward in local plans in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused
- Sets out policies to inform the preparation and determination of planning applications
- Identifies the important environmental assets which will be protected and enhanced
- Allocates sites for employment and housing
- Supports the delivery of key infrastructure
- Defines a new Green Belt boundary for the nine boroughs.

1.6 As set out in paragraph 1.56 of Places for Everyone, it is the strategic spatial plan for the nine boroughs. All policies within it are strategic policies and it forms part of Tameside's development plan. Given this, Homes, Spaces, Places needs to be consistent with it.

1.7 In effect, many of the major decisions regarding the future of development in Tameside have already been taken through the adoption of Places for Everyone. The policies in this plan should be read alongside other policies in Tameside's development plan; this includes Places for Everyone. Homes, Spaces, Places does not propose any policies designed to supersede those within Places for Everyone.

What is Homes, Spaces, Places?

1.8 Having regard to the other development plan documents that have been prepared and form part of the adopted development plan for Tameside, the purpose of Homes, Spaces, Places is to:

- Set a long-term vision and spatial strategy for the borough up to 2042
- Identify visions and policies relevant to the different neighbourhoods and town centres of the borough
- Identify the scale of new employment floorspace
- Identify the distribution of new housing and employment floorspace

- Provide policies that will be used to manage development and determine planning applications
- Designate land for various purposes, including protecting the borough's most important assets
- Allocate sites for development
- Identify priority regeneration areas
- Support the delivery of infrastructure
- Maintain the protection of the borough's Green Belt

1.9 Homes, Spaces, Places covers the period up to 2042, although its contents may continue to be relevant after that date.

1.10 Chapters of this plan outline a long-term vision, objectives, strategy and neighbourhood approach including the allocation of sites for development, following which, a series of development management-oriented policies are organised by theme. In all instances, proposed policy text is in bold and after each policy is a reasoned justification, which explains and justifies the approach.

1.11 A policies map has been published which shows the areas of land that relate to specific policies in this plan, including both allocations and designations of land. Previous iterations of the plan included a draft policy map relevant to that stage in the process.

1.12 The plan contains a range of strategic and non-strategic policies. A schedule of which policies are which is set out in appendix E. In addition, those policies which are intended to be superseded by this plan are identified in appendix D.

Allocations and Strategic Regeneration Areas

1.13 The plan includes allocations for development, and several sites have been proposed, including for new housing and employment floorspace. These are shown on the policies map.

1.14 Details of the allocations are set out within each of the neighbourhood policies. Development plans should be read as a whole and the land identified within the allocation policies should be read in conjunction with other policies in Tameside's development plan, this includes Places for Everyone alongside the other policies within this plan which will guide their future development.

1.15 Development yields for new housing development for instance have been identified based on assessment of minimum densities required by policy JP-H4 of PfE.

1.16 In addition to the identified allocations, several Strategic Regeneration Areas have been defined within Ashton-under-Lyne, Hyde, Stalybridge and Droylsden. These are centres which are within the Eastern Growth Cluster. The Strategic Regeneration Areas function as broad locations for growth and regeneration and have identified because they contain significant opportunities for regeneration, investment, place-making and sustainable economic growth. They represent focal points for change and support the delivery of established regeneration priorities, masterplans and investment programmes. Collectively they provide a framework for bringing forward development, infrastructure and public realm improvements in locations that are well connected and capable of accommodating significant growth over the plan period in support of the wider spatial strategy.

National Planning Policy Framework

1.17 On 12 December 2024 a new National Planning Policy Framework (NPPF) was published, replacing previous versions.

1.18 For the purposes of preparing plans, paragraph 234 of the 2024 NPPF identifies transitional arrangements. Part c) of paragraph 234 is considered to apply to Tameside in that this plan, Homes, Spaces, Places, is a plan which includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a local plan containing strategic policies), Places for Everyone, adopted since 21 March 2024. It is not considered that going beyond the plan period of Places for Everyone and therefore potentially delivering more growth than that provided for within it would take this plan outside of the circumstances envisaged by paragraph 234c)

1.19 Paragraph 235 of the 2024 NPPF instructs where such a scenario in paragraph 234 applies, that the plan **will** be examined under the **relevant** previous version of the Framework. Relevant is considered to mean the 2021 version of the NPPF, because this is the Framework which Places for Everyone was examined under[3] as set out by the inspectors in their Report on the

[3] https://www.greatermanchester-ca.gov.uk/media/9282/pfe-inspectors-report-01-final.pdf



Examination of Places for Everyone at paragraphs 1 and 2, on page 8. In coming to this conclusion, support is drawn from the Government's response to the consultation accompanying the proposed changes at the time of the December 2024 NPPF which states:

> "…In response to comments made over Part 1 and Part 2 plans we have amended the text to provide clarification that plans brought forward to implement policies to deliver housing and other development set out in a preceding plan, (for example a joint local plan containing strategic policies) will not be required to be updated to reflect the policies in this Framework. The intention behind this is to allow plans that have been brought forward subsequent to strategic plan policies to continue to be prepared **under the same Framework**."

1.20 Therefore, applying NPPF paragraph 235, it is considered that this plan, Homes, Spaces, Places, will be examined under the 2021 NPPF.

1.21 The Government has continued to progress reforms to the planning system. On 16 December 2025, the Ministry of Housing, Communities and Local Government published a consultation on a revised National Planning Policy Framework. The consultation proposed a range of amendments to policies relating to plan-making and decision taking. At the time of preparing this Plan, the government is yet to publish its response to the consultation. The Council will continue to monitor any potential changes in national planning policy and will consider any implications in due course as part of the examination of the plan.

Green Belt

1.22 PfE established a new Green Belt boundary for the nine boroughs covered by it.

1.23 Exceptional circumstances were demonstrated as part of PfE to justify strategic review of the Green Belt, making both additions and deletions to it, allocating land for employment and housing development to ensure identified development needs would be met.

1.24 Paragraph 140 of the 2021 NPPF is clear that: "Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt

boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period."

1.25 Having regard to the NPPF and noting that Tameside's Green Belt has been altered only very recently through PfE, Homes, Spaces, Places does not intend to undertake a further strategic review of the borough's Green Belt.

Neighbourhood Plans

1.26 The communities of Tameside are also able to prepare neighbourhood plans for their areas under the Localism Act 2011 should they wish. Such documents will also form part of Tameside's development plan and would also carry significant weight in the determination of planning applications. Any neighbourhood plan prepared in Tameside must be in general conformity with the strategic policies of the development plan, including those contained within Places for Everyone and this plan. The policies in this plan which are defined as strategic policies are identified in Appendix E. At the time of preparing this Plan, there are no adopted neighbourhood plans within the borough, and the Council is not aware that any are being actively progressed.

Other relevant planning documents

1.27 Tameside has in the past produced a number of Supplementary Planning Documents (SPDs) which provide more detailed guidance on the implementation of planning policies. Following adoption of this Plan, the continued relevance of existing SPDs will depend on the policies to which they relate. SPDs prepared to support policies within Places for Everyone will continue to provide supplementary guidance where relevant. However, SPDs relating solely to policies within the Tameside Unitary Development Plan will become redundant, where those policies are replaced by this plan. Although SPDs are not part of the development plan, they may continue to be material considerations in the determination of planning applications where they remain relevant. For the avoidance of doubt, no new SPDs will be brought forward in relation to this Plan, as the current plan-making framework no longer allows for the preparation of new SPDs.

Integrated Appraisal

1.28 A sustainability appraisal report has been prepared to accompany this plan as it has been developed, appraising it against sustainability objectives and testing reasonable alternatives. The report identifies several mitigation measures which have helped to improve the overall sustainability of the plan, and these have been incorporated into this version of the plan as far as possible. The scope of options to be considered as part of Homes, Spaces Places are limited as the overall spatial strategy, growth ambitions, and large strategic site allocations have for instance already been adopted through PfE. It is within this context which reasonable alternatives have also been considered, further detail is provided within Section 5 of this plan about the spatial strategy, as informed by the Growth and Spatial Options topic paper.

What has been the process for producing Homes, Spaces, Places so far?

1.29 The process for preparing plans is largely set by Government through policy frameworks, guidance and statutory requirements. There is a legal requirement to review a local plan every five years to determine whether the plan or any of the policies within it need to be updated.

1.30 Earlier stages of preparing HSP are shown in Table 1.0 below. Now that PfE has been adopted, March 2024, it provides the overarching context for progressing this Plan.

Table 1.0 Progress of Homes, Spaces, Places

Stage	
IA Scoping A report was prepared by Ove Arup and Partners on behalf of the council to promote sustainable development, health and equality issues through integration with the plan as it is developed, establishing the baseline characteristics of Tameside and issued for open consultation.	24 July 2023 to 29 August 2023
Plan Scoping and Issues The initial draft scoping and issues plan was developed within the strategic context established by Places for	8 July 2024 to 16 September 2024

Everyone. It sought views about what the plan ought to contain in the context of several outlined issues. The high-level summary document was presented across seven themes, intended to form the structure of the plan and was issued for open consultation.	
Call for Sites A call for sites was undertaken where anyone could put forward land that they would like to be considered for development, or that they considered should be protected. A call for sites form alongside an online app were available for people to suggest sites as part of the open consultation.	8 July 2024 to 16 September 2024
Options and Preferences An options and preferences plan was developed following consideration of responses to plan scoping and issues. It sought views on a range of aspects that comprised a full draft plan including a vision, objectives, spatial strategy and a range of development management policies, but it did not include proposed site allocations for development.	14 April 2025 to 2 June 2025
Preferred Options The Preferred Options plan was prepared following considerations of responses received to the Options and Preferences consultation. It set out the Council's preferred approach to the overall strategy, neighbourhood policies, site allocations, strategic regenerations areas and development management policies. The consultation sought views on all aspects of the plan and was accompanied by supporting evidence, including a draft monitoring framework and updated policies map.	19 December 2025 to 20 February 2026

Scoping consultation summary

1.31 As outlined in Table 1.0 above, consultation to establish the scope and key issues which the plan ought to address was undertaken from 8 July 2024 to 16 September 2024. In response, 212 online surveys were returned, 35 direct emails submitted and 39 call for site submissions made.

1.32 The scoping plan was structured across seven themes, supported by an evidence-based narrative relevant to each theme and the borough, the policy context provided by the National Planning Policy Framework and Places for Everyone, and issues identified through several key questions across each of the seven themes.

1.33 Respondents to the online survey were asked to rank in most to least importance the seven plan themes. The people theme of the plan (which includes health, education and social infrastructure) was given greatest importance by survey respondents, with 65% of respondents selecting it as their top priority. The other proposed themes of the plan in rank order were environment (climate change, biodiversity and the natural environment), homes, jobs, places, travel and finally centres.

People

1.34 The greatest priority for respondents related to the **people** theme, with top issues identified as the need to protect, improve and create **new accessible green spaces and parks**; prevent the loss of community, recreation and leisure facilities and to focus on brownfield development over greenfield sites.

Environment

1.35 In the **environment** theme, the most common response was around the need to protect Tameside's **Green Belt** and **green and blue spaces** from development, again a brownfield first approach was supported. These spaces were considered important for nature and wildlife, physical and mental health and well-being.

Homes

1.36 Respondents focused on the need for more **truly affordable** quality homes that **meet the needs** of different groups in the community. Support was also given for homes to be designed in a way to make it easier to make active or public transport travel choices and better connect with services and local places. Support was also shown for vacant properties to be brought back into use and for new homes to be designed in a way to be efficient and resilient.

Jobs

1.37 Support was given to including policies in the plan around increasing **employment opportunities,** with access to **training** and upskilling the community to enable them to access the existing jobs also highlighted as a key issue. A real focus was also placed on the need for job opportunities across a variety of **employment sectors**, particularly for young people and stay at home parents. Respondents were keen to see more businesses encouraged to locate in the borough, ranging from start-ups to high-end companies, particularly in growth sectors that also bring well paid jobs; this should take place alongside support for existing local traders and employers.

Travel

1.38 Strong support was given for the need to invest, expand and **improve public transport,** including the extension of the tram network and its connections with other transport modes to drive greater patronage and make onward journeys easier. Concern was expressed about **safety on the streets and public transport, with a need to address anti-social behaviour and provide well-lit streets identified**. Respondents also highlighted the need for more investment in safe and well-maintained active travel infrastructure, linking communities to workplaces, reducing severance, and that includes safe and secure cycle parking.

Places

1.39 Respondents noted the importance of Tameside's **unique and distinctive civic and built heritage** including, for example, historic buildings, mills, marketplaces and waterways, expressing the need for their maintenance, preservation and protection as buildings and places of value. Historic and cultural buildings were identified to make Tameside's town centres unique and the **re-use of older buildings** as of particular importance.

Centres

1.40 Key issues raised were around **reduced shopping choice** in centres and markets and that policies need to encourage **more diverse centres** that offer a range of shops, services, entertainment and leisure. There was support for **independent shops and businesses** and small start-ups, encouraging the re-use of empty buildings and vacant land.

1.41 Respondents valued the **physical environment** of centres but felt that the presence of empty shop units and land contributed to creating a run-down appearance in some areas, with support for **new greening, parks and spaces in centres**.

Options and Preferences Consultation Summary

1.42 Having considered the outcomes of the scoping consultation an Options and Preferences plan was produced that set out the council's preferred policy approaches. The Options and Preferences plan set out the vision for Tameside by 2042 and the strategic objectives, moulded by the responses to the scoping consultation. The plan included a series of policy approaches organised by the seven themes identified in the Scoping Plan, with additional policies setting out the overall spatial strategy and proposed approach to neighbourhood policies.

1.43 A consultation on the Options and Preferences plan was undertaken for a period of 7 weeks from 14 April to 2 June 2025. For each policy approach the consultation asked respondents the extent to which they agreed with that policy approach and if they had any comments or suggested amendments for it. There was an open-ended question for each of the seven thematic areas for respondents to raise any other matters. As with the scoping consultation, a Call for Sites consultation was undertaken in parallel.

1.44 A total of 94 responses were received to the options and preferences consultation, comprising 64 responses submitted through the online form and 30 responses by email. A high-level summary of the main issues raised from the consultation to each section of the plan is provided under the respective headings below.

Spatial Vision, Strategic Objectives and Spatial Framework

1.45 There were mixed responses to the vision with comments that it was too vague, too aspirational or lacking measurable targets. There were amendments suggested to the strategic objectives under the Environment, Travel and Homes themes. There was some support for the overall spatial strategy and the need to allocate sites for housing, with some calls to further increase the supply, alongside some comments questioning deliverability and the use of the PfE housing requirement numbers. In response to the neighbourhood spatial policies there were references to prioritising

brownfield land and lack of social and other supporting infrastructure. There were requests to align the policies with existing growth and neighbourhood plans.

Centres

1.46 There was some disagreement to the order or balance of the retail hierarchy proposed in policy approach HSP C1 and that it isn't effective in addressing existing vacancy and land use issues. There were mixed responses to policy approach HSP C2 with comments both supporting and claiming the range of uses is too restrictive. There was both support and disagreement for the impact assessment thresholds in policy approach HSP C4 and for the relevance of markets in policy approach HSP C5. There was general support for the Health Improvement Zones proposed in policy approach HSP C6 and a restriction on unhealthy takeaways.

Environment

1.47 In response to policy approach HSP E1 there was support for increasing the use of renewable energy but some concern over possible loss of green spaces to such projects as well as the financial costs. There were comments both for and against setting more stringent water efficiency standards in policy approach HSP E2. Some comments made reference to the need for further Sustainable Drainage Systems (SuDS) measures and more detailed flood risk policies, as well as concern over worsening flood risk and lack of investment in water infrastructure. Respondents wanted to see greater detail and a broader scope to policy approach HSP E3 including a higher BNG requirement, protection of non-designated areas and priority habitats and species. There were also requests to reference PfE Policy JP-C8 and the Water Framework Directive.

1.48 There were requests for the plan to address other matters not currently covered by the policy approaches including protecting soil resources, addressing contamination risks and a consideration of air quality.

Homes

1.49 There were comments in response to policy approach HSP H1 calling for a mix of housing types spread across the borough, for more social rent and affordable homes, and for more specialist housing for older people. There were specific comments calling for an updated evidence base and a



requirement for Building Regulations M4(3) standards. Policy approach HSP H2 saw overall support, including calls for Article 4 directions to control HMO provision. There were requests under policy approach HSP H3 for Gypsy, Traveller and Travelling Show-People sites to be safe and that applications for such sites be assessed like any other residential proposal. There was support for ensuring back land and garden development did not harm existing character and had sufficient space as referenced in policy approach HSP H4.

Jobs

1.50 Respondents wanted to see sustainable jobs and former mill buildings and brownfield land used for regeneration. There was a specific request for existing and proposed employment sites to be shown on the Policies Map. There were mixed responses to policy approach HSP J2 with concerns of a local skills shortage mixed with a desire to capitalise on new technologies. There was a desire for no additional warehousing developments and a specific request for early dialogue with statutory consultees about utility requirements.

1.51 There were suggestions to policy approach HSP J3 to include all class E uses and to shorten the 12-month marketing requirement, with a suggestion that submitting viability evidence would be more appropriate. There was support for financial contributions from proposals for a change of use of employment land. Responses to policy approach HSP J4 wanted to see a tourism strategy for Tameside, for cultural facilities to be protected and for better access to visitor sites.

People

1.52 There was some support for policy approach HSP PE1 and reference to working with the NHS to deliver health infrastructure. There was support for the protection of publicly accessible green spaces set out in policy approach HSP PE2; some comments referred to a need to protect playing fields and identify areas for additional playing pitch provision. There were suggestions to policy approach HSP PE3 to reference biodiversity enhancements, tree planting, joining up green spaces and making clear the policy approach does not apply to playing fields.

1.53 There were multiple additions requested to policy approach HSP PE4 and the supporting reasoned justification, with reference to protecting and enhancing the canal network. There was a desire for clarity on the approach to playing fields in policy approach HSP PE5 and for the wording to reflect Sport England's Playing Field Policy. Comments in relation to policy approach HSP PE6 wanted the plan to be more explicit in the need to conserve and enhance the national park and for developments to submit an impact assessment where negative impacts are identified.

Travel

1.54 Respondents raised concerns that access to public transport is uneven across the borough. There was a desire for residential development to be in sustainable locations amid concerns of worsening congestion. Some comments wanted direct reference to active travel in policy approach HSP T1. The response to policy approach HSP T2 was mixed, with reference to environmental concerns on the one hand and a desire for the Mottram Bypass to go much further on the other. There were complaints about rail frequency and Hattersley station in response to policy approach HSP T3, with questions over the viability of the proposed rail stations.

1.55 There was a desire to see Metrolink expanded further across Tameside and for an improvement in bus connectivity between the nine towns and Manchester. Responses to policy approach HSP T6 showed little desire to change travel habits away from private vehicles. There was a variety of concerns about active travel and the associated infrastructure. In response to policy approaches T8 and T9, respondents wanted residential development to have suitable parking and for better parking standards and referenced an insufficient number of electric vehicle charging points in the borough.

Places

1.56 There was general support for policy approach HSP PL1, although some comments suggested amendments to the wording and others were concerned it lacked detail. There were concerns that the approach to listed buildings and conservation areas in policy approaches HSP PL2, HSP PL3 and HSP PL5 would hinder redevelopment of these assets and condemn buildings to decay. There were suggestions to amend some of these policy criteria to align them with the NPPF and a particular suggestion for additional controls over conservation areas acknowledging past

unsympathetic development. There was support for the sympathetic upgrade of buildings in line with policy approach HSP PL5.

1.57 There was disagreement with policy approach HSP PL6; comments stated it was unnecessary and there is little evidence as to the effectiveness of enabling development in protecting heritage assets. There was a call for more green spaces in response to policy approach HSP PL8 and inclusion of a section on reducing light pollution. There was some support for the general design and amenity principles in policy approach HSP PL9 and a suggestion to expand on the approach to ground conditions.

1.58 There were calls to incorporate the principles of Active Design and an encouragement of sustainable travel into policies throughout the Places chapter. There was a recommendation to include the approach to flood risk and drainage set out in policy approach HSP PL12 into other policy approaches in the Places chapter.

Can policies within this plan be applied at the moment?

1.59 The draft HSP plan has been prepared for consultation and people are invited to make comments on it. An updated version will be published in Summer 2026 for consultation and then it will be subject to an independent examination. Therefore, whilst this document identifies the approach that the council proposes to take, it is likely that elements of it will change before it is ultimately adopted. It is also likely at this stage that there will be unresolved objections to policies which the council will need to consider.

1.60 Consequently, having regard to the NPPF, the plan is considered to have very limited material weight when making decisions on planning applications at this stage.

Preferred Options Consultation Summary

1.61 The Preferred Options Plan (2025) built on the earlier Options and Preferences consultation draft by moving from broad policy proposals to a more detailed and deliverable planning strategy; identifying specific housing and employment allocations, Strategic Regeneration Areas and neighbourhood-level development priorities.

1.62 The Preferred Options Plan was also supported by updated evidence, including revised housing, employment assessments, which informed more

detailed policies on housing delivery, affordability, employment land and infrastructure. It provided greater certainty on where growth will occur, how much development is required, and how key regeneration areas such as the Eastern Growth Cluster, Ashton Mayoral Development Zone and Hyde Triangle will be delivered.

1.63 The Preferred Options consultation took place between 19 December to 20 February, following from IA Scoping, Plan Scoping and Issues, Call for Sites, and Options and Preferences consultations. A total of 711 responses were received, comprising a mix of online survey, email and written responses.

1.64 The consultation generated broad support for the Local Plan's overall vision of delivering new homes, jobs, town centre regeneration and environmental improvements across Tameside. However, respondents consistently emphasised that growth must be supported by adequate infrastructure and delivered in a way that protects the borough's environment and character.

1.65 The most significant concern related to infrastructure capacity, with many respondents questioning whether existing roads, public transport, schools, healthcare facilities and utility networks can accommodate the proposed level of growth. There were widespread calls for infrastructure investment to be planned and delivered alongside new development.

1.66 A second key theme was the protection of Green Belt, green spaces and biodiversity. Consultation responses strongly favoured a brownfield-first approach, with concerns raised about the loss of open land, countryside, habitats and leisure/recreational spaces. Respondents frequently sought stronger environmental safeguards and greater protection for local character and landscape assets.

1.67 Housing generated mixed views. While there was support for increasing the supply of affordable and accessible homes, many respondents challenged the scale and distribution of planned growth and sought assurances that new development would be accompanied by supporting infrastructure. Affordability, housing mix and provision for older and vulnerable residents were recurring issues.

1.68 There was generally positive support for the plan's focus on town centre regeneration, investment in sustainable transport, active travel and economic growth. However, concerns remained regarding traffic congestion, transport

capacity and the practical delivery of regeneration proposals. Respondents also supported stronger protection of heritage assets, local distinctiveness and the historic environment.

1.69 Overall, the consultation demonstrated support for the strategic direction of the Plan, but highlighted concerns around infrastructure delivery, environmental protection, transport impacts and housing growth.



2 Spatial Portrait

About Tameside

2.1 Tameside, established as a borough in 1974, is situated in the east of Greater Manchester. It covers an area of approximately 40 square miles. Neighbouring Tameside are the boroughs of Oldham to the north, Stockport to the south, Manchester to the west and High Peak in Derbyshire to the east. The Peak District National Park is adjacent to the borough to the north and east.

2.2 Tameside is formed by the nine towns of Ashton-under-Lyne, Hyde, Audenshaw, Droylsden, Dukinfield, Denton, Stalybridge, Mossley and Longdendale, but takes its name from the River Tame which flows through the borough.

2.3 Tameside is a mix of urban and rural landscapes with historic market towns demonstrating close relationships with both the city centre and the foothills of the Pennines, varying in elevation from 75 to almost 500 metres above sea level in the west. Red brick former cotton and hatting mills and terraces in the west and centre of the borough give way to sandstone towns and villages and more rural settlements in the east.

People

2.4 The borough is home to nearly a quarter of a million people and hosts an increasingly culturally diverse population with non-white ethnicities forming 14% of the population. In particular, the towns of Ashton-under-Lyne and Hyde have a range of communities, including Pakistani, Indian and Bangladeshi[4].

2.5 The borough's population is increasingly ageing, with 17.6% of the population aged 65+, with a further 18.3% aged between 51 and 64[5], where health outcomes are poorer than the national picture and healthy life expectancy for males is 1.5 years below and for females 5.7 years below the England average[6].

[4] Census 2021
[5] ONS Mid-Year Population Estimates, 2024
[6] "Fingertips Public Health Profiles," [Online]. Available: https://fingertips.phe.org.uk/profiles

2.6 There are significant health inequalities across the borough, with those in the most deprived areas living nearly 10 years less than those living in the least deprived areas. There are a significantly higher number of deaths from both cancer and cardiovascular diseases than national averages. Nearly a fifth of the population smoke.

2.7 There are relatively high levels of deprivation, and Tameside is the 44th most deprived out of 296 local authorities nationally. It also has pockets of significant levels of deprivation, with 26 areas in the borough falling within the worst 10% nationally[7].

2.8 Whilst the quality of Tameside's 76 primary schools consistently exceeds the national average, that of the 16 secondary schools is significantly lower[8] and over 30% of children aged under 16 live in relative low-income families[9].

Jobs

2.9 Tameside is home to 7,430 businesses, employing almost 71,000 people. The Tame Valley, Ashton Moss and Denton are particularly notable locations for their density of employment premises. These traditional employment areas have been bolstered by the designation of the Ashton Mayoral Development Zone, the PfE employment allocation at Ashton Moss West and the more recent announcement of a potential Mayoral Development Corporation spanning both Ashton and Stalybridge.

2.10 However, there are less people economically active in the borough than the national average, mirrored by a job density that is significantly below that of the north west and national averages too. While the borough's total working age population has increased over time, it has also decreased as a proportion of the total population, and this broadly reflects the north west and national trend.

2.11 Tameside has a rich industrial heritage, with particularly strong links to textiles, engineering, manufacturing and food industries, with many of these sectors continuing to be particularly important. However, health sector activities now make up the largest employment sector in Tameside, with 21.1% of employee jobs in this sector. Wages, however, across all sectors are

[7] English Indices of Deprivation 2025
[8] Ofsted https://reports.ofsted.gov.uk/provider/44/80569
[9] Department for Work and Pensions, ONS Mid-Year Population Estimates 2024

low. In 2025 full-time employees working in Tameside earnt a median of £638.60 per week, significantly lower than the median for either the north west, £734.20, or England and Wales, £766.60[10]. The borough has one of the lowest proportions of all jobs in Greater Manchester paying the Living Wage.

2.12 There has been a general trend in the borough of historical losses of employment sites to non-employment uses and there continues to be pressure for alternative uses. The available employment land supply had previously decreased by over 50% in the decade 2013/14 to 2022/23 with a supply profile skewed towards an older and lower quality accommodation mix. However, to some extent this undersupply of good quality sites for economic development has been rebalanced by the allocation Ashton Moss West for employment development through Places for Everyone. The inclusion of this site in the employment land supply now shows that there has been a 25% increase since 2014/2015.

Environment

2.13 Alongside its urban areas, Tameside has many green spaces including civic parks, woodlands, nature reserves, golf courses and other locations designated for nature conservation, with over 52% of Tameside being undeveloped and green in nature. Around 15% of the borough is protected for nature conservation through various designations from a local to an international level. Approximately 50% of Tameside is Green Belt. To the east of the borough the urban landscape gives way to the Pennine Foothills and the upland fringes of the South Pennines and open moorland.

2.14 There are three rivers that run through Tameside namely the River Tame, the River Medlock to the north along the boundary with Oldham and the River Etherow to the south along the boundary with Stockport. These river valleys, along with the Peak Forest Canal, Ashton Canal, Huddersfield Narrow Canal and Hollinwood Branch Canal, are defining features of the borough's character, with strong links to Tameside's industrial past, with the Hollinwood Branch Canal and Huddersfield Narrow Canal designated as Sites of Special Scientific Interest (SSSI).

2.15 The borough's natural environments provide space for many priority species and habitats. Tameside has several areas of ancient woodland and supports a

[10] ONS Annual Survey of Hours and Earnings, Workplace Analysis

range of habitats from lowland dry acid grassland to upland heath and blanket bog. Two species of Hare are found in the borough and each year Skylarks announce the arrival of spring on the moors of Tameside, alongside which Audenshaw Reservoirs are an important site for wintering wildfowl and hold the largest winter gull roost in Greater Manchester.

Homes

2.16 The close to a quarter of a million people that call Tameside home form almost 100,000 households, with an average household size of 2.3 people, living in approximately 105,548 dwellings across the borough. Of these homes around 61% are owner occupied, 21% socially rented, whilst a growing proportion, 17.6%, are privately rented or (live) rent free. Around 2.5% of dwellings are vacant compared to the national rate of 2.8%.

2.17 The council is not a provider of social housing, transferring all its stock to registered providers during the late 1990s and early 2000s. And although each of Tameside's nine towns has a mix of property tenures the areas of Ashton Central, Hattersley and Haughton Green generally have a higher proportion of socially rented homes than other places in the borough[11].

2.18 In 2024, the Valuation Office Agency data identified that, lower value band A properties made up 50.9% of Tameside's council tax base, significantly more than the England average of 23.3%, with bands B accounting for 18.9%, bands C to E 29.1% and band F 1.0%[12]. Of the borough's dwelling stock, close to 60% was constructed before the mid-1960s, with around 40% of that being build prior to 1919. Comparatively, only around 20% of the stock has been built since the early 1980s[13].

2.19 Predominantly accommodation in the borough comprises 2-bedroom terraced properties, which form around 35% of the borough's stock, and three-bedroom semi-detached properties, around a further 40% of stock.

2.20 The borough's urban environment, particularly its town centres and transport nodes as accessible locations, have significant capacity for further growth and form an important and substantial portion of Tameside's future land

[11] https://www.ons.gov.uk/census/maps/choropleth/housing/tenure-of-household/hh-tenure-9a/social-rented-other-social-rented/?lad=E08000008
[12] https://www.gov.uk/government/statistics/council-taxbase-2024-in-england
[13] https://www.tameside.gov.uk/TamesideMBC/media/housing/HNA-2020.pdf



supply. Alongside this, two strategic allocations were made through Places for Everyone at Godley Green and South of Hyde, for new homes.

Travel

2.21 Tameside is an integral part of the Bee Network – Greater Manchester's integrated transport system bringing together bus, Metrolink, active travel and rail from December 2026. The borough is incredibly well connected by rail both to our city region and nationally. Tameside boasts 13 heavy rail stations; a 10-minute journey from Ashton-under-Lyne to Manchester city centre; and services to Liverpool, Leeds, Sheffield, York, Newcastle and beyond.

2.22 Additionally, the TransPennine line is currently benefitting from a multi-billion-pound Network Rail investment programme, the TransPennine Route Upgrade, electrifying the line, improving stations, connectivity, service frequency and capacity. Metrolink light rail also operates in Tameside with seven stops, terminating in Ashton-under-Lyne, providing a corridor from the city centre which has seen significant investment interest.

2.23 Tameside is well served by national and regional motorways, hosting the M60 Greater Manchester orbital motorway, and the M67 which joins the M60 at Junction 24 and ends at junction 4 at Hattersley, where National Highways are delivering the A57 link road project. This nationally significant infrastructure project is seeking to improve highway connectivity between Manchester and Sheffield and alleviate congestion on local roads. However, a significant proportion of residents, close to a third, do not have access to a car, which is around 10% greater than the national average, while those that do are more likely to use it to travel to work.

2.24 Ashton-under-Lyne, alongside being the borough's municipal hub, is also the borough's primary transport hub, providing connectivity between bus, light rail and heavy rail. Indeed, in January 2025 bus services across Tameside joined the Bee Network as part of the final phase of franchising roll out across Greater Manchester, where every bus in Tameside is now back under local control.

2.25 Tameside has well over 150 miles of public rights of way across footpaths, bridleways and byways and three promoted paths, including the Pennine Bridleway, TransPennine Trail and the Tameside Trail. Many of these routes

also form part of the National Cycle Network, providing important opportunities for both recreational and everyday cycling, connecting communities within and beyond the borough. However, the topography of the borough, particularly to the east, can present challenges for some active travel users.

Places

2.26 Tameside's historic environment comprises a rich blend of settlements, transport routes, waterways and landscapes. The character of which emerged in the medieval period through the piecemeal division of large manors and estates, giving way to agricultural hamlets and where Ashton-under-Lyne and Mottram-in-Longdendale were the only settlements of notable size.

2.27 However, it was the late 18th and 19th century expansion of textile production and its mechanisation which resulted in the rapid growth and industrialisation of Tameside. Cotton spinning mills and their chimneys together with hatting, agriculture, coal mining, iron production and engineering transformed the borough into the nine towns of today.

2.28 The need to house the rising urban working population is reflected in a legacy of pre-1919 grid iron terraces still evident in many of the borough's towns alongside many impressive civic buildings, places of worship, educational establishments, leisure facilities and formal public parks and gardens.

2.29 The architectural and historic interest of a number of Tameside's preindustrial and industrial buildings and structures are recognised through their national and local designations, including four scheduled monuments, 331 listings, nine conservation areas and one registered park & garden.

2.30 Although many of Tameside's heritage assets are in a good state of repair, there are a small number of buildings, including Hyde Hall, Old Hall Chapel and Apethorn Farmhouse, which are on the Heritage at Risk Register. However, a positive strategy for the conservation of Apethorn Farmhouse is set out within the Places for Everyone, South of Hyde, allocation policy.

Centres

2.31 Of the nine towns in Tameside outlined above, seven are designated centres in planning terms, these are Ashton-under-Lyne, Hyde, Denton, Droylsden,

Stalybridge, Mossley and Hattersley. Alongside these, numerous local parades of shops exist which support meeting community needs and day to day shopping and services. The towns of Ashton-under-Lyne and Hyde are the only centres which currently have defined primary shopping areas.

2.32 All of the borough's centres have faced challenges due to the changing nature of shopping habits, firstly influenced by a trend toward out-of-town outlets, then online trading and home delivery, accelerated by the global COVID-19 pandemic. Many of the centres have however been resilient during this time, supported by independent traders, established markets in Ashton-under-Lyne and Hyde, a range of social activities and events, supported by the development of masterplans and investment currently being brought forward.



Spatial Portrait Plan

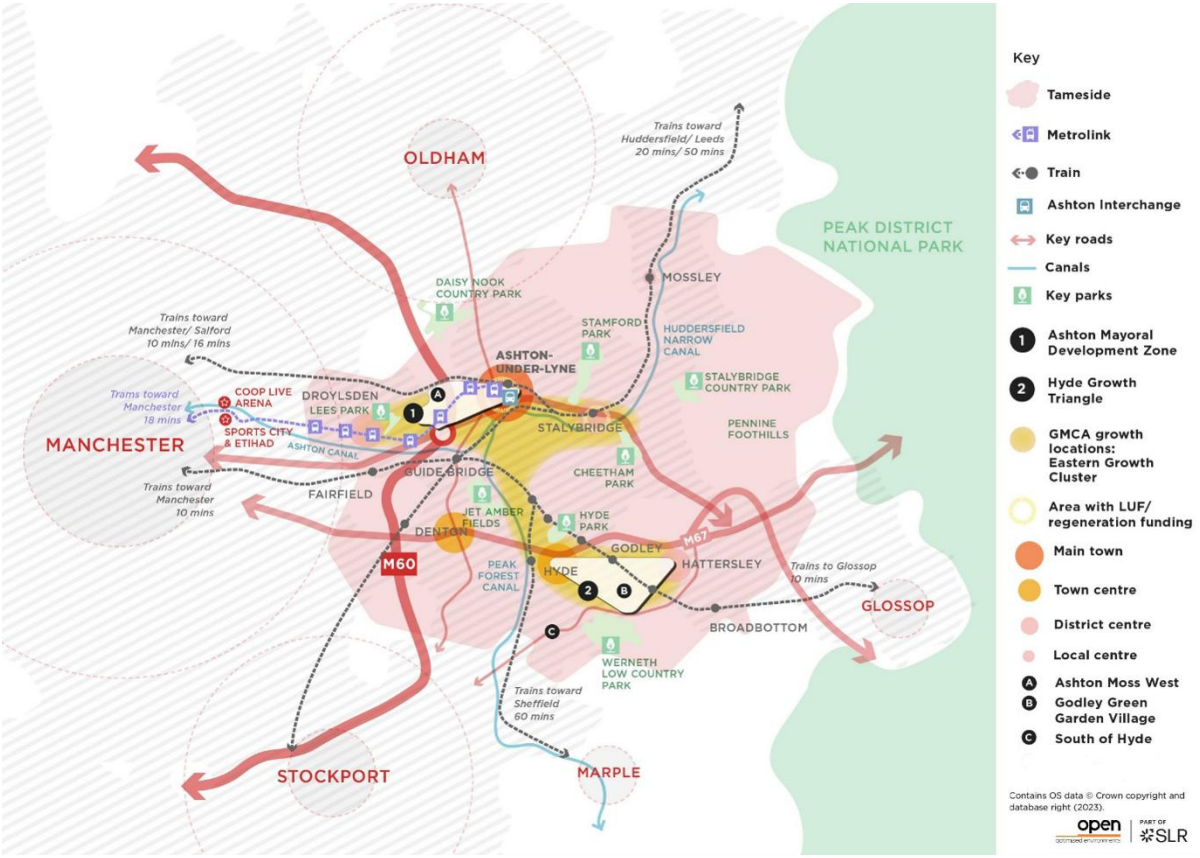


Figure 2.0 Spatial portrait key diagram (see Appendix A for full version)

3 Spatial Vision

Places for Everyone

3.1 PfE identifies that it is committed to delivering the vision for Greater Manchester which is set out within the Greater Manchester Strategy (GMS). That vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old.

3.2 The GMS vision is supported by the following priorities:

- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

3.3 PfE is clear that the achievement of the GMS vision will be through the boroughs, and that PfE is just one of the many ways in which it will be delivered as many of the necessary actions lie outside of the scope of that plan. Such necessary actions however are the preparation of Local Plans such as this plan, Homes, Spaces, Places. Subsequent to the adoption of PfE an updated GMS has been prepared, being published in July 202514. The collective vision of the updated strategy, covering the period 2025-2035, is to see a thriving city region where everyone can live a good life. Homes, Spaces, Places has been prepared within this strategic context. The Plan seeks to support the delivery of the ambitions of both Places for Everyone and in turn the Greater Manchester Strategy, by providing a locally specific framework for managing growth, regeneration and environmental

[14] https://greatermanchester-ca.gov.uk/what-we-do/greater-manchester-strategy/

enhancement across Tameside. The delivery of the refreshed GMS will be achieved via identified key workstreams:

- Healthy homes for all
- Safe and strong communities
- A transport system for a global city region
- A clear line of sight to high-quality jobs
- Everyday support in every neighbourhood
- A great place to do business
- Digitally connected places and people

3.4 Homes, Spaces, Places has been prepared in a manner which is consistent with Places for Everyone and its strategic framework. The Council has also had regard to the updated Greater Manchester Strategy and does not consider that any conflict arises between the strategic objectives of the two documents to the delivery of this Plan.

Tameside Borough Strategy and Council Plan

3.5 Tameside Council and its partners in the Tameside Together Partnership have a shared vision for the future of the borough:

Tameside Together: A Great Place for All

3.6 To support this vision, the Tameside Together Partnership has prepared the **Tameside Borough Strategy 2026-2030**, which establishes a shared approach to improving outcomes for residents, communities and businesses across the borough. The strategy is structured around the themes of **People, Places and Prosperity** and seeks to deliver inclusive growth, thriving communities and a stronger local economy.

3.7 The Borough Strategy is complemented by the Council Plan 2026-2030, which identifies the role of the Council in achieving these shared ambitions and provides the corporate framework for delivering services, investment and regeneration activity. These strategies sit within a wider framework of regional and local plans and programmes including the Greater Manchester Strategy and Places for Everyone. Collectively they provide a consistent framework for supporting inclusive growth, stronger communities, environmental sustainability and the regeneration of Tameside's nine towns.

3.8 The Local Plan forms one part of a wider framework of strategies, investment programmes and service delivery arrangements that together will contribute towards achieving these ambitions. The Plan cannot deliver the Vision in isolation and its successful implementation will depend on continued collaboration between residents, businesses, investors, infrastructure providers, voluntary organisations and public sector partners. Having regard to the Greater Manchester Strategy, Places for Everyone, the Tameside Borough Strategy and the Council Plan, the spatial vision for Tameside is set out below. The Vision establishes the long-term outcomes that Homes, Spaces, Places is seeking to achieve by 2042 and provides the foundation for the Strategic Objectives and policy framework that follow.

3.9 Homes, Spaces, Places has been prepared having regard to this wider strategic framework and seeks to translate these regional and local ambitions into a spatial planning framework that responds to the specific needs, opportunities and aspirations of Tameside's communities, businesses and neighbourhoods.

Homes, Spaces, Places Vision

3.10 Tameside in 2042 will be:

- **Homes:** A place where people are proud to live, with a range of attractive and affordable homes that meet local needs.
- **Jobs:** A place with a strong local economy where businesses choose to remain, invest and grow, and where residents can learn and earn.
- **Centres:** A place with a range of strong, vibrant and diverse centres which serve their local communities and where people want to spend time.
- **Travel:** A well-connected place, where active travel is the first and natural choice, with high quality public transport connections, where people can travel safely and conveniently to destinations both within and beyond the borough.
- **Places:** A place where our cultural and built heritage are cherished, and where good design creates sustainable, safe, inclusive and accessible places.
- **Environment:** A greener place with a thriving natural environment and clean air, where communities and infrastructure are sustainable and climate resilient.



- **People:** A place where children are given the best start in life, are able to exceed expectations and where everyone is able to live a healthy, happy and active life within thriving supportive communities, supported by the services they need.

3.11 The Plan is committed to supporting the delivery of the aspirations expressed through the Greater Manchester Strategy, Places for Everyone, the Tameside Borough Strategy and the Council Plan. However, Homes, Spaces, Places represents only one component of the wider framework required to achieve the Vision. Many of the actions necessary to realise these outcomes sit outside the planning system and will require continued investment, partnership working and service delivery across a range of sectors. The Strategic Objectives and policies that follow identify the specific contribution that planning can make towards achieving the Vision for Tameside in 2042.

4 Strategic Objectives

4.1 Taken together, the objectives provide the link between the Vision and the detailed policy framework of the Plan and will guide the preparation, implementation and monitoring of it. The Homes, Spaces, Places strategic objectives are intended to help deliver the vision for Tameside by 2042. They have been structured around the seven themes of the Vision and provide the strategic framework for delivering the Plan's ambitions over the plan period. The objectives have been moulded by responses to previous consultations and findings of the Sustainability Appraisal. They have also been informed by and build upon the strategic objectives established by PfE.

PfE strategic objectives:

1. Meet our housing need.
2. Create neighbourhoods of choice.
3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
4. Maximise the potential arising from our national and international assets.
5. Reduce inequalities and improve prosperity.
6. Promote the sustainable movement of people, goods and information.
7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
8. Improve the quality of our natural environment and access to green spaces.
9. Ensure access to physical and social infrastructure.
10. Promote the health and wellbeing of communities.

Homes, Spaces, Places strategic objectives:

1. **Homes**: To ensure sufficient new housing is provided against the PfE requirement, providing a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.
2. **Jobs**: To meet our employment needs and provide greater opportunities for residents, reversing a decline in job density, enabling all to share in the opportunities provided by economic growth.

3. **Centres**: To support the regeneration of the borough's centres, to thrive, be vibrant and attractive and safe spaces where people choose to spend time, growing their resident population through new homes.
4. **Travel**: To enable everyone to travel safely and conveniently, supporting the sustainable movement of people and goods, achieving the 'right mix' of transport modes, as set out within our Local Transport Plan, with 50% of trips made by public transport or active travel by 2040.
5. **Places**: To deliver development that promotes high-quality design, protects, enhances and makes a positive contribution to the character, heritage and identity of Tameside and maintains protection of the Green Belt.
6. **Environment**: To ensure that new development is energy efficient and responds positively to climate change, ecologically sensitive locations, avoids pollution and flood risk, protects resources and remediates land.
7. **People**: To reduce inequalities, improve outcomes and ensure the provision or enhancement of services and infrastructure, including health, education and green infrastructure to support new and existing communities.



5 Spatial Framework

5.1 The spatial framework reflects the vision and the objectives set out within the earlier chapters of this plan. It provides the spatial expression of those ambitions, identifying how growth, regeneration, infrastructure investment and environmental enhancement will be delivered across the borough and how the Vision and Objectives will be realised over the plan period

Places for Everyone

5.2 Places for Everyone establishes an overall Spatial Strategy for the 9 districts it is relevant to. This is set out within figure 4.1 of that plan, as replicated in Figure 5.0 below.

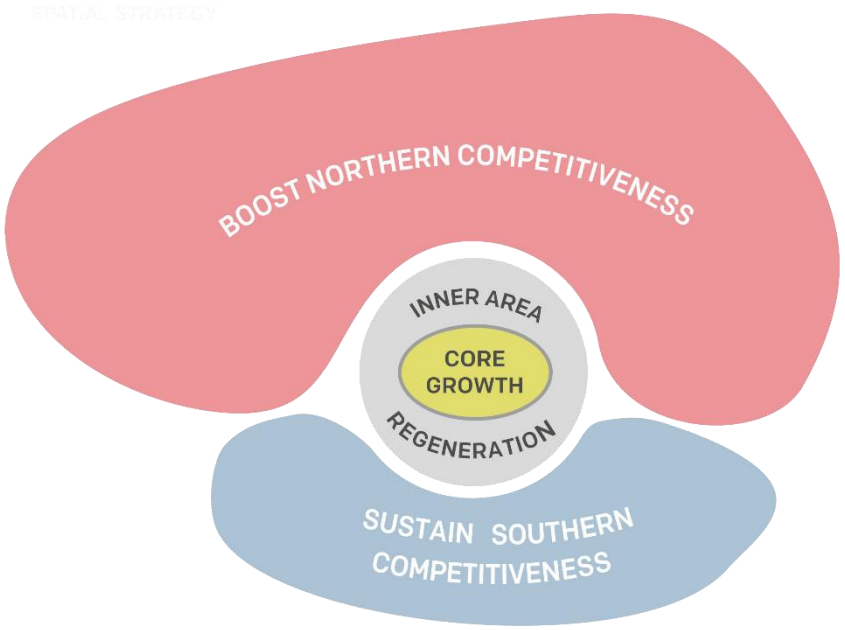


Figure 5.0 Places for Everyone Spatial Strategy

5.3 Paragraph 4.21 of PfE is clear that the areas identified in Figure 5.0 do not have firm boundaries. In broad terms however, the paragraph goes on to state that the areas can be described as follows:

- **Core Growth Area:** central Manchester, south-east Salford, and north Trafford

- **Inner Area Regeneration:** surrounding inner parts of Manchester, Salford and Trafford
- **Boost Northern Competitiveness:** Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford
- **Sustain Southern Competitiveness:** Most of Trafford and south Manchester but also Stockport, who will play a vital role in this through its own Local Plan

5.4 Given the above, the spatial strategy from PfE as it applies to Tameside relates to:

- Boost Northern Competitiveness: all of Tameside

5.5 This reflects Tameside's important role in supporting the rebalancing of Greater Manchester's economy and improving the economic performance of the northern parts of the city-region. The HSP spatial strategy has therefore been prepared to support economic growth, housing delivery and regeneration in a way that is consistent with this overarching strategic PfE objective, whilst ensuring the benefits of growth are shared across Tameside. As outlined in paragraph 4.23 of PfE, the policies in chapter 4 of PfE establish an overall spatial strategy, with policies JP-Strat1 to JP-Strat11 in particular identified as providing a strategic framework for local plans, such as this plan. Having regard to this, the PfE policies which provide a strategic framework for this plan are as follows:

- JP-Strat6: Northern Areas

5.6 While PfE does not clearly define the boundaries for the spatial policies, it has been determined that all of Tameside is defined as being with within the strategy approach to boost northern competitiveness and policy JP-Strat6 relating to Northern Areas.

5.7 JP-Strat6 identifies that the northern areas of Greater Manchester have seen relatively low levels of growth overall compared to other parts of the city region, and that without intervention this is forecast to continue. Tameside, as part of the northern area, has many challenges alongside a significant number of strengths as outlined within PfE and elsewhere in this plan, but in overall terms its economic potential is not currently being fully realised. A significant increase in the competitiveness of the northern areas is therefore sought and is central to the spatial strategy, and the promotion of

sustainable development is to deliver inclusive growth across Tameside, enabling all to share in the benefits of economic prosperity.

Other considerations

5.8 In addition to reflecting the strategic approach of the spatial strategy provided by PfE, including the housing and employment allocations within it, the overall spatial framework in this plan has also been informed by local evidence, policy priorities and site-specific opportunities and constraints. These considerations ensure that the spatial strategy responds not only to Greater Manchester priorities but also to the specific needs, characteristics and aspirations of Tameside. In particular, regard has been had to:

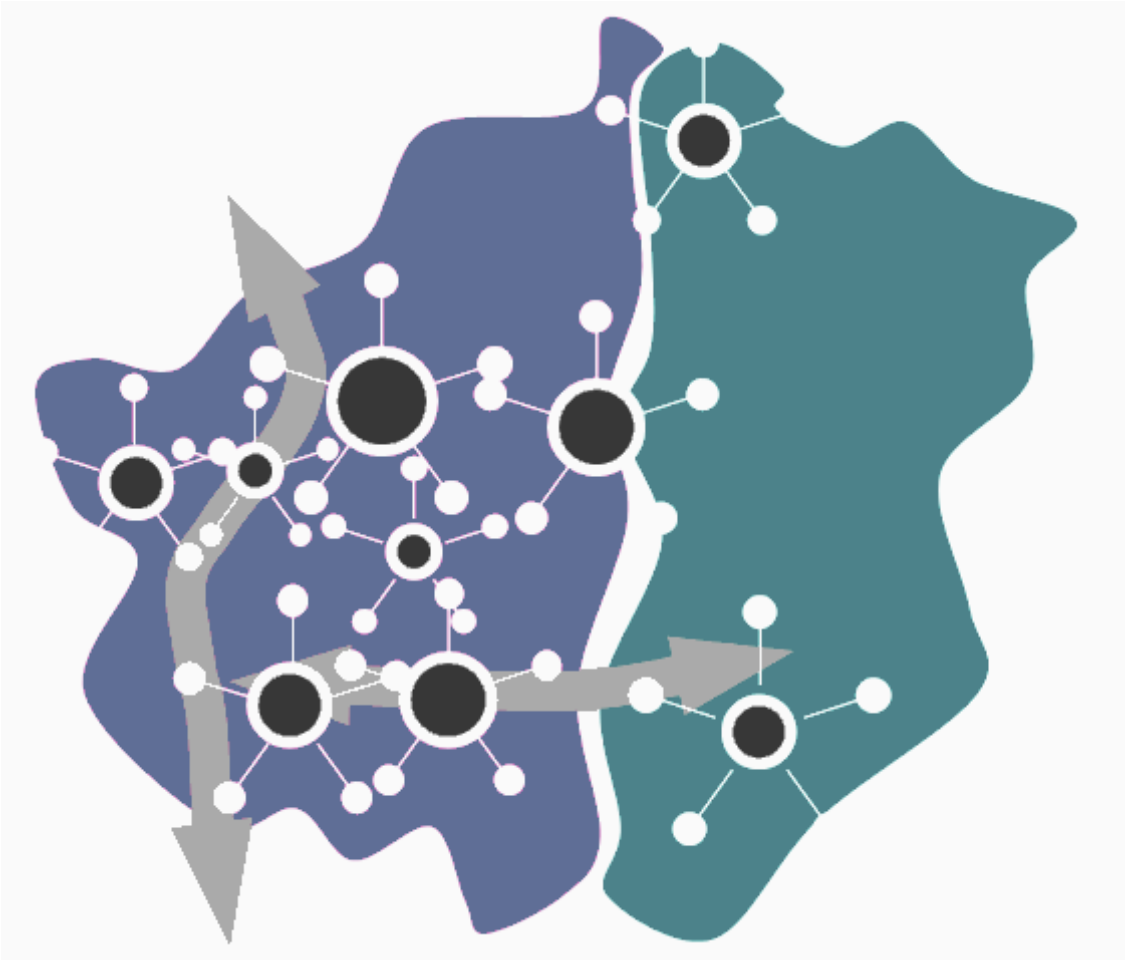
- The July 2021 National Planning Policy Framework
- Tameside Borough Strategy 2026-2030
- Tameside Council Plan 2026-2030
- The Spatial Vision and Objectives set out in the earlier chapters of this plan
- Relevant policies within PfE, including where applicable their vision, objectives, development requirements, designations and allocations
- The Integrated Assessment of reasonable alternatives for this plan
- The availability and deliverability of land for development

Spatial Strategy

5.9 Within the strategic context established by PfE, including the objective of boosting northern competitiveness and the strategic growth opportunities at Godley Green, South of Hyde and Ashton Moss West, it is important that this plan reflects the specific characteristics, opportunities and challenges of Tameside. The spatial strategy therefore responds to the common issues facing the borough as a whole and to the distinct roles and functions of its individual towns and neighbourhoods. This is essential to delivering inclusive growth that secures greater prosperity and quality of life across all parts of the borough.

5.10 The overall spatial strategy therefore seeks to achieve a neighbourhood balance, reflecting the borough's rural east and more urban west, supporting economic growth in locations with market and connectivity advantages, consistent with the PfE objective of boosting northern competitiveness,

whilst addressing the challenges of securing genuinely inclusive growth and prosperity and making the most of key locations and assets.



Spatial Strategy Diagram

5.11 Making the most of the key locations and assets, including in the borough's principal centre as defined by PfE and Tameside's other centres, commensurate with their role and opportunities, will be central to the spatial strategy as they will be essential to maximising the competitiveness of each of them and driving economic growth across the borough. As set out within PfE at paragraph 7.12, while in numerical terms the existing supply of potential housing sites across districts at that time was sufficient to meet overall need, meeting this alone was not enough. Therefore, sites at Godley Green and the South of Hyde within Tameside were allocated for housing to provide sufficient flexibility and ensure that the housing land supply represented a deliverable, viable and robust supply. Allocations for new homes therefore supported the opportunities within the urban area, particularly within town centres. Sites within centres and well-connected locations, in accordance with PfE policy, will deliver higher density residential

development and are likely to accommodate a greater proportion of apartments and other higher-density forms of development.

5.12 However, the borough's Housing Needs Assessment also identifies the need for a broad mix of homes to be delivered, including both apartments and houses, with houses expected to continue to form a significant component of demand within the borough. Some of this will be on sites allocated through PfE at Godley Green and the South of Hyde. However, additional sites will also be important within the urban area, particularly in more suburban locations, to support the delivery of a greater proportion of houses, ensure an appropriate mix of homes are delivered, and maintain flexibility and resilience within the housing supply over the plan period.

5.13 The Employment Land Study identifies Tameside's strengths in manufacturing sectors, particularly advanced manufacturing, with the main concentrations of employment premises located along the Tame Valley to the west of the borough. In part this is because of historical factors, such as connections to both the canal and rail networks, but also due to the benefits of business clustering, access to labour markets and motorway connectivity, all of which remain important locational advantages for modern employment development.

5.14 A primarily local employment market operates within the borough, with Ashton Moss representing the boroughs principal strategic employment location, with the Ashton Moss West allocation through Places for Everyone providing opportunities capable of attracting inward investment and accommodating the needs of larger and more specialised operators from across the Greater Manchester Market. The Employment Land Study identifies a need to provide a range of employment sites and accommodation to support needs, ranging from business start-ups and grow on space, but to also supplement the existing supply with opportunities for high quality development that will attract further inward investment in Tameside. The existing agglomeration of uses along the Tame Valley, coupled with good access to public transport and critically the strategic highway network to the west of the borough, will continue to be key drivers of economic growth, business investment and employment development over the plan period.



Policy HSP S1: Overall Spatial Strategy

1. **The council support sustainable inclusive growth, over the period 1 April 2022 to 31 March 2042, where provision will be made for:**
    a. **At least 9,700 net additional dwellings.**
    b. **At least 42,100 square metres of gross office floorspace.**
    c. **At least 221,900 square metres of gross new industrial and warehousing floorspace.**
    d. **At least 2 additional pitches for gypsy and traveller accommodation.**
    e. **At least 5 additional plots for travelling showpeople.**
2. **Deliver sustainable patterns of growth by:**
    a. **Being in conformity with the spatial strategy set out in Chapter 4 of PfE, particularly Tameside being within the Northern Areas and boosting northern competitiveness.**
    b. **Maintaining a strong focus on making as much use as possible of suitable previously developed brownfield land and vacant buildings, to meet development needs, consistent with PfE Policy JP-S1: Sustainable Development.**
    c. **Making the most of Key Locations and Assets including within the Eastern Growth Cluster, Ashton Mayoral Development Zone and Hyde Growth Triangle alongside the borough's other centres, including supporting appropriate residential development within or on the edge of them, boosting vibrancy and vitality and achieving a neighbourhood balance.**
    d. **At a broad level making the most of prominent locations within the more urban west of Tameside, with good access to the motorway network for meeting strategic employment needs.**
    e. **Requiring residential development to be delivered at density appropriate to the location, making the most of sites in accessible locations, consistent with PfE Policy JP-H4: Density of New Housing.**
    f. **Allocating specific deliverable sites for development and identifying broad locations through Strategic Regeneration Areas.**
    g. **Improving transport connections and accessibility by public transport, cycling and walking to ensure access to key employment opportunities consistent with PfE policies JP-C3, JP-C5 and JP-C6.**
    h. **Supporting Tameside to become carbon neutral by 2038 consistent with PfE policy JP-S2, maximising carbon storage and sequestration, mitigating and adapting to the impacts of climate change.**

i. **Securing improvement in the delivery of affordable housing through a combination of mechanisms, funding, investment and maximising developer contributions, consistent with the council's GMS commitment to deliver 20% more social and affordable housing by 2030.**
j. **Positively conserving, sustaining and enhancing Tameside's historic environment and heritage assets and their settings, consistent with PfE policy JP-P2: Heritage, ensuring they make a positive contribution to the character of Tameside, consistent with the council's GMS commitment to bring Ashton Town Hall back into use.**
k. **Protecting and enhancing the borough's green infrastructure network, ecologically sensitive locations and the South Pennine Moors consistent with PfE policy JP-G5: Uplands.**
l. **Supporting at least a 10% net gain in biodiversity as part of new developments consistent with PfE policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity.**
m. **Protecting and enhancing Tameside's waterways including canal and river corridors, maximising their potential recreational and economic value and managing flood risk consistent with PfE policy JP-S4: Floor Risk and the Water Environment.**
n. **Ensuring the effective development and implementation of infrastructure, including through contribution to appropriate mitigation measures to make development acceptable in planning terms, consistent with PfE policies JP-D1: Infrastructure Implementation and JP-D2: Developer Contributions.**
o. **Maintaining the borough's defined Green Belt boundary, whilst supporting its enhancement where this can be achieved without harm to its openness, permanence or purposes in accordance with PfE policy JP-G9: The Green Belt.**

Number of new homes

5.15 The number of new homes that are required for Tameside (and the other eight PfE districts that are part of the plan area) has been established through PfE for the period 2022 to 2039.

5.16 In December 2024 the standard method set out in national planning practice guidance for calculating local housing need was revised. For Tameside the number of net additional dwellings needed per annum is higher than the

adopted PfE requirement. However, because the 2024 NPPF transitional arrangements as set out in chapter one apply to this plan, such that HSP is a plan which includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a joint local plan containing strategic policies) adopted since 12 March 2020 and is being prepared under these transitional arrangements, the new Local Housing Need, calculated using the new standard method is not applicable to the preparation of Homes, Spaces, Places.

5.17 For the purposes of decision-making, as set out within paragraph 232 of the 2024 NPPF, although the new standard method figure is higher than the currently adopted target provided by strategic policies within PfE, where the council can continue to demonstrate a 5 year supply of deliverable housing sites and passes the Housing Delivery Test with a score of more than 75%, it can continue to apply the housing requirement set out in adopted strategic policies, such as provided by PfE.

5.18 As identified by the 2024 NPPF, for decision-making, Tameside can continue to apply the PfE requirement for a period of five years from the date of the adoption of it. PfE was adopted on 21 March 2024 and therefore for the purposes of decision-making its requirements can continue to be applied until 21 March 2029. After 21 March 2029 the council's housing requirement will, on the basis of the current methodology, increase. The council will continue to monitor housing need, housing delivery and the implications of any changes in national planning policy through its normal monitoring and plan review processes and consider whether any updates to the Plan are required at the appropriate time.

5.19 However, in the immediate, as identified in PfE policy JP-H1, at least 8,245 (an annual average of 485 homes) of the total minimum 175,185 homes across the plan area are to be provided in Tameside by 2039. Within Tameside, this is to be delivered in a phased approach as it is in all boroughs except for Bolton, Manchester and Salford. For Tameside, the target steps incrementally from 236 homes, to 485 and then 568 homes over the PfE plan period. The stepped requirement reflects the deliverability of the housing land supply over the plan period and recognises that some strategic allocations and regeneration opportunities will not deliver immediately and require longer lead-in periods. The phased approach therefore provides a realistic trajectory for housing delivery in Tameside, allowing development

rates to increase over time as key sites come forward, whilst ensuring that the overall housing requirement is met across the plan period.

5.20 However, Homes, Spaces, Places will cover the period up to 2042, therefore extending beyond the end of the PfE Plan period of 2039. Paragraph 1.56 of PfE anticipates this scenario and identifies that in the event that a local plan looks beyond 2039, the minimum requirement figures set out in policy JP-H1 should be used to inform local plan targets. A footnote to that paragraph is clear that the annual average figure for 2022 to 2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039. This approach forms part of the adopted PfE and was considered through its examination, being found to provide an appropriate basis for planning beyond 2039. The application of the annual average requirement beyond the end of the PfE plan period ensures consistency and provides a clear and justified basis for establishing the housing requirement for this Plan. In the absence of a subsequent strategic plan, the Council considers that applying the PfE annual average requirement for the period 2039 to 2042 represents the most appropriate and robust approach over the Plan period.

5.21 Given this, it is considered appropriate to apply the annual average figure of 485 homes to the period 2039 to 2042 and to add this to the existing PfE requirement for 2022 to 2039. Adding a total of 1,455 homes for the period 2039 to 2042 to the requirement for 2022 to 2039 results in an overall housing requirement of at least 9,700 net additional homes for Tameside over the period 2022 to 2042. This is set out in Table 5.0 below.

Table 5.0 Overall Tameside housing requirement

PfE Requirement 2022 to 2039	**Additional requirement 2039 to 2042**	**Total HSP requirement 2022 to 2042**
8,245	1,455	9,700

Supply of new homes

5.22 The baseline supply of new homes is set out in the council's Strategic Housing and Economic Land Availability Assessment (SHELAA)[15]. Although

[15] https://www.tameside.gov.uk/Planning/Strategic-Housing-Land-Availability-Assessment

the SHELAA covers the period from 2026 to 2041, the identified supply can be applied up to 2042.

5.23 The overall housing supply for the period 2022 to 2042 is 11,242. This comprises:

- Net additions (completions) between 1 April 2022 and 31 March 2026
- Specific sites and allocations from within the baseline supply presented within the SHELAA between 1 April 2026 to 31 March 2042 and other specific sites expected to be delivered after the SHELAA period up to 2042
- An allowance for windfall homes on small sites up to 2042
- 5 sites allocated in addition to those already identified from within the baseline land supply
- Strategic Regeneration Areas identified as broad locations

Table 5.1 Overall Tameside housing supply

Net completions between 1 April 2022 and 31 March 2026	**Specific sites and allocations from the baseline land supply up to 2042**	**Allowance for windfall sites up to 2042**	**Ashton-under-Lyne Broad Location**	**Additionally allocated sites**	**Total**
1,820	7,594	592	1,000	236	11,242

Types of new homes

5.24 PfE policy JP-H3 relates to the type, size and design of new homes. It does not identify housing requirements by type but does stipulate that housing provision to accommodate specific groups of people will be addressed through local plans. To achieve this, development management policies are provided within this plan which relate to the provision of different types of homes and make reference to the council's Housing Needs Assessment. The Housing Needs Assessment provides the provides the primary evidence base for understanding the type, size and tenure of homes required within Tameside and has informed the development of policies relating to housing mix, accessible and adaptable homes, specialist accommodation and affordable housing.

5.25 The above table illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply and allocations from within this, alongside the small site windfall allowance and capacity identified within the Strategic Regenerations Areas as broad locations for growth, are adequate to meet the overall identified requirement for new homes in the borough by 2042. This would result in the provision of 11,006 homes against a requirement for 9,700. The supply therefore exceeds the minimum housing requirement established through PfE.

5.26 However, meeting numerical needs alone is not enough. There is a need to demonstrate that the supply has sufficient flexibility to be able to show that it is viable and robust, can respond to changing market circumstances, deliver an appropriate mix of homes and achieve balanced inclusive growth and therefore the overall spatial strategy. Whilst the housing supply exceeds the overall requirement numerically, not all elements of that supply carry the same degree of certainty, with some components comprising windfall development, broad locations and longer-term development opportunities, whose delivery may be dependent on future market conditions and regeneration activity. There is also the need to ensure that the supply is capable of delivering an appropriate mix of homes, consistent with the Housing Needs Assessment and supporting the overall spatial strategy. In light of this, the Council considers it appropriate to identify 5 additional sites from within the urban area which are able to support the provision of a greater balance of houses within the overall housing supply, provide greater certainty of delivery, and increase flexibility and resilience within the supply over the plan period. These sites strengthen the resilience of the housing land supply, increase choice within the market and help support the delivery of the overall spatial strategy should elements of the baseline supply not come forward as anticipated.

Employment floorspace requirements

5.27 PfE policies JP-J3 and JP-J4 identify minimum gross floorspace requirements covering the whole plan area for offices and industry & warehousing development respectively over the period 2022 to 2039. The requirements are for at least 2,019,000 sqm of office floorspace and 3,513,000 sqm of industrial and warehousing floorspace. These requirements are not however broken down to a district-specific level. Table 6.1 and 6.2 in PfE do however

set out the distribution of identified supply for offices and industry and warehousing.

5.28 In order to ensure that Tameside makes a sufficient contribution to meeting the overall employment requirements identified in PfE, the HSP Options and Preferences draft plan identified a requirement to provide at least 17,055 sqm of office floorspace and at least 277,930 sqm of industrial and warehousing floorspace to be provided in Tameside over the period 2022 to 2042.

5.29 It determined those requirements by:

- Calculating Tameside's proportion of the total supply of floorspace across the 9 districts as shown in PfE tables 6.1 and 6.2
- Applying this proportion to the policy requirement figures in JP-J3 and JP-J4
- Making an additional allowance to cover the period from 2039 to 2042, given the supply figures and overall requirement in PfE are for the period 2022 to 2039. This allowance has been derived by simply applying the annual average requirements for 2022 to 2039 to the 2039 to 2042 period[16].

5.30 The above approach to disaggregating the overall employment supply to inform a requirement at a district level is that which was put forward by the nine PfE districts[17] through main modifications proposed during the examination of the plan. Although ultimately the inspectors determined that such a modification was not necessary to make PfE sound. Notwithstanding this, the above methodology was used to inform the HSP Options and Preferences draft plan as an appropriate strategy for disaggregating the employment requirements in PfE at that time. However, the methodology was derived principally from the distribution of identified employment land supply rather than an assessment of local economic needs, market conditions or employment growth aspirations specific to Tameside.

[16] The approach is consistent with paragraph 1.56 of PfE which states that in the event that a local plan looks beyond 2039, the minimum requirement figures set out in policies JP-J3 and JP-J4 should be used to inform local plan targets.

[17] GMCA15, 29 Nov 2022 - https://www.hwa.uk.com/site/wp-content/uploads/2022/10/Proposed-PfE-employment-land-requirement-calculation_Nov2022-1.pdf

5.31 PfE establishes strategic employment floorspace requirements for the collective nine GM districts and provides the strategic framework for constituent local plans, such as this, which follow. Paragraph 1.56 of PfE is clear that where a local plan extends beyond 2039, the minimum employment requirements set out in Policies JP-J3 and JP-J4 should be used to inform local plan targets. However, PfE does not prescribe district-specific employment floorspace requirements and the plan does not identify how the strategic employment requirement should be apportioned between individual boroughs.

5.32 The Council therefore considers that requirements within this plan should be informed by both the strategic requirements established through PfE and a locally-specific assessment of economic needs, market signals and growth opportunities. Accordingly, the Employment Land Study provides a robust evidence base through which the strategic employment requirements of PfE could be translated into local derived employment floorspace requirements for Tameside over the period to 2042.

5.33 The PPG places considerable emphasis when determining employment requirements on understanding market signals and reviewing a range of factors appropriate to Tameside. Disaggregating the overall requirement via a supply-based approach was not considered able to achieve full appreciation of these matters. The Council therefore considered it necessary to undertake an Employment Land Study to, amongst other matters, assess the factors affecting the local economy and establish a requirement consistent with PfE, the NPPF and PPG, to determine the future employment needs for land and property within the borough. The requirements for office and industrial and warehousing floorspace have been assessed using two models, based on both historic floorspace growth and on employment forecasts. This approach provides a more robust, evidence led understanding of future employment land needs by considering local economic characteristics, market demand, sectoral strengths and future growth opportunities in Tameside.

5.34 The employment forecast assessed two scenarios, a baseline forecast and a growth forecast, which takes into account more positive assumptions on growth in key sectors. Modelling also included a buffer to account for a range of uncertainties and home working, and hybrid working has also been accounted for. The assessment therefore considered both past trends and



future economic growth potential, ensuring that sufficient flexibility is embedded within the employment land requirement to respond to changing economic circumstances over the plan period.

5.35 The outcomes of the Employment Land Study are that having regard to the strategic employment requirements established through PfE, including the overall minimum requirements identified in Policy JP-J3 and JP-J4, at least **42,100 square metres** of gross office floorspace and at least **221,900 square metres** of gross new industrial and warehousing floorspace are provided in Tameside over the period 2022 to 2042. The Council considers that these requirements represent an appropriate and evidence led contribution towards the delivery of the strategic employment growth envisaged by PfE whilst reflecting local economic needs, market signals and growth opportunities within Tameside.

Supply of new employment floorspace

Office

5.36 The overall office supply for the period 2022 to 2042 is around 30,061 sqm of floorspace. This is comprised of:

- Gross completions between 1 April 2022 and 31 March 2026
- Specific sites and allocations from the baseline land supply up to 2042
- Strategic Regeneration Areas

Table 5.2 Overall Tameside office supply, all figures are sqm

Gross completions between 1 April 2022 and 31 March 2026	Specific sites and allocations from the baseline land supply up to 2042	Strategic Regeneration Areas	Total
3,233	5,478	21,350	30,061

5.37 The above table illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply

and allocations from within this is not adequate to meet the overall identified requirement for new office floorspace in the borough by 2042. This would result in the provision of 8,711 sqm of gross office floorspace against a requirement for 42,100 sqm of gross office floorspace.

5.38 In light of this, it has been necessary to identify capacity within the Strategic Regeneration Areas, which are able to support the provision of a greater extent of floorspace within the supply, over the plan period, consistent with the spatial strategy.

Industry and warehousing

5.39 The overall industry & warehousing supply for the period 2022 to 2042 is around 286,560 sqm of floorspace. This is comprised of:

- Gross completions between 1 April 2022 and 31 March 2026
- Specific sites and allocations from the baseline land supply up to 2042
- Additionally allocated sites up to 2042

Table 5.3 Overall Tameside industry and warehousing supply, all figures are sqm

Gross completions between 1 April 2022 and 31 March 2026	Specific sites and allocations from the baseline land supply up to 2042	Additionally allocated sites	Total
11,246	258,413	16,901	286,560

5.40 Table 5.3 illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply and allocations are sufficient to meet the overall identified requirement for new industry and warehousing floorspace in the borough by 2042. This would result in the provision of 269,659 square metres of gross industry and warehousing floorspace against a requirement for 221,900 square metres.

5.41 However, meeting numerical needs alone is not enough. There is a need to demonstrate that the supply has sufficient flexibility to be able to show that it is viable and robust. A significant proportion of the projected employment floorspace supply is reliant upon the delivery of development at Ashton

Moss, including Ashton Moss West as allocated through PfE and Ashton Moss East as proposed through this plan. These two sites are the only large sites within Tameside able to compete on a Greater Manchester scale for inward investment and accommodate the requirements of high value sectors. As a result, both locations are expected to make a significant contribution towards meeting the borough's employment land requirements over the plan period.

5.42 Aside from Ashton Moss there are only five available employment sites within the borough larger than 1.5 hectares, none of which benefit from the same direct links to Tameside's motorway corridors. Below this, there are a range of other smaller sites, which are generally considered infill plots within existing employment areas, and which are attractive to meeting local needs and help address local supply gaps. However, these are considered unlikely to be particularly attractive to businesses in high value sectors seeking a prestige location and opportunities to co-locate alongside complementary business and employment uses. Nor do they provide realistic opportunities for the logistics sector.

5.43 There is therefore a need to ensure that the employment land portfolio provides an appropriate range and choice of sites capable of meeting the needs of different sectors and occupiers over the plan period. Whilst Ashton Moss will play a strategically important role in accommodating inward investment and supporting higher-value employment growth, a broader range of opportunities is required to provide flexibility within the supply and respond to changing business requirements and market conditions. In light of this, and consistent with the findings of the Employment Land Study, the Council considers it appropriate to identify five additional sites from within the urban area which are able to support a broader range and choice of industry and warehousing opportunities, increase flexibility within the employment land supply and support the delivery of balanced and inclusive growth consistent with the overall spatial strategy.

Overall Distribution of Development

5.44 A large proportion of new housing is directed to the south-eastern part of the borough to the broader neighbourhood of Hyde, principally because of the strategic housing allocations at both Godley Green and the South of Hyde, established through Places for Everyone. These allocations make a



significant contribution towards meeting the borough's housing requirements and form a key component of the Eastern Growth Cluster, one of Greater Manchester's priority locations for growth and investment.

5.45 In addition, and consistent with the spatial strategy, the borough's centres, their immediate inner suburbs and accessible locations are expected to be where large proportions of new homes come forward. These locations are well suited to delivering at higher densities, with good provision of public transport, enabling large numbers of new homes to be provided and the council has actively progressed masterplanning across many of them. Ashton-under-Lyne and Stalybridge in particular contain significant regeneration opportunities and are located within the Eastern Growth Cluster alongside Droylsden and Hyde. However, several sites have also been identified outside of town centres and the inner suburbs but still within the urban environment where development is better suited to delivering a greater proportion of houses. This will assist in providing balance within the residential supply and support the delivery of an appropriate mix of homes, including apartments and houses, consistent with the Housing Needs Assessment and overall spatial strategy.

5.46 There is a general presumption that existing employment areas will continue to be protected and retained for employment generating uses. The Tame Valley, from Mossley through to Denton, is particularly notable for the density of industry and warehousing premises. Industrial and warehousing opportunities are expected to continue to be directed around these traditional concentrations of employment, serving a typically local offer with prospects for existing businesses to expand and grow. The Employment Land Study identifies the Tame Valley and Ashton Moss as key locations for future employment growth, reflecting the concentration of existing businesses, access to labour markets, public transport connectivity and proximity to the strategic highway network. These locations have been strengthened through the strategic employment allocation at Ashton Moss West within Places for Everyone and additional employment opportunities identified through this plan. The addition of new sites will support the longer-term requirement for inward investment opportunities in locations which are both attractive to the market and capable of accommodating a range of business needs, well located to provide employment opportunities



and supporting continued investment in sustainable transport infrastructure, consistent with the overall spatial strategy.

5.47 The Employment Land Study does however identify six areas of former industrial land containing no or very few premises for employment uses, and that these should not be protected in the plan:

a) Area including Car Park, Sub-Station and 7 and 5 Waggon Road, Mossley – 0.33 ha. Comprises infrastructure rather than employment premises.
b) Carrfield Mills (Christy Towels) and industrial premises to South East – 7.73 ha. Most of area has already been redeveloped for housing.
c) Industrial area north of Canal, Ashton Hill Lane, Audenshaw which has already been fully redeveloped for housing.
d) Brookside Sidings – 7.86 ha. Operational railway infrastructure.
e) Cheshire St, Mossley (Plevins) – 4.09 ha. Redevelopment for housing appears likely.
f) Queen Street, Mossley – 2.48 ha. Mostly vacant apart from a single office. This represents the main regeneration opportunity of Tameside.

5.48 Office development is directed primarily towards the borough's municipal centre of Ashton-under-Lyne, with other centres making much more modest contributions, consistent with the overall spatial strategy. This reflects Ashton-under-Lynes role as the boroughs principal centre and the findings of the Employment Land Study, which identifies the town as the most appropriate location for the concentration of office development, owing to its accessibility, public transport connectivity and range of supporting services and facilities. St Petersfield in Ashton will therefore continue to be an important location for new office floorspace. However, this has been supplemented by opportunities closer to the retail core of Ashton and around the multi modal Bee Network hub. The regeneration and diversification of the town centre, consistent with the town centre masterplan, may also provide opportunities for additional office accommodation, including through the reuse and redevelopment of existing commercial buildings and upper floors. In addition, modern industrial and warehousing developments increasingly incorporate ancillary office accommodation to support operational requirements, helping to meet a wider range of business needs across the borough.

5.49 Taken together, this distribution of housing and employment development seeks to maximise the benefits of the Eastern Growth Cluster, reinforce the role of Ashton-under-Lyne as the borough's principal centre, support the vitality and regeneration of Tameside's other centres, deliver an appropriate mix of homes and employment opportunities, and ensure that growth is directed towards the most sustainable and accessible locations.

Accommodation for gypsies and travellers and travelling showpeople

5.50 The last gypsy and traveller accommodation assessment (GTTAA) undertaken across Greater Manchester, including for Tameside, covered the period between 2023 and 2041. Table 7.6 of that assessment identified a minimum requirement for three additional gypsy and traveller pitches in Tameside. The study did not update the assessment of the accommodation needs of travelling showpeople, relying instead on the Greater Manchester Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Update from 2018, which identified a need for one additional plot for showpersons in Appendix C to meet needs up to 2036.

5.51 To understand the needs for both gypsies, travellers and showpeople up to 2042, the council commissioned a Tameside Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Addendum to align the evidence base with the HSP plan period and ensure that the accommodation needs of all groups are appropriate assessed and planned for up to 2042. The addendum also considered the capacity of existing authorised sites within the borough to accommodate identified needs.

5.52 Table ES1 of the Addendum shows that up to 2042 there is a need for two additional gypsy and traveller pitches across Tameside. No pitches are required in the first five years, with two needed in the longer-term. This change reflects updated occupancy levels within existing authorised sites in Tameside.

5.53 The Addendum also identifies a need for five additional travelling showperson plots over the same period. This is higher than the GTTSAA 2018 figure due to updated demographic data on households living across all showperson yards and the extension of the assessment period to align with the HSP plan period.

5.54 The Addendum anticipates both elements of the identified need can be met within existing authorised sites in Tameside. As a result, there is no requirement of allocate additional land specifically for gypsy and traveller pitches or travelling showperson plots. The addendum recommends this plan to include a criteria-based policy to support the consideration of future proposals and changing circumstances, as they arise, over the plan period. This approach has been incorporated into Policy HSP H6, which provides a framework for assessing proposals for gypsy, traveller and travelling showperson accommodation, should additional needs arise in the future.

Spatial Strategy and Neighbourhood areas in Tameside

5.55 Taking into account Places for Everyone, its content, the spatial strategy context, and the key diagram outlined above, the spatial strategy is implemented through a combination of growth priority and neighbourhood area policies. Together these provide the framework for directing growth, regeneration, infrastructure investment and environmental enhancement across Tameside, whilst responding to the distinctive characteristics and opportunities of different parts of the borough. The Plan therefore includes policies covering the following:

Growth Priorities

- Policy HSP S2A: Eastern Growth Cluster
- Policy HSP S2B: Ashton Mayoral Development Zone
- Policy HSP S2C: Hyde Triangle

Neighbourhood Areas

- Policy HSP S2D: Ashton-under-Lyne
- Policy HSP S2E: Audenshaw
- Policy HSP S2F: Denton
- Policy HSP S2G: Droylsden
- Policy HSP S2H: Dukinfield
- Policy HSP S2I: Hyde
- Policy HSP S2J: Longdendale
- Policy HSP S2K: Mossley
- Policy HSP S2L: Stalybridge

5.56 Figure 5.1 shows the neighbourhood areas of Tameside, defined by combinations of ward boundaries but also reflective of more localised

functional geographies. As set out within chapter 1, the neighbourhood policies provide the principal mechanism through which the spatial strategy is applied at the local level. They identify the role of each neighbourhood, the key opportunities and challenges it faces, the location of site allocations and Strategic Regeneration Areas and, where relevant, specific requirements for the development of individual sites. The allocation policies should be read alongside other policies in Tameside's development plan; this includes Places for Everyone alongside the other policies within this plan. The Growth Priority and Neighbourhood Area policies are intended to be read together and provide the spatial framework through which the strategic objectives and overall Vision of the Plan will be delivered.



Figure 5.1 Tameside's Neighbourhood Areas

Policy HSP S2A: Eastern Growth Cluster

The economic role of the Eastern Growth Cluster will be protected and enhanced, with sustainable development driving significant growth in job opportunities and new homes across the area.

A particular focus will be placed on maximising the use of suitable previously developed land through urban regeneration in the centres of Ashton, Stalybridge, Hyde, and Droylsden. This will strengthen their roles, diversify their economic, residential, cultural and leisure offer, and be complemented by the allocation of development sites and the identification of Strategic Regeneration Areas to boost economic opportunities and support town centre living.

Improving accessibility by public transport, cycling, and walking will be a priority to enhance connectivity and support investment in new key employment opportunities. Infrastructure provision, including enhanced orbital connectivity through the expansion of the Bee Network, and investment in rail and active travel infrastructure will help enable growth both within and beyond the Eastern Growth Cluster, creating additional opportunities to access employment education and services, helping to increase resident employment and reduce deprivation.

Reasoned Justification

Greater Manchester Growth Locations

5.57 The Greater Manchester Combined Authority (GMCA) Growth Locations have been formed to accelerate growth across Greater Manchester (GM), unlock the full potential of the city region and enhance its competitiveness against top performing international cities. Central to the Growth Locations plan is the drive to boost competitiveness across Northern and Eastern Greater Manchester consistent with Places for Everyone (PfE), whilst maintaining and deepening the competitiveness of the centre and south.

5.58 Six Growth Locations have been identified across GM, each with both brownfield and greenfield land for housing, employment and industrial growth. Future GMCA funding and investment will be targeted at opportunities within the six GM Growth Locations to bring forward the sites

identified as having the highest potential to boost the regional economy and bring benefits to all 10 boroughs.

The Eastern Growth Cluster Location

5.59 Providing the connection between need and opportunities in the east of the Greater Manchester conurbation, the Eastern Growth Cluster will create a significant new employment engine in Tameside. The Ashton Mayoral Development Zone and Ashton Growth Corridor will achieve this by aligning public and private sector investment to deliver the key development opportunities of Ashton Moss and Ashton Town Centre.

5.60 Development in the Cluster will build upon Tameside's existing strengths in advanced materials and manufacturing of coatings, plastics and textiles. The Eastern Growth Cluster can also take advantage of the borough's city region-leading digital connectivity, which puts advanced broadband infrastructure near the borough's industrial premises and its housing. The existing road, tram, and rail transport assets in the area offer excellent transport links which are being expanded further through the Bee Network and the proposed Rochdale-Oldham-Ashton Quality Bus Transit scheme.

5.61 To ensure local centres are adapting, developing, and reflective of their communities, the investment planned for the town centres of Ashton-under-Lyne, Hyde, Droylsden and Stalybridge will transform the retail and culture offers in these centres. Residents will enjoy the benefits of modern and well utilised town centres, which are physically and digitally connected to the sustainable employment opportunities being created, and the improved public transport connectivity.

5.62 The Strategic Regeneration Areas identified within Ashton-under-Lyne, Hyde, Stalybridge and Droylsden function as broad locations for growth and regeneration. Together with site allocations, regeneration programmes and public and private sector investment, they will provide the principal mechanism through which regeneration opportunities within the Eastern Growth Cluster are brought forward over the Plan period. They will support the diversification of town centres, the delivery of new homes, the reuse of previously developed land and buildings, and the creation of attractive and sustainable places in which people choose to live, work and invest.

5.63 The development of new high-quality, sustainably designed homes at Godley Green Garden Village as allocated through Places for Everyone, offers an opportunity to deliver a new sustainable garden settlement of beauty and great design that sensitively evolves around existing communities and landscape. Together with regeneration opportunities within the borough's centres and Strategic Regeneration Areas, Godley Green Garden Village will contribute towards meeting housing needs, supporting the regeneration objectives of the Eastern Growth Cluster and creating sustainable communities with access to employment, services and public transport.

5.64 Through close collaboration and joint development with residents, the borough's Further Education institutions and improved links to the city region's universities, skills provision and investment will be developed and expanded. This enables support for residents of some of Tameside's most deprived communities, through fostering skills, training and access to the employment opportunities being created. This will help ensure that the benefits of economic growth are shared more widely across the borough and support the delivery of inclusive growth.

5.65 Taken together, the Eastern Growth Cluster provides the principal focus for growth, regeneration and investment within Tameside. By combining employment development, housing delivery, town centre regeneration, transport improvements and skills investment, it will play a key role in delivering the objectives of Places for Everyone, boosting northern competitiveness and supporting sustainable inclusive growth across the borough.

Policy HSP S2B: Ashton Mayoral Development Zone

Ashton will continue to serve as the borough's municipal and principal town centre and will be significantly strengthened in this role. The Ashton Mayoral Development Zone (AMDZ) will act as the borough's principal focus for growth, regeneration, infrastructure investment and transport led development. It will remain the primary focus for business, retail, leisure, cultural, and tourism activities, ensuring its position as a competitive destination within the city region. Connectivity will be enhanced both within the borough and to key locations including Manchester city centre, Stockport, Oldham, and the airport,

supporting accessibility and sustainable travel choices. Ashton will act as a focus for transport-led regeneration, capitalising on investment in the Bee Network, rail, Metrolink and wider public transport infrastructure.

It will see the delivery of a significant number of new homes, including those which are affordable, with development generally being of a higher density, reflecting its strategic importance, urban character and access to the Bee Network. Ashton Moss and St Petersfield will continue to be major employment locations, alongside new clusters around the train station, providing a diverse range of commercial accommodation to capture growth across key economic sectors and employment opportunities for residents across Tameside, reducing the need to travel outside the borough for work, and contributing to economic growth and reduction of deprivation.

Ashton will be a priority location for investment in infrastructure. This will include significant improvements to Ashton rail station, delivering a modern and integrated travel hub.

Enhancements to the Market Square, surrounding public realm, walking, wheeling and cycling facilities, and green infrastructure will improve local character and environmental quality in a manner that safeguards and enhances the town centre's historic environment and heritage assets.

Collectively these improvements will enable Ashton to compete effectively for investment, businesses, skilled workers, and residents at a city region scale.

The Ashton Mayoral Development Zone (AMDZ) currently provides the principal framework for coordinating regeneration, growth and investment within Ashton. During the Plan period, the Council and Greater Manchester Combined Authority are progressing proposals for an Ashton and Stalybridge Mayoral Development Corporation (MDC), which would build upon and expand the role of the AMDZ as a delivery vehicle for regeneration and transport-led growth. Should the MDC be established, it will be expected to support the delivery of the objectives set out within this policy.

Reasoned Justification

Ashton Mayoral Development Zone

5.66 The Ashton Mayoral Development Zone (AMDZ) currently provides the framework for coordinating regeneration, growth and investment within

Ashton-under-Lyne. During the Plan period, the Council and Greater Manchester Combined Authority (GMCA) are progressing proposals for an Ashton and Stalybridge Mayoral Development Corporation (MDC), which would build upon and expand the role of the AMDZ as a delivery vehicle for regeneration, housing growth, infrastructure investment and transport-led development. Should the MDC be established, it will support the delivery of the strategic objectives set out in Policy HSP S2B.

5.67 The AMDZ was approved in September 2023 and brings together Tameside Council, the GMCA, Transport for Greater Manchester (TfGM), Homes England and the private sector to work in partnership to deliver a joined-up approach to realising the full potential of Ashton. The AMDZ has also provided the governance and strategic framework from which proposals for the Ashton and Stalybridge MDC have been developed.

5.68 The AMDZ and any successor regeneration arrangements established during the Plan period will create aspirational opportunities that retain and attract talent and will home-grow skills. Building on strong industry foundations in digital, creative and manufacturing, Ashton will be integral to Greater Manchester frontier sector innovation. In a well-connected place that has beautiful surroundings, the AMDZ will create a thriving, highly sustainable eco-system, supported by a revitalised town centre and high-quality homes for all, making it a fantastic place to live, work and learn.

5.69 A key objective of the AMDZ is to capitalise on Ashton's exceptional connectivity and role within the Bee Network through transport-led regeneration. Investment in Ashton Interchange, Ashton rail station, Metrolink, walking, wheeling and cycling infrastructure, and wider public transport connectivity will help unlock new homes, employment growth, town centre regeneration and wider investment opportunities.

5.70 In October 2021, the Council was successful in securing £20m from the Levelling Up Fund (LUF) for Ashton Town Centre. The specific interventions being funded via the LUF are critical to unlocking the comprehensive redevelopment of the Town Centre as well as helping to deliver a catalytic economic and social impact for the local community. The works being funded are focused on: Improvement works to Ashton Town Hall façade, redevelopment of Ashton Market Square and surrounding areas that will

create a high-quality civic space for markets, events and other activities, and land remediation/infrastructure works on the former Interchange site.

Ashton Moss

5.71 Ashton Moss is a strategic employment site located on the edge of Ashton-under-Lyne Town Centre in close proximity to Junction 23 of the M60 Manchester orbital motorway. Ashton Moss is split into two definable areas, Ashton Moss East (AME) (also known as Plot 3000) and Ashton Moss West, as allocated within Places for Everyone, collectively extending to 70 hectares in total. The Ashton Moss Innovation Park Development Framework has been prepared by the Council working with the private sector landowners and approved by the Council as an investment, planning and economic tool that will assist in driving forward development of the sites.

Ashton Town Centre

5.72 As part of the vision to diversify Ashton Town Centre to increase visitors and footfall, an improved residential offer is needed to attract higher income residents, businesses and retain the existing population. A Town Centre Vision & Spatial Framework has been prepared to bring together the suite of existing Masterplans and proposals which have been assembled by the Council over recent years. The Framework has developed these further to ensure a consolidated vision and flexible spatial portrait to help guide the Ashton Regeneration Partnership procurement process and towns regeneration programme. The Framework will provide a consolidated regeneration vision for Ashton Town Centre and set out the portfolio of regeneration sites, which are envisaged to support the regeneration programme and an analysis of 'early win' opportunities. This could allow the Council to progress a small tranche of sites separately to the Ashton Regeneration Partnership in order to support short-term delivery. The Framework will also support the future coordination of regeneration activity, and investment and delivery arrangements, including through the AMDZ and any successor MDC arrangements.

St Petersfield

5.73 The approved St Petersfield Masterplan identifies nine development opportunities that will contribute to the regeneration of one of Greater Manchester's most deprived wards as well as bringing new jobs and homes

to the area with placemaking at the heart of the vision. The Masterplan includes proposals for a mix of uses including new homes, commercial and office floor space, hotel space, food and drink establishments, and public realm improvements aimed at encouraging vibrancy in this key destination. The Council is open to considering what balance of land uses come forward, with the potential for a greater emphasis on residential development, whilst ensuring office space is delivered for a range of expanding businesses in the borough and beyond. The Council owns all the sites earmarked for development and is in a very strong position to drive this development. St Petersfield is expected to play an important role in delivering the wider regeneration, employment and residential growth ambitions of the AMDZ and any future MDC area.

Policy HSP S2C: Hyde Triangle

Development of the Hyde Triangle, located within the Eastern Growth Cluster, shall deliver transformational change through three key locations: Hyde Town Centre, Godley Green Garden Village, and Hattersley. Collectively, these locations will deliver significant housing growth, regeneration, employment opportunities and improvements to connectivity, helping to strengthen the role of the Eastern Growth Cluster within the borough and Greater Manchester.

Proposals will support a significant increase in the residential offer, including 2,150 new homes at the Godley Green strategic allocation as one of the Council's flagship residential development projects, alongside providing opportunities for town centre living in Hyde, increasing footfall and opportunities for local spend.

Hyde Town Centre itself will be a location of significant investment with opportunities to accommodate new office and workspace provision, alongside new homes, including affordable housing. Improved public realm and connections to the bus and rail interchange will capture growth across key economic sectors and promote use of the Bee Network. Redevelopment of the indoor shopping centre and surrounding surface car parks should improve permeability, wayfinding and provide new opportunities for town centre living.

In Hattersley, regeneration efforts which have already greatly enhanced the area shall continue, whereby the final phase of the relocated District Centre, as

defined by the revised town centre boundary shall be completed. New play spaces, natural spaces, and gateways are to be completed and connectivity between Hattersley and Godley Green shall be strengthened through a new multi-user bridge and step-free access provided to Hattersley Station.

Reasoned Justification

5.74 The Hyde Triangle is identified within the Council's Inclusive Growth Strategy as a strategic growth and regeneration area. Bringing together Hyde Town Centre, Hattersley and Godley Green Garden Village enables housing growth, regeneration, town centre renewal, infrastructure investment and environmental improvements to be planned and delivered in a coordinated way across a functional geography with strong links to existing communities, services and transport infrastructure. The Hyde Triangle represents one of the borough's most significant opportunities for housing growth, regeneration and sustainable transport investment.

Hyde Town Centre

5.75 A Masterplan was approved by the Council's Executive Cabinet in March 2024 and includes a vision, objectives and interventions to regenerate the town centre. Since the Masterplan's approval, the town centre was selected to be part of the government's High Street Task Force and subsequent funding via the Hyde Accelerator Programme. The Hyde Accelerator Partnership was formed comprising a private sector Chair, local ward members and key representatives from the town centre including local businesses. The Council are currently seeking other external grant funding opportunities in order to deliver further improvements in the town that support regeneration aspirations. The Council will continue to support the implementation and periodic review of regeneration frameworks and investment programmes to ensure that Hyde Town Centre remains responsive to changing economic and community needs.

Hattersley Regeneration Programme

5.76 The regeneration of Hattersley is being driven by a partnership between Tameside Council, Onward Homes and Homes England. Hattersley has seen, over a number of years, a range of regeneration efforts which have been shown to have greatly enhanced the area and has recently received £20m of Pride of Place funding. The quality of housing stock has been improved, both

upgrading existing stock and construction of new housing; improvements have been made at the railway station; and a new local community centre or 'Hub' has also been opened which employs over 100 people.

5.77 Overall, Onward Homes has demolished 900 properties, refurbished 1,475 and built 155 new homes. In addition, private sector partner Barratt Homes has completed 692 homes for private sale in Hattersley, one of the top selling Barratt sites in the country.

5.78 Developer Maple Grove is currently working with Onward to complete the final phase of the District Centre in 2026. The final phase of the District Centre is expected to provide additional retail, service and employment opportunities alongside further investment in public realm and community infrastructure.

5.79 Investment by public and private sector partners continues to fund improvements to public realm, natural spaces, gateways and local infrastructure and provide public realm infrastructure, such as playgrounds and improvements to natural spaces, gateways and parking.

5.80 The newly refurbished ticket office at Hattersley Station is providing a much-improved passenger experience and facility. Work is ongoing to identify funding and delivery options for improved access to the station platform.

Godley Green Garden Village

5.81 Tameside Council is working with development and delivery partners to establish a comprehensive master development approach for Godley Green Garden Village. This will support the coordinated delivery of housing, infrastructure, community facilities, green infrastructure and long-term stewardship arrangements. Godley Green Garden Village is one of the Council's flagship projects and one of the largest proposed developments in Greater Manchester, with the potential to deliver approximately 2,150 homes alongside supporting infrastructure, community facilities and employment opportunities.

5.82 A comprehensive master development framework will guide delivery of the Garden Village, including infrastructure provision, stewardship arrangements, housing delivery, environmental enhancement and the coordination of development across the site. It will also be responsible for overseeing and managing the development of the garden village, taking responsibility for

the overall vision and strategy, and coordinating the wide range of stakeholders involved. It will fund and install the primary and community infrastructure, create serviced parcels of land for housebuilders, deliver an ambitious social value strategy and ensure robust long-term stewardship is put in place.

Policy HSP S2D: Ashton-under-Lyne

The vision for the Ashton neighbourhood up to 2042 is to:

1. **Support the regeneration of Ashton Town Centre as the borough's principal centre for retail, leisure, culture, civic functions, employment and town centre living, capitalising on its strategic transport connections and role within the Bee Network.**
2. **Support a comprehensive masterplanned approach, approved by the Council, to the transformation of Ashton Railway Station and its surrounding area, delivering a modern and integrated travel hub, improving connections between rail, Metrolink, bus, walking, wheeling and cycling networks, and strengthening links with Ashton Town Centre and surrounding regeneration opportunities.**
3. **Deliver a net increase of around 2,150 new homes across Ashton, with a significant focus on high quality town centre living, the reuse of previously developed land and buildings, and the delivery of new homes that support the vitality and regeneration of Ashton Town Centre.**
4. **Support a comprehensive masterplanned approach, approved by the Council, to the regeneration of St Petersfield as an employment-led mixed-use quarter, delivering a combination of employment floorspace, new homes, supporting services and public realm improvements, enhancing connections to Ashton Town Centre and the railway station.**
5. **Support a comprehensive masterplanned approach, approved by the Council, to the redevelopment of the Arcades and Ladysmith shopping centres and surrounding town centre sites to deliver a mixed-use quarter incorporating new homes, employment, leisure, cultural and community uses, together with improvements to permeability, public realm and active travel connections.**
6. **Conserve and enhance the distinctive historic character, townscape and heritage assets of the town centre Conservation Area, supporting the**

restoration and long term reuse of the Grade II listed Ashton Town Hall as a civic, cultural and community destination.

7. **Conserve and enhance the heritage assets, waterways, public realm and distinctive industrial character of the Portland Basin Conservation Area, supporting opportunities for heritage-led regeneration, tourism, recreation and improved connectivity along the canal network.**
8. **Support and safeguard opportunities for the improvement and future expansion of Metrolink and rapid transit infrastructure, including potential connections towards Stockport and other strategic destinations, where consistent with wider transport priorities.**
9. **Support the growth of the leisure, tourism and recreational roles of Park Bridge and Richmond Street, strengthening connections with neighbouring communities, active travel networks and regeneration opportunities in Manchester and Oldham, whist respecting their location within the Green Belt.**

The vision and priorities for the Ashton neighbourhood will be delivered through a combination of site allocations, Strategic Regeneration Areas, existing commitments and other suitable development opportunities across the urban area. Delivery will be supported by public and private sector investment in transport infrastructure, town centre regeneration, public realm, heritage assets, community facilities and active travel networks, together with the implementation of masterplans, development frameworks and regeneration strategies approved by the Council. Particular emphasis will be placed on the regeneration of Ashton Town Centre, the transformation of Ashton Railway Station and its surrounding area, the delivery of St Petersfield, Ashton Moss and the Arcades and Ladysmith redevelopment opportunities, and the enhancement of Ashton's heritage, canal and green infrastructure assets. Together with the other policies of the development plan, these measures will support housing delivery, employment growth, improved connectivity, cultural and civic renewal, environmental enhancement and the continued strengthening of Ashton-under-Lyne as Tameside's principal centre and focus for regeneration, investment and growth.

Reasoned Justification

5.83 The Ashton neighbourhood area contains Ashton Town Centre, the borough's municipal hub and principal town centre. It has amongst the best

transport links of any part of the borough, a major Bee Network hub, Ashton town centre brings together bus, Metrolink and rail, boasting a strong public transport offer. Ashton is also well connected nationally through the motorway network. As a result, it has strong functional links both within and beyond the borough. Consequently, the area has significant potential to take full advantage of its well-connected location. Ashton is uniquely placed within Tameside to support housing growth, economic development, regeneration and transport-led investment.

5.84 The relocation, concentration and continued expansion of educational establishments within the centre continue to drive footfall. However, over recent years the centre has struggled with empty shops and an overall lack of investment despite significant potential. To halt this decline and take advantage of the significant opportunities, the Ashton Town Centre Masterplan[18] provides the current framework for regeneration and investment priorities, identifying the need to create an ambitious but deliverable mixed-use residential-led masterplan for the heart of the town.

5.85 The Ashton-under-Lyne Town Centre Masterplan and Ashton Mayoral Development Zone (AMDZ) establish a coordinated framework for growth, investment and regeneration across the town centre and its surrounding gateway locations. To support the delivery of this vision, three Strategic Regeneration Areas have been identified: Ashton North, Ashton Central and St Petersfield. Together, these areas will drive economic growth, housing delivery, public realm improvements and transport investment, whilst strengthening Ashton-under-Lyne's role as Tameside's principal town centre and municipal hub.

5.86 **Ashton North Strategic Regeneration Area** comprises the land north of Wellington Road, including Ashton Railway Station and parts of the wider AMDZ. Building on its excellent rail, Metrolink and highway connectivity, the area represents a significant gateway into the town and an important opportunity to support economic growth whilst improving connections between the railway station, the town centre and surrounding development sites. Development within Ashton North will deliver commercial, employment and mixed-use opportunities, complementing investment already taking place elsewhere within the AMDZ, including St Petersfield and Ashton Moss.

[18] Ashton-under-Lyne Town Centre Masterplan, February 2025

Planned improvements will focus on attracting new businesses, creating high-quality jobs, enhancing public realm and connectivity, and maximising the benefits of the railway station and surrounding transport infrastructure as a key arrival point into the borough.

5.87 **Ashton Central Strategic Regeneration Area** forms the civic and commercial heart of Ashton-under-Lyne, incorporating Ashton Town Hall, the Ladysmith and Arcades Shopping Centres, Ashton Market, Market Square, Fletcher Square and surrounding town centre streets. Located at the centre of the AMDZ, the area is the primary focus for town centre investment and regeneration, building on the recent enhancement of Market Square, restoration works to Ashton Town Hall and wider public realm improvements. The Ashton-under-Lyne Town Centre Masterplan identifies the need to modernise the town centre, improve connectivity with the transport interchange and create a more attractive, vibrant and sustainable destination for residents, businesses and visitors. Central to this vision is the comprehensive redevelopment and repurposing of the Arcades and Ladysmith Shopping Centres to support a mixed-use town centre neighbourhood incorporating residential, commercial, leisure, cultural and community uses. Ongoing public realm investment, refurbishment of the Town Hall and future reconfiguration of Ashton Market, supported by recent Council acquisitions associated with the transport interchange and Ladysmith Shopping Centre, provide strong foundations for the long-term regeneration of Ashton Central. The first phases of development are well underway with the redevelopment of the Market Square; further funding will be secured for further phases of development.

5.88 The Arcades and Ladysmith Shopping Centres occupy a significant proportion of Ashton Town Centre and represent one of the most important regeneration opportunities within the borough. Changing retail patterns and reduced demand for traditional retail floorspace provide an opportunity to diversify the town centre through the introduction of new homes, employment, leisure, cultural, community and commercial uses. Comprehensive redevelopment of these sites, supported by improvements to public realm, permeability and active travel connections, will help increase the town centre population, diversify activity and support the long-term vitality and viability of Ashton Town Centre.

5.89 The Grade II Listed Ashton Town Hall remains one of the borough's most important civic buildings and occupies a prominent location within the Town Centre Conservation Area. The building presents a significant opportunity for heritage-led regeneration through its restoration and long-term reuse as a civic, cultural and community destination. Bringing the building back into active use will help reinforce its contribution to Ashton's identity, strengthen links with the market square and support wider town centre regeneration objectives.

5.90 **St Petersfield Strategic Regeneration Area** covers the land between Margaret Street and Cavendish Street, including Ashton Old Baths, Tameside Magistrates' Court and Henry Square. Identified as a major regeneration priority within the Ashton Mayoral Development Zone, the area is envisaged as a high-quality mixed-use business district that builds upon the success of Ashton Old Baths and its established digital and innovation infrastructure. While recent investment has transformed parts of the area, significant opportunities remain across surface car parks and underutilised development plots. The St Petersfield Masterplan Vision Report seeks to create a vibrant, connected and sustainable quarter that strengthens links with Ashton Town Centre, Ashton Railway Station and Portland Basin whilst attracting inward investment and establishing a stronger sense of place. Key projects include enhancements to Henry Square as a major civic and events space, expansion of Ashton Old Baths, new public realm and green infrastructure improvements, and the pedestrianisation of sections of Old Street to improve connectivity. Together, these initiatives will support the creation of a thriving innovation and business district that generates employment opportunities, encourages sustainable travel and reinforces St Petersfield's role as a premier destination for living, working and investment in Tameside.

5.91 The regeneration of Ashton Town Centre provides a significant opportunity to deliver new homes within highly sustainable locations, making use of previously developed land and underutilised buildings. Town centre living will play an important role in supporting local businesses, increasing footfall throughout the day and evening, improving natural surveillance and contributing to the long-term vitality and viability of the centre. Potential redevelopment opportunities within the town centre, including the Arcades and Ladysmith areas, could deliver substantially more homes than are currently identified within the neighbourhood housing requirement.

5.92 Ashton-under-Lyne Railway Station is a key asset for the town and will play an increasingly important role within the Bee Network. The station provides suburban connectivity to the rest of the city region and supports multi-modal journeys, with the interchange – bus and Metrolink – only a short walk from the railway platform.

5.93 However, Ashton's railway station is not delivering to its full potential and represents a significant growth opportunity. Wellington Road and the Albion Way provide a convenient route for motorists, but present those walking, wheeling, cycling and taking sustainable modes of transport with major severance between the station and town centre. The quality of public realm is poor, and multiple crossing stages disincentivise multi-modal journeys.

5.94 An enhanced Ashton Rail Hub, as identified through Greater Manchester's emerging update to its transport strategy and associated investment programmes, will improve connectivity both to and from the station and between the station and other modes of transport, serving as a welcoming gateway to both Ashton and the broader borough. The transformation of the station and its surrounding area will also support wider regeneration opportunities by improving public realm, reducing severance and creating stronger links between the station, Ashton Town Centre, St Petersfield and surrounding development opportunities.

5.95 Further to this, key is the further integration of sustainable modes of transport into the Bee Network and the delivery of orbital strategic links between Ashton and the city region. This strategic orbital vision may include future rapid transit opportunities, including options utilising the Denton corridor, alongside enhancements to Greater Manchester's Strategic Cycle Network and other sustainable transport investments connecting Ashton with Stockport, Oldham and destinations across the city region. The provision of safe, high-quality, off-road and on-road infrastructure, as well as a new walking and wheeling viaduct at Park Bridge, will support physical activity, economic activity, and ultimately drive sustainable growth.

5.96 Additionally, Portland Basin forms an important heritage, tourism and recreation destination at the junction of the Ashton, Peak Forest and Huddersfield Narrow Canals. The area's distinctive industrial heritage, waterways, public realm and heritage assets contribute significantly to the character and identity of Ashton-under-Lyne. Opportunities exist to support

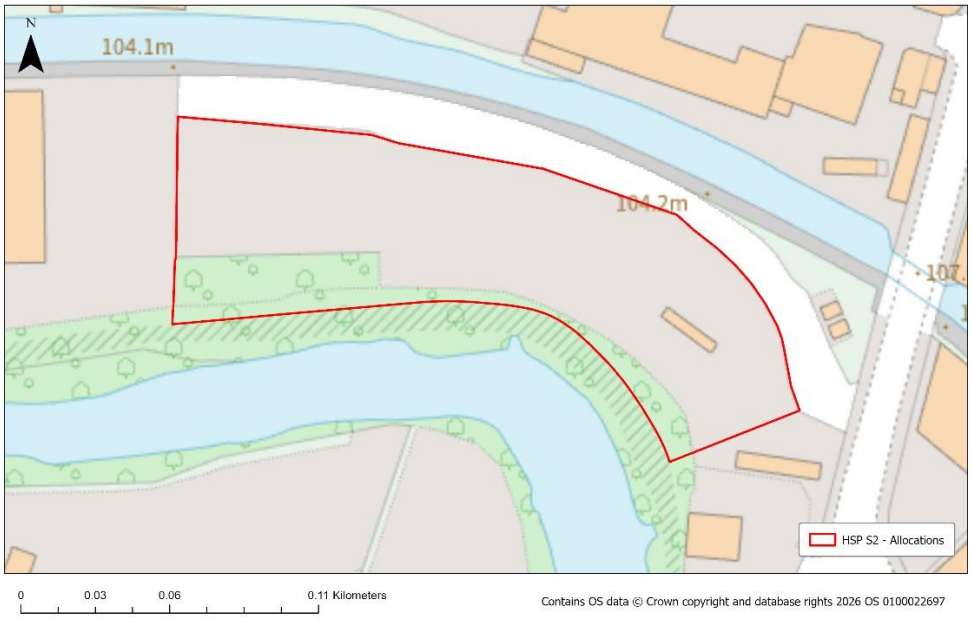


heritage-led regeneration, improve connectivity along the canal network, enhance public access and strengthen the area's role as a destination for recreation, leisure and tourism.

5.97 Park Bridge and Richmond Street provide an important leisure, tourism and recreation asset on the edge of Ashton-under-Lyne, benefiting from close connections to neighbouring communities in Manchester and Oldham. Their industrial heritage, canal network, open spaces and active travel connections create opportunities to support recreation, tourism and environmental improvements whilst respecting their Green Belt location and landscape setting. Planned improvements, including enhanced walking and wheeling connections, have the potential to further strengthen their role within the wider visitor and recreation offer of the borough.

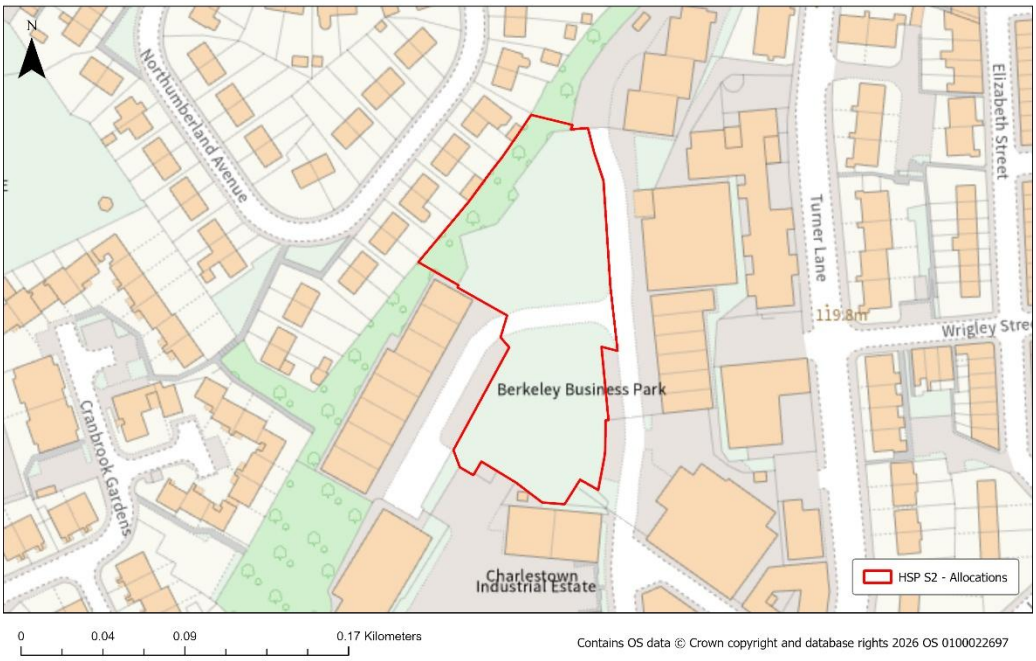
Development allocations

HSP S2D: Allocation 1: Clarence Street



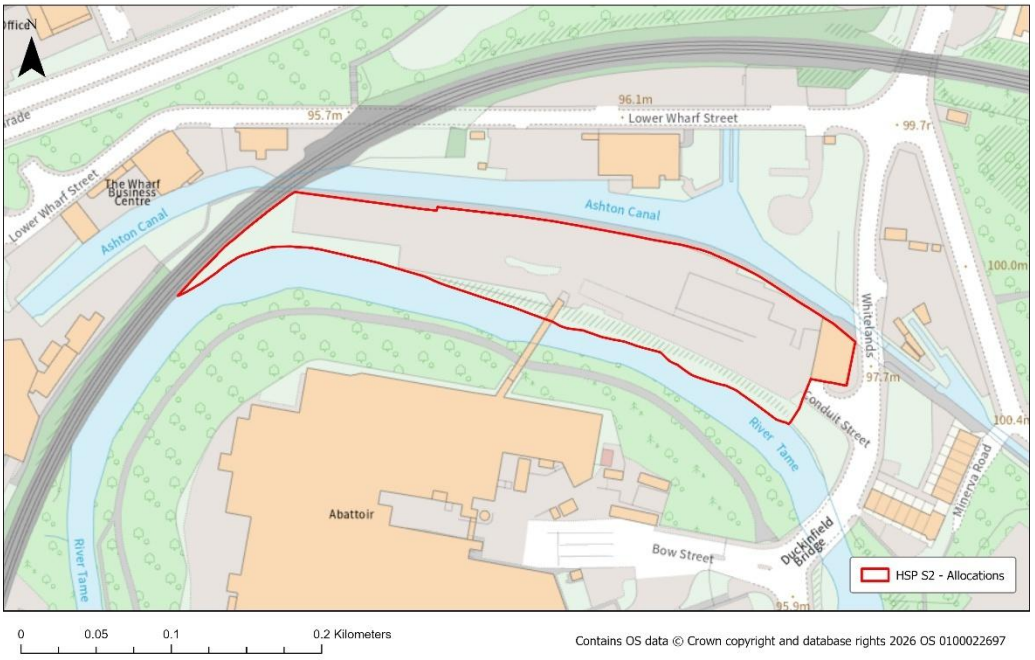
HSP S2D: Allocation 1: Clarence Street (0.51 hectares): for around **2,040** sqm of employment uses

HSP S2D: Allocation 2: Berkeley Business Park



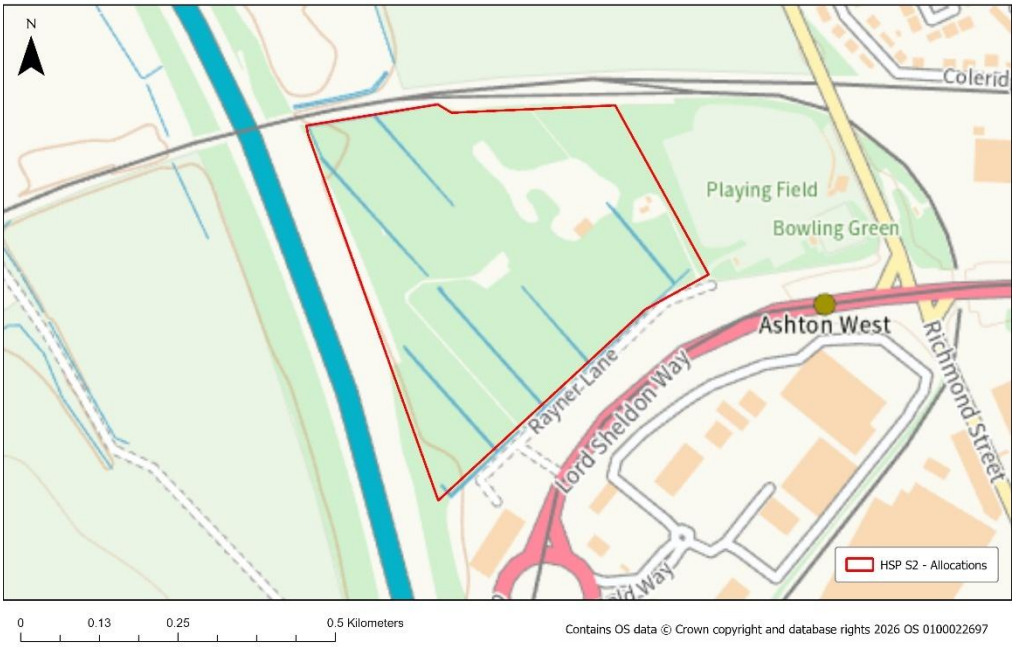
HSP S2D: Allocation 2: Berkeley Business Park (0.45 hectares): for around **2,536** sqm of employment uses

HSP S2D: Allocation 3: Conduit Street



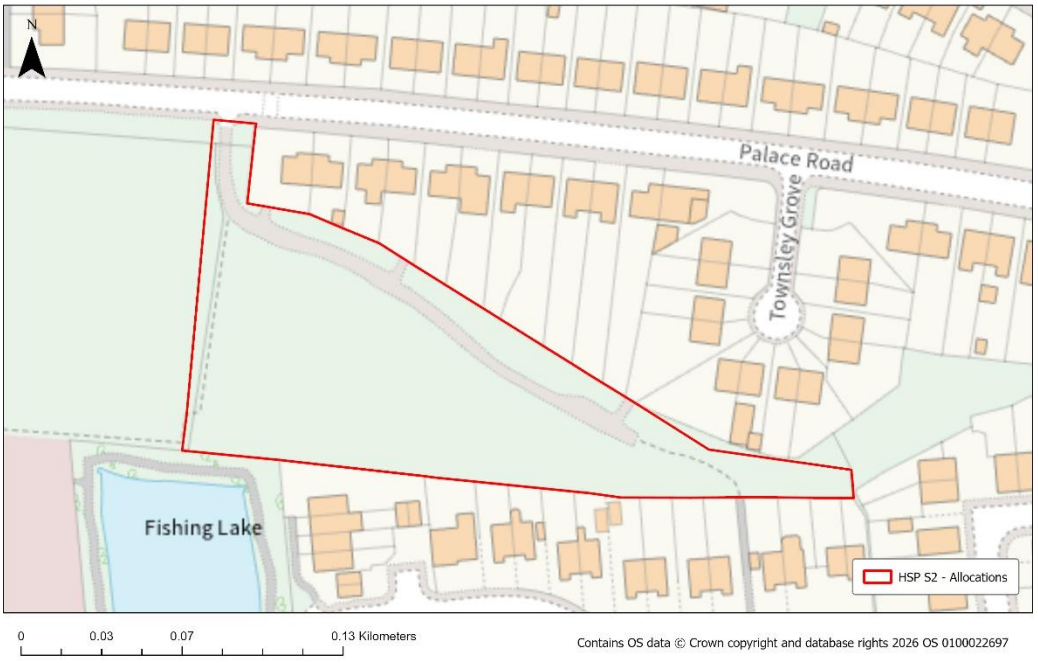
HSP S2D: Allocation 3: Conduit Street (0.85 hectares): for around 3,400 sqm of employment uses

HSP S2D: Allocation 4: Ashton Moss East



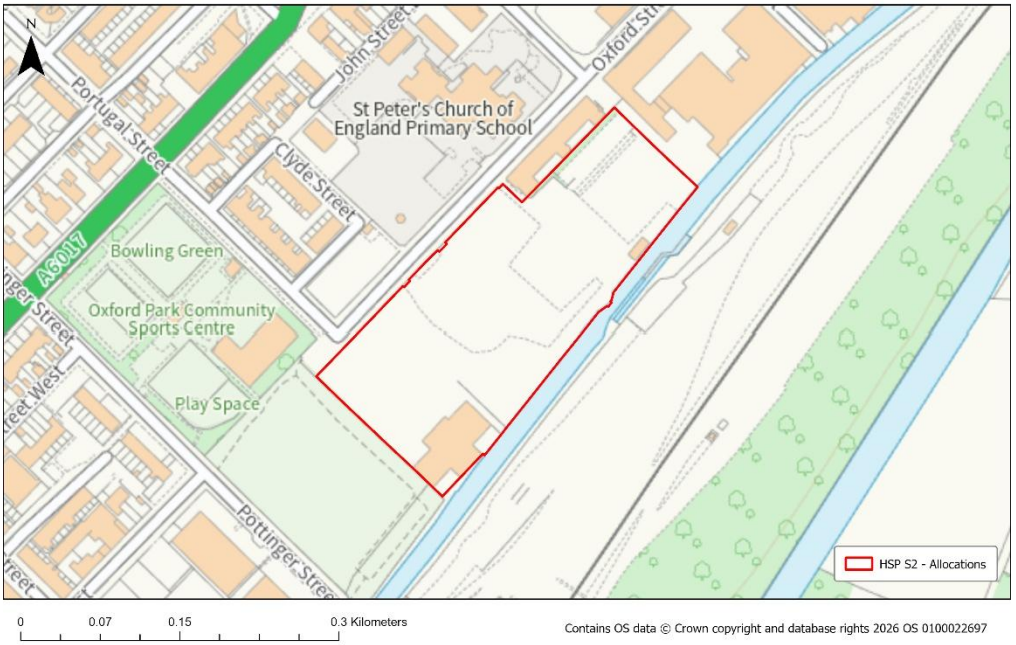
HSP S2D: Allocation 4: Ashton Moss East (8.21 hectares): for around 22,568 sqm of employment uses

HSP S2D: Allocation 5: Palace Road



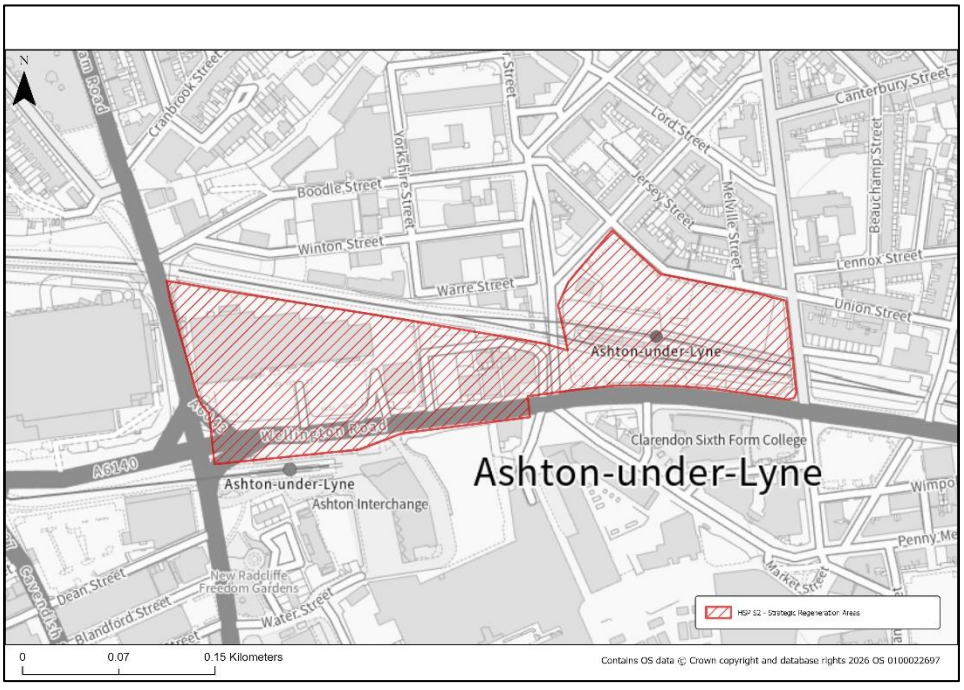
HSP S2D: Allocation 5: Palace Road (0.58 hectares): for around 20 new homes

HSP S2D: Allocation 6: Oxford Street East

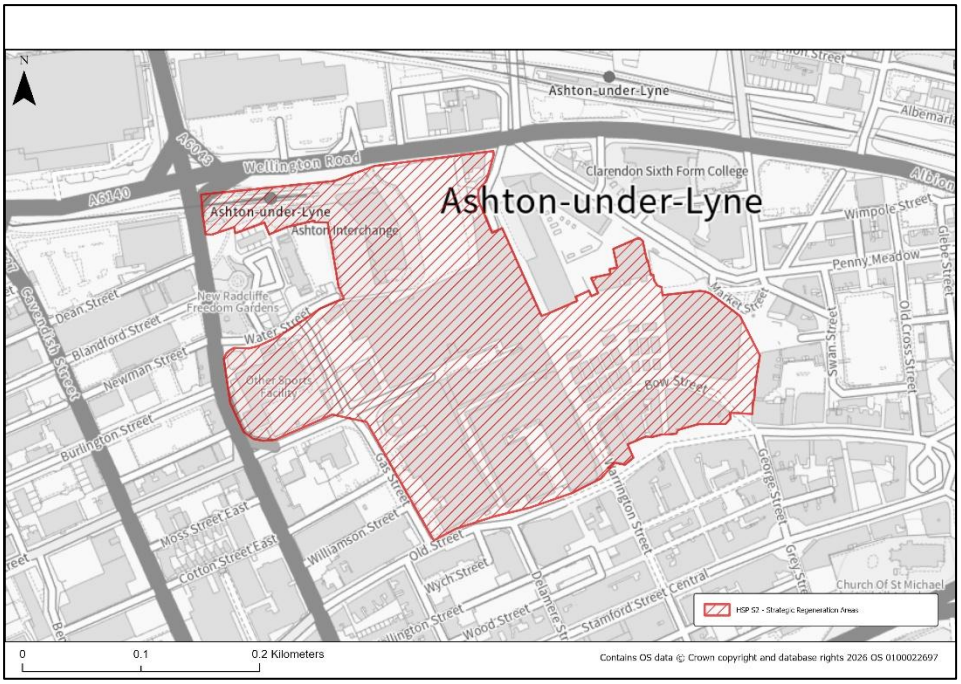


HSP S2D: Allocation 6: Oxford Street East (1.92 hectares): for around 7720 sqm of employment uses

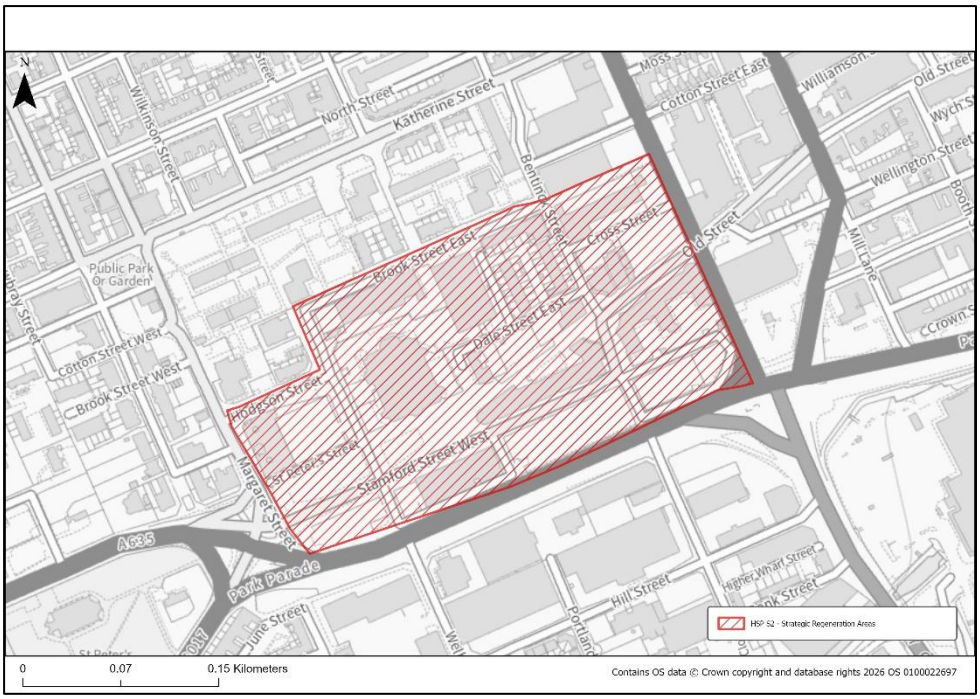
Strategic Regeneration Areas



HSP S2D: Strategic Regeneration Area 1: Ashton North



HSP S2D: Strategic Regeneration Area 2: Ashton Central



HSP S2D: Strategic Regeneration Area 3: St Petersfield

Policy HSP S2E: Audenshaw

The vision for the Audenshaw neighbourhood up to 2042 is to:

1. **Support the comprehensive redevelopment of the disused parcel of land adjacent to the Audenshaw Metrolink stop, delivering new homes, improving the setting of the stop and strengthening connections to Ryecroft Hall, its surrounding park and wider neighbourhood.**
2. **Conserve and enhance the area's heritage assets, including the Grade II listed Ryecroft Hall and its grounds, supporting their continued role as the neighbourhood's principal civic, cultural and community focus.**
3. **Deliver a net increase of around 150 new homes across Audenshaw, making efficient use of previously developed land and supporting the continued provision of a broad range of family housing.**
4. **Support the continued role of the Snipe Retail Park as strategically important an out-of-centre destination for bulky goods retailing, whilst safeguarding the vitality and viability of Tameside's designated centres.**
5. **Support the enhancements of walking, wheeling and cycling connections across Audenshaw, including improved use of the Canal network as a strategic recreational and active travel corridor linking Audenshaw with Ashton, Droylsden and neighbouring communities.**
6. **Support the delivery of a broad mix of housing, with a particular emphasis on family homes and neighbourhoods that contribute to balanced and sustainable communities.**
7. **Support opportunities to secure appropriate public access to Audenshaw Reservoir and its surroundings, recognising its potential role as a strategic leisure, recreation and environmental asset of boroughwide importance.**

The vision and priorities for the Audenshaw neighbourhood will be delivered through a combination of site allocations, existing commitments and other suitable development opportunities within the urban area, supported by investment in transport infrastructure, public realm, active travel networks and community assets. Delivery will also be supported through improvements to connectivity around the Ashton Canal corridor, enhancement of the setting of Audenshaw Metrolink Stop and Ryecroft Hall, the continued role of the Snipe Retail Park, and opportunities to enhance access to Audenshaw Reservoir and other green and blue infrastructure assets. Together with the other policies of the Development Plan, these measures will support housing delivery, improved

connectivity, environmental quality, recreation opportunities and the continued attractiveness of Audenshaw as a sustainable family-oriented neighbourhood.

Reasoned Justification

5.98 Audenshaw is strategically located approximately 4.9 miles east of Manchester city centre and 1.7 miles west of Ashton-under-Lyne. The area benefits from strong arterial routes and excellent transport connectivity, including the M60 motorway, A635, Fairfield railway station, Metrolink services, and a comprehensive bus network. These links enable residents to access employment and education opportunities across Tameside and Greater Manchester, supporting socio-economic growth. These characteristics make Audenshaw an attractive and sustainable residential neighbourhood, well placed to accommodate modest levels of housing growth whilst maintaining its established character and strong family housing offer.

5.99 Land adjacent to the Audenshaw Metrolink Stop represents a significant redevelopment opportunity in a highly accessible and sustainable location. The site has the potential to deliver new homes, improve the setting of the Metrolink stop and strengthen connections to Ryecroft Hall and its surrounding park, whilst creating a more attractive gateway to the neighbourhood and making more effective use of underutilised land.

5.100 The area's physical layout is shaped by major infrastructure, including the Ashton Canal, local reservoirs, M60 motorway and key arterial roads. As large physical barriers these features present challenges to the general permeability of the area. However, prioritising walking and cycling through improvements to public realm, upgraded pedestrian routes, and transformational transport schemes will help tackle congestion and support improvements in air quality. Enhancing links between residential neighbourhoods, public transport stops, community facilities and surrounding centres will support healthier lifestyles and greater use of sustainable transport modes.

5.101 Educational establishments in and adjacent to Audenshaw drive housing value, particularly Audenshaw Highschool for boys and Fairfield Highschool for girls, which alongside the area's strategic connectivity make this a desirable location for family housing. Future housing delivery should continue to support a broad mix of homes, with a particular emphasis on

family housing where appropriate for the site, that contributes towards balanced and sustainable communities.

5.102 The linear feature of the Ashton Canal presents a significant asset, offering biodiversity value, access to green space, and strategic active travel connections to neighbouring towns. The canal corridor also provides opportunities to strengthen walking, wheeling and cycling links between Audenshaw, Ashton-under-Lyne, Droylsden and surrounding communities. The canal corridor presents an opportunity to strengthen green and blue infrastructure, improve biodiversity, and promote sustainable travel.

5.103 In terms of retailing, the Snipe Retail Park is of boroughwide importance and provides substantial levels of retail floorspace albeit in an out-of-centre location. Primarily serving the bulky goods comparison market it is located adjacent to junction 23 of the M60 motorway. More local retail and services are typically clustered around key nodes such as at Droylsden Road around the Audenshaw Metrolink stop and at the junction of Guide Lane and Stamford Road at the Sun Inn, which primarily host convenience stores, hot food takeaways, and small-scale amenities. The continued role of the Snipe Retail Park in serving bulky goods retail needs should be balanced with the need to protect and support the vitality and viability of Tameside's designated centres.

5.104 The Grade II listed Ryecroft Hall and its surrounding park provide the community focus and civic function to the centre of Audenshaw. The Hall and its grounds make an important contribution to local identity and sense of place and should continue to be conserved and enhanced as key heritage assets. Land between it and the Metrolink provide a development opportunity for sensitively designed development that could enhance the character of the area, strengthen connections between these assets and improves the setting of both the Hall and the surrounding park.

5.105 Audenshaw Reservoir and its surrounding environment represent an important environmental and recreational asset within the borough. Subject to environmental considerations and landownership constraints, opportunities to secure appropriate public access and strengthen links with surrounding walking and cycling routes could enhance its contribution to recreation, health and wellbeing, biodiversity and the wider green infrastructure network.

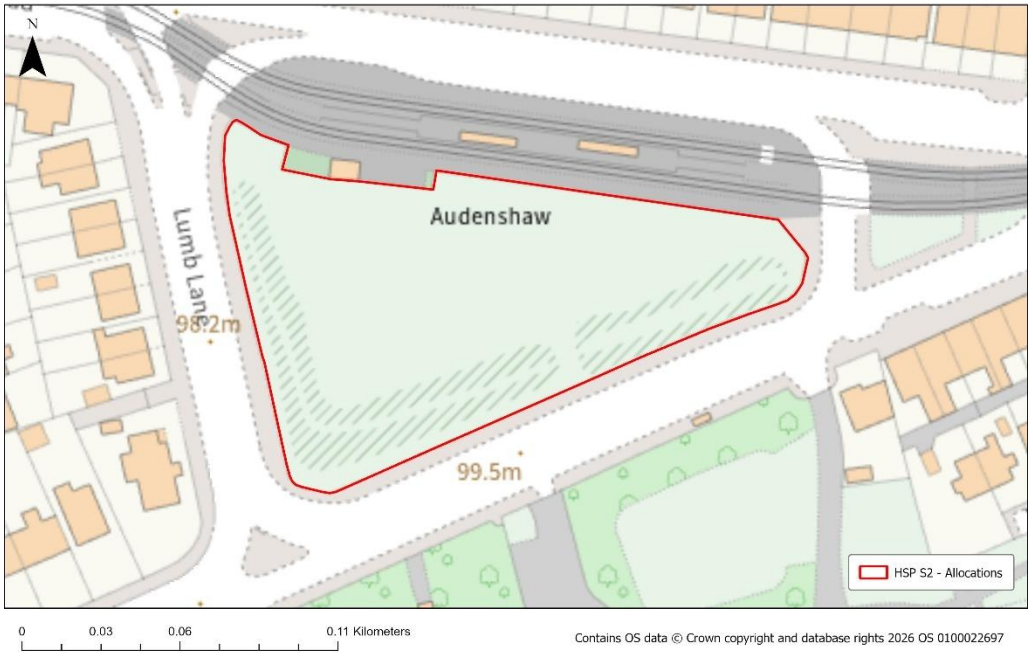
Development allocations

HSP S2E: Allocation 1: Ashton Canal



HSP S2E: Allocation 1: Ashton Canal (0.0.87 hectares): for around 65 new homes

HSP S2E: Allocation 2: Audenshaw Tram Stop



HSP S2E: Allocation 2: Audenshaw Tram Stop (0.51 hectares): for around 36 new homes

Policy HSP S2F: Denton

The vision for the Denton neighbourhood up to 2042 is to:

1. **Deliver a net increase of around 600 new homes across Denton, making effective use of identified development opportunities and supporting the continued provision of a broad range of housing.**
2. **Support the continued role and growth of employment areas to the south and east of Denton Island, alongside the longer-term improvement of Junction 24 of the M60 motorway and surrounding transport infrastructure, as identified through local and strategic transport investment programmes, recognising its importance to connectivity, investment and economic growth within Denton, wider borough and Manchester and Stockport beyond.**
3. **Support public realm, highway and environmental improvements in and around Denton town centre, improving pedestrian permeability, supporting town centre vitality and creating a more attractive and accessible environment for residents, visitors and businesses.**
4. **Reduce the severance created by the M67 and associated transport infrastructure by improving north-south connectivity, including safer and more attractive walking, wheeling and cycling links and bridge crossings.**
5. **Support the continued diversification and vitality of Denton Town Centre, through public realm improvements that facilitate outdoor dining, events, community activity and an enhanced food and beverage offer.**
6. **Support improvements to bus, walking, wheeling and cycling connectivity across Denton, particularly between the town centre, residential neighbourhoods and key destinations.**
7. **Supportive the protection, sensitive restoration and long-term viable use of the Grade II* Listed Hyde Hall and its setting, recognising its importance as one of the broughs most significant heritage assets and its inclusion on the Heritage at Risk Register.**
8. **Protect and enhance the distinct landscape, ecological and recreational value of the Tame Valley and Haughton Dale, whilst supporting investment in active travel routes and improved connections to Hyde, Reddish, Stockport, Guide Bridge and Ashton.**

The vision and priorities for the Denton neighbourhood will be delivered through a combination of site allocations, existing commitments and other

suitable development opportunities within the urban area. This will be supported by investment in transport infrastructure, public realm improvements, local centres, community facilities and active travel networks. Delivery will also be supported through the implementation of public realm and environmental improvement programmes, continued investment in employment areas around Denton Island, improvements to strategic transport corridors including Junction 24 of the M60 motorway, and measures to enhance sustainable connections between neighbourhoods, green spaces and surrounding centres. Together with the other policies of the Development Plan, these measures will support housing delivery, economic growth, town centre vitality, improved connectivity and the protection and enhancement of Denton's heritage, landscape and environmental assets.

Reasoned Justification

5.106 Denton as a neighbourhood area extends from Haughton Green in the south to Hooley Hill in the north, and from the Hyde boundary in the east to the Reddish boundary in the west. The area benefits from a high-quality landscape and environmental assets, providing access to greenspace and opportunities for active lifestyles. The neighbourhood accommodates a range of established residential communities and will continue to play an important role in delivering housing growth within sustainable locations whilst maintaining a broad mix of homes and supporting balanced communities.

5.107 Denton is strategically positioned approximately 5 miles from Manchester City Centre and 2 miles from Ashton-under-Lyne. The M60 and M67 corridors provide strong vehicular connectivity, supporting economic activity and some of the borough's strongest performing clusters of employment uses, including important concentrations of employment land to the south and east of Denton Island. Junction 24 of the M60 forms a strategically important gateway serving Denton and the wider borough, and ongoing investment through local and strategic transport programmes will play an important role in supporting employment growth, accessibility and economic competitiveness.

5.108 The M67 and associated transport infrastructure create significant severance between communities and act as barriers to walking, wheeling and cycling movement. There is an opportunity to improve north-south connectivity



through investment in bridge crossings, active travel infrastructure and wider transport improvements that create safer, more attractive and accessible routes between neighbourhoods. Longer-term opportunities may also arise through future strategic transport interventions and investment programmes.

5.109 Furthermore, minor investment in active travel links could deliver high-quality greenspace with onward connections to Hyde, Reddish, Stockport, Guide Bridge and Ashton. Improved connectivity has the potential to reduce short-distance car journeys, encourage healthier lifestyles and better connect residential neighbourhoods with Denton Town Centre, employment locations and community facilities.

5.110 Crown Point Retail Park provides a range of retail and public services; however, its prominence has presented challenges to the core of Denton's town centre which has been successful in re-inventing itself, having a strong food and beverage offer. Denton has strengthened its town centre in recent years with investment in the Wellness Centre at its heart providing a range of leisure activities and has all the core components of a vibrant and healthy centre, including its town centre park and a number of convenience retailing opportunities at Morrisons, Lidl and more recently Aldi.

5.111 Continued public realm, environmental and highway improvements within Denton Town Centre have the potential to improve accessibility, strengthen pedestrian movement, support local businesses and further diversify the centre's offer. Building upon the town's growing food and beverage sector, opportunities exist to support outdoor dining, events and community activities that contribute to a more vibrant and attractive town centre environment.

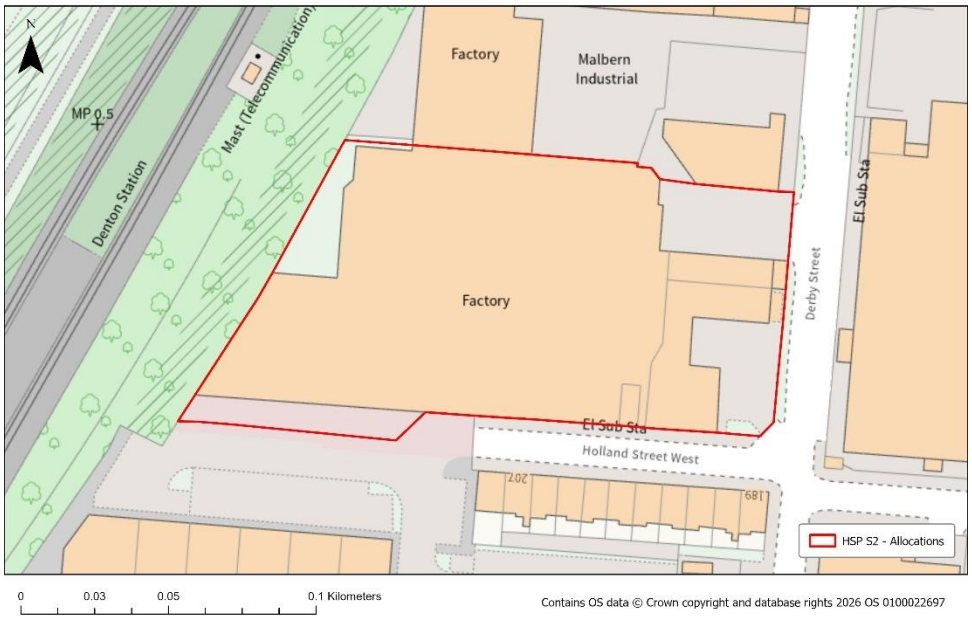
5.112 To the south, beyond Haughton Green, the Tame Valley and Haughton Dale provide strategic recreational, ecological and landscape assets, valued for their openness, tranquillity and diverse biodiversity and geodiversity interests. These areas play an important role in connecting communities to nature and provide opportunities to strengthen active travel networks, recreation routes and green infrastructure connections across the wider city region. Within this landscape setting, Hyde Hall is one of the borough's most important heritage assets and is currently included on Historic England's Heritage at Risk Register. The Grade II* listed hall, associated Grade II listed

buildings and their setting make a significant contribution to Denton's historic environment and local identity. Opportunities to secure the sensitive restoration, long-term viable use and continued conservation of the site will be important in safeguarding this nationally significant heritage asset for future generations.

5.113 Through targeted investment in sustainable transport, town centre improvements, housing delivery, employment growth, active travel infrastructure and environmental enhancement, Denton will continue to evolve as a connected, vibrant and inclusive neighbourhood, supporting both environmental and economic sustainability whilst capitalising on its strategic location within Greater Manchester.

Development allocations

HSP S2F: Allocation 1: Holland Street West



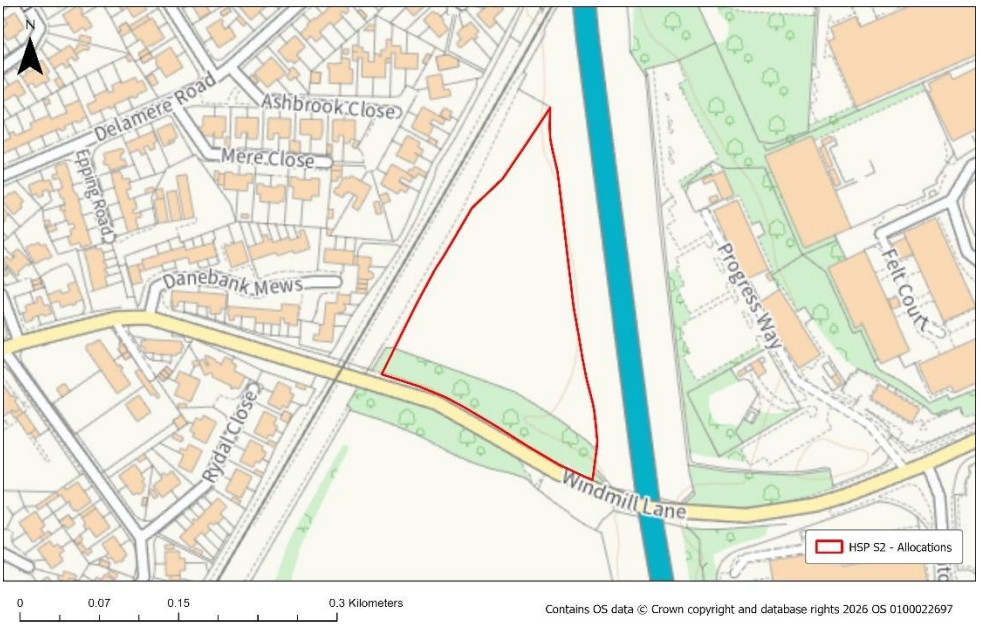
HSP S2F: Allocation 1: Holland Street West (0.57 hectares): for around 2,157 sqm of employment uses

HSP S2F: Allocation 2: Windmill Lane East



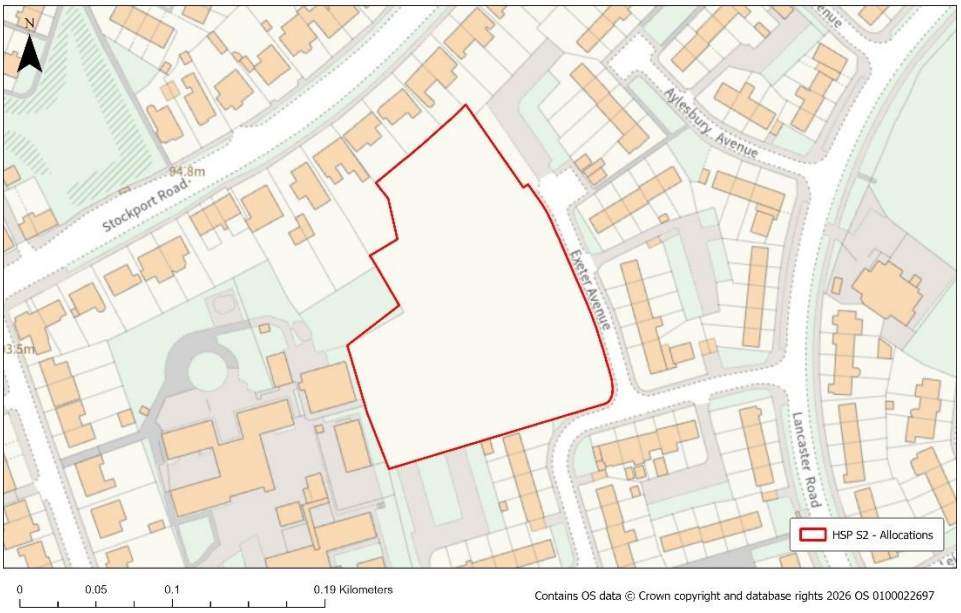
HSP S2F: Allocation 2: Windmill Lane East (1.08 hectares): for around **4,315** sqm of employment uses

HSP S2F: Allocation 3: Windmill Lane West



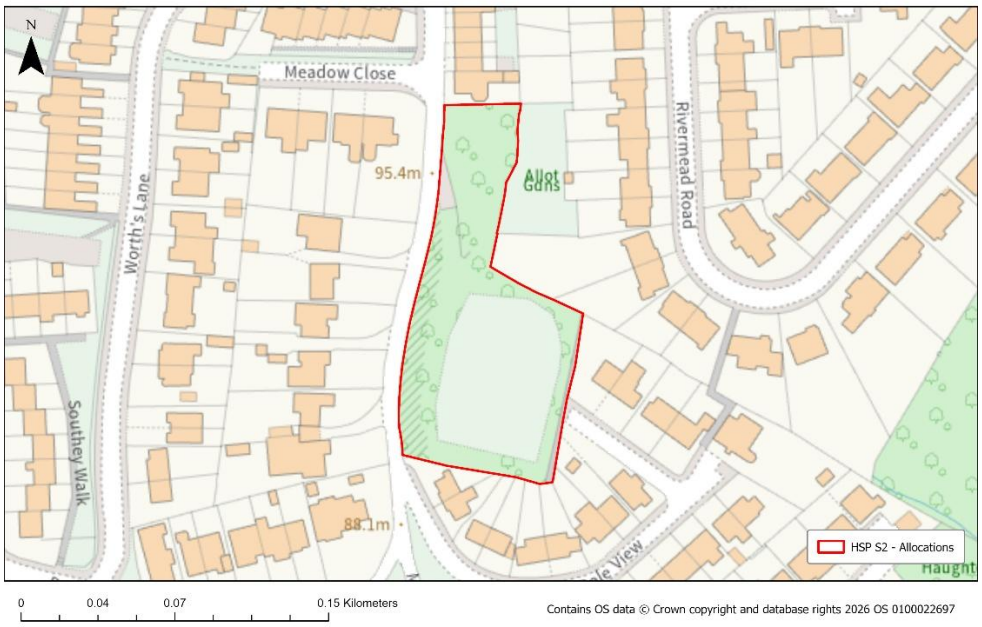
HSP S2F: Allocation 3: Windmill Lane West (1.24 hectares): for around **4,953** sqm of employment uses

HSP S2F: Allocation 5: Exeter Avenue



HSP S2F: Allocation 5: Exeter Avenue (0.80 hectares): for around 29 new homes

HSP S2F: Allocation 6: Meadow Lane



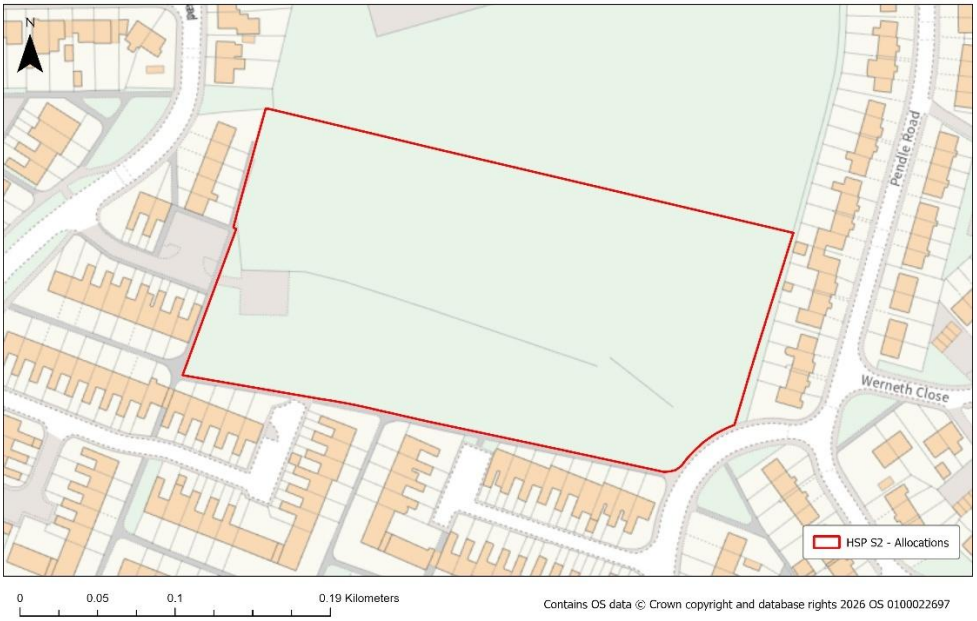
HSP S2F: Allocation 6: Meadow Lane (0.36 hectares): for around 18 new homes

HSP S2F: Allocation 7: Land South of Greswell



HSP S2F: Allocation 7: Land South of Greswell (2.20 hectares): for around 78 new homes

HSP S2F: Allocation 8: Capesthorne



HSP S2F: Allocation 8: Capesthorne (1.9 hectares): for around 67 new homes

Policy HSP S2G: Droylsden

The vision for the Droylsden neighbourhood up to 2042 is to:

1. **Support a comprehensive masterplanned approach, approved by the Council, to the regeneration of the town centre, including the Concord Suite and Greenside Lane Shopping Park, creating a vibrant mixed-use destination incorporating new homes, employment, leisure, community and cultural uses together with improvements to public realm and connectivity.**
2. **Support the delivery of a new Littlemoss/Ashton Moss West railway station to improve accessibility, support sustainable growth and strengthen public transport connectivity between Droylsden and the wider city region.**
3. **Maintain and enhance Droylsden's established residential neighbourhoods as attractive, sustainable and predominantly family-oriented communities, accommodating limited change outside of identified development and regeneration opportunities.**
4. **Deliver a net increase of around 650 new homes across Droylsden, with a focus on previously developed land and high-quality residential development that supports the regeneration of the town centre and other identified brownfield opportunities.**
5. **Support enhanced connectivity between neighbourhoods through improvements to the canal network, Medlock Valley and other green and blue infrastructure corridors, encouraging walking, wheeling, cycling, recreation and leisure, whilst protecting landscape, ecological and biodiversity value.**
6. **Build upon Droylsden's proximity to Manchester city centre and connectivity via Metrolink by directing higher-density residential development towards sustainable brownfield sites and locations with excellent public transport accessibility.**
7. **Conserve and enhance the distinctive historic character of the Fairfield conservation area, including the Moravian Settlement, its listed buildings and associated townscape, recognising its national heritage significance and contribution to local identity.**
8. **Support the enhancement of the Medlock sports and recreation cluster as a strategic destination for sport, physical activity, leisure and community use, improving accessibility and connections to surrounding residential areas, green spaces and active travel routes.**

The vision and priorities for the Droylsden neighbourhood will be delivered through a combination of site allocations, the Droylsden Central Strategic Regeneration Area, existing commitments and other suitable development opportunities within the urban area. Delivery will be supported by public and private sector investment in town centre regeneration, transport infrastructure, public realm, heritage assets, green and blue infrastructure and community facilities, together with the implementation of masterplans and regeneration frameworks approved by the Council and the other policies of the Development Plan. Collectively, these measures will support housing delivery, economic diversification, improved connectivity, enhanced environmental quality and the continued regeneration of Droylsden as a sustainable and well-connected neighbourhood within the Eastern Growth Cluster.

Reasoned Justification

5.114 Droylsden's housing stock is distinctive, shaped by its historic Moravian settlement and replicated street patterns that create a cohesive neighbourhood character, with many of the town's suburbs having a close walkable relationship with its civic centre. Droylsden town centre presents an immense opportunity given its proximity to the city centre and connectivity via Metrolink to both Ashton as Tameside's primary centre and Manchester for both employment and leisure activities. Enhancement of the public realm, redevelopment of vacant and under-utilised sites, and improvement to connections across the town centre provides tangible opportunities to drive positive change. Whilst targeted regeneration and new development will play an important role, much of Droylsden will remain characterised by established residential neighbourhoods which make a significant contribution to the area's identity and attractiveness as a place to live.

5.115 To address Tameside's housing requirements, unused brownfield sites, such as the former Robertson's Jam Factory, have been and will continue to be prioritised for residential development. These schemes will deliver a range of housing types and tenures, including higher-density development in sustainable locations close to public transport, supporting population growth and town centre regeneration. The former Jam factory site has already delivered high-quality family housing east of the town centre, setting a precedent for future regeneration with ready access to excellent schools and transport connections.

Droylsden Central Strategic Regeneration

5.116 The **Droylsden Central Strategic Regeneration Area** forms the heart of the town centre and includes key sites, such as Droylsden Shopping Centre, the Concorde Suite and Tesco Superstore. The Droylsden Town Centre Masterplan and Implementation Strategy sets out the vision to create a vibrant, people focused town centre with a stronger sense of place, improved public spaces, enhanced pedestrian links and more diverse mix of retail, leisure, community and employment uses. Development within the Strategic Regeneration Area will be focused on revitalising the shopping centre and surrounding public realm, improving connections between Tesco, the town centre and the Marina, and bringing forward a long-term solution for the Concorde Site. Key proposals include the creation of a new flexible town square and event space within the shopping centre car park (Droylsden Square) and highways around Market Street and Manchester Road, and redevelopment opportunities at the Concorde suite and Villemomble Square that could introduce new homes, businesses, food and drink venues and community facilities. The Marina site is currently being disposed of for residential development and a planning application (ref: 26/00638/FUL) has been submitted proposing the partial demolition of the Concord Suite to support the delivery of a mixed-use development in the heart of the town centre.

5.117 Arterial east-west commuter traffic movements provide challenges for Droylsden's public realm and connectivity. Villemomble Square, whilst serving as the civic heart of the town, is severed from surrounding communities by highways and Metrolink infrastructure and vehicle dominated spaces. There are many vacant frontages, poor-quality surfaces and limited provision of open space and play areas. The Town Centre Masterplan seeks to address these issues through comprehensive public realm redesign, reducing surface car parking, replacing poor quality materials with high-quality paving and landscaping, and creating clear gateways that establish a stronger sense of arrival. The Fairfield Moravian Settlement and wider Fairfield Conservation Area are nationally significant heritage assets that make a substantial contribution to Droylsden's identity and sense of place. Future regeneration and public realm improvements should complement and celebrate this historic environment whilst protecting its distinctive character and townscape. Interventions must safeguard the wider

heritage asses, including its historic canal connections, whilst encouraging mixed use development along the high street to strengthen civic identity and vibrancy.

5.118 Droylsden benefits from strategic transport links, located four miles east of Manchester City Centre and served by the M60 orbital motorway, the A662 corridor, and the Metrolink East–West line. Continued investment throughout the TfGM Corridor Study is essential to enhance the A662 as a key arterial route into Manchester. However, connectivity challenges remain and car-dominated routes compromise pedestrian safety and walkability. Although Droylsden has three Metrolink stops, north–south connectivity is weaker, and further interventions are required to improve accessibility and reduce reliance on private vehicles.

5.119 The potential delivery of a new Littlemoss/Ashton Moss West rail station would further enhance public transport accessibility within the neighbourhood and support sustainable patterns of growth. Located between Droylsden and Ashton Moss, a new station could improve strategic connectivity, strengthen access to employment and education opportunities and complement wider investments in the rail and public transport network alongside the delivery of Ashton Moss West.

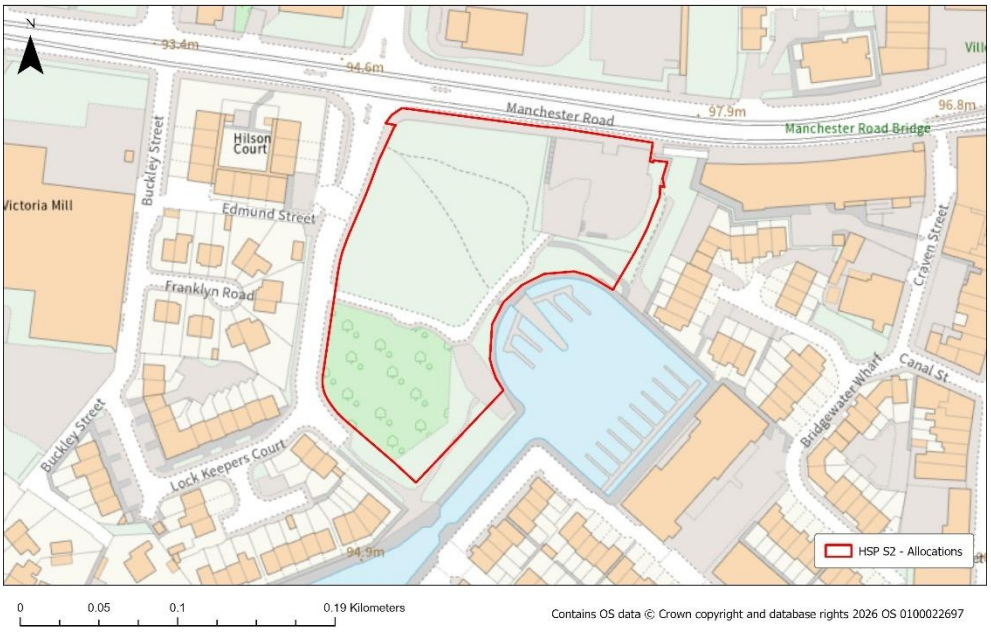
5.120 Enhancing Droylsden's green and blue corridors is critical to improving connectivity and quality of life. The Ashton Canal offers significant potential for walking and cycling links to neighbouring towns and wider networks, including the Medlock Valley, Clayton Vale, Daisy Nook Country Park, and Debdale Park. These corridors provide opportunities to strengthen walking, wheeling and cycling connections between neighbourhoods whilst supporting recreation, biodiversity and environmental improvement objectives. The Medlock Valley is a vital natural corridor connecting Droylsden to Manchester's inner suburbs. Leveraging these assets could further support leisure, tourism, and employment opportunities, reinforcing Droylsden's semi-rural identity to its suburbs.

5.121 The cluster of sports, recreation and community facilities located around Medlock forms an important leisure destination within the neighbourhood. Opportunities to improve accessibility, strengthen links with surrounding residential areas and enhance active travel connections will help maximise the contribution of these facilities to health, wellbeing and community life.

5.122 Through the regeneration of Droylsden, opportunities exist to expand employment through adaptive reuse of sites such as Greenside Mill for workspace provision, alongside activating upper floors of town centre properties and bringing forward mixed-use redevelopment opportunities with the Strategic Regeneration Area. Regeneration of the Marina site will provide new homes and strengthen connections to the canal network, helping reinforce relationships between the town centre, its waterways and surrounding neighbourhoods.

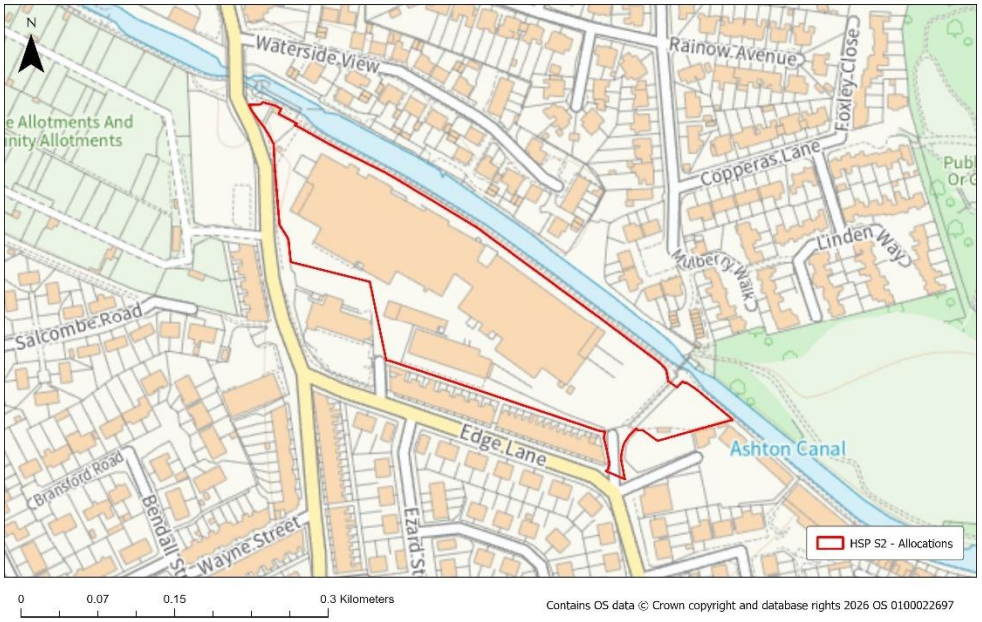
Development allocations

HSP S2G: Allocation 1: Droylsden Marina



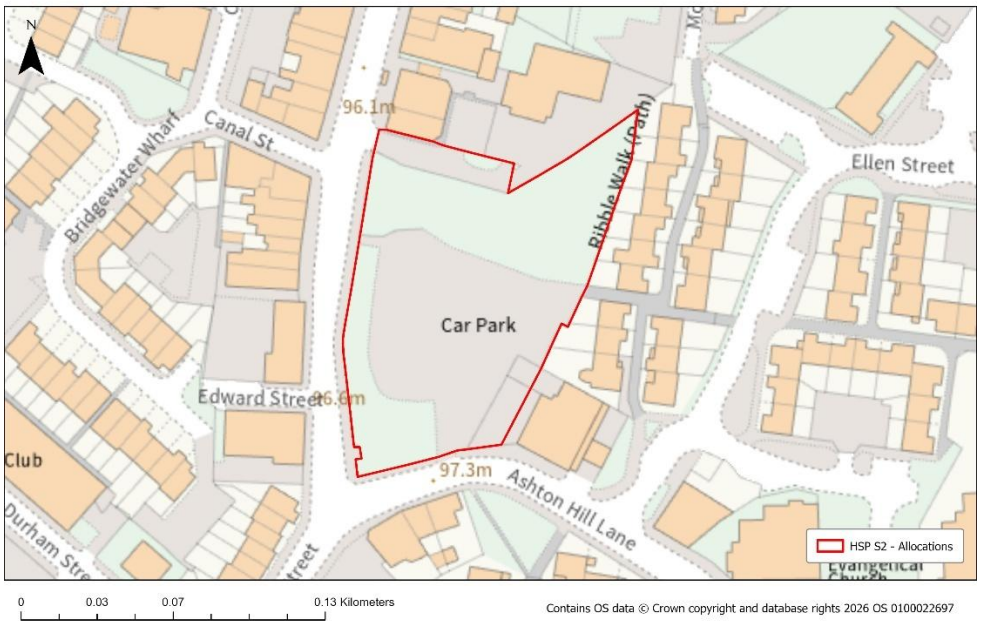
HSP S2G: Allocation 1: Droylsden Marina (0.93 hectares): for around 174 new homes

HSP S2G: Allocation 2: Edge Lane



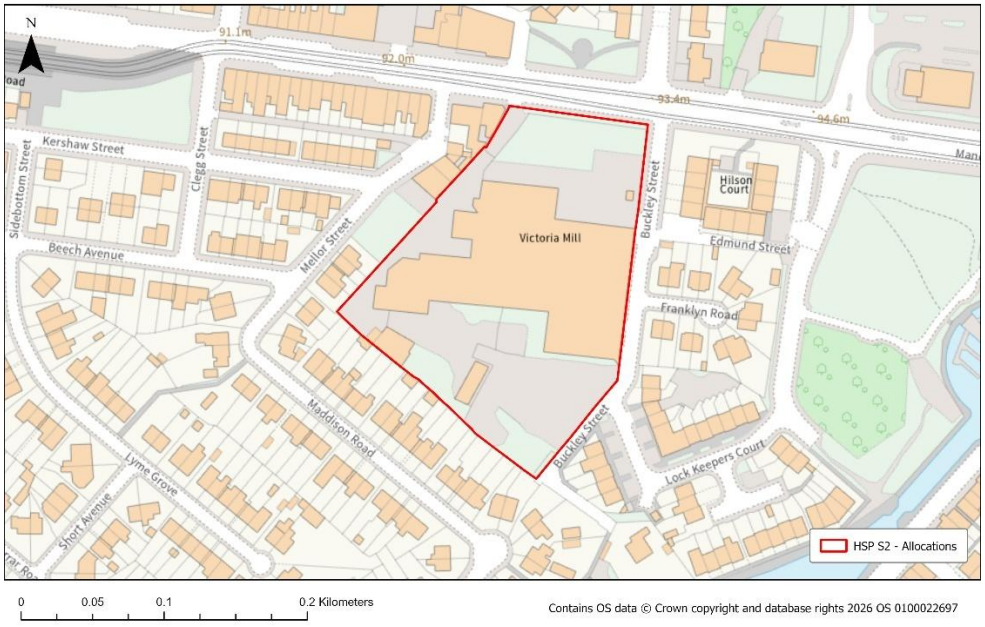
HSP S2G: Allocation 2: Edge Lane (1.92 hectares): for around 143 new homes

HSP S2G: Allocation 3: Ashton Hill Lane



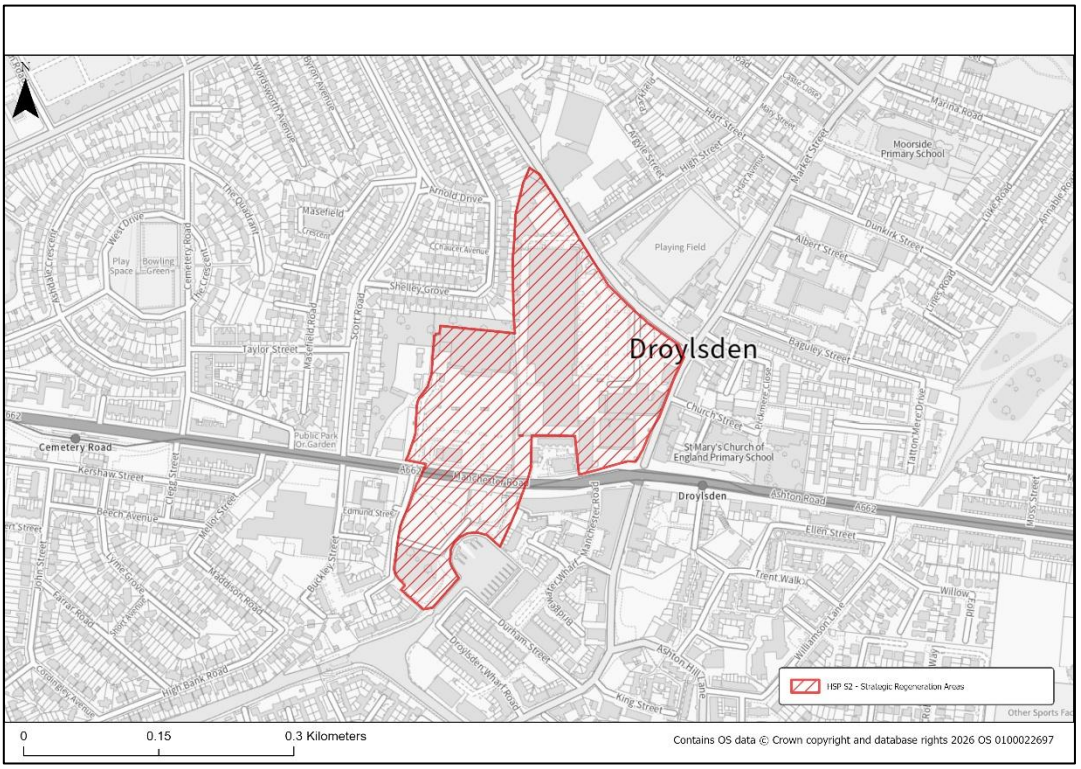
HSP S2G: Allocation 3: Ashton Hill Lane (0.43 hectares): for around 28 new homes

HSP S2G: Allocation 4: Victoria Mill



HSP S2G: Allocation 4: Victoria Mill (1.19 hectares): for around 127 new homes

Strategic Regeneration Areas



HSP S2G: Strategic Regeneration Area 1: Droylsden Central

Policy HSP S2H: Dukinfield

The vision for the Dukinfield neighbourhood up to 2042 is to:

1. **Maintain and enhance Dukinfield as an attractive and sustainable residential neighbourhood, accommodating relatively limited change outside identified development opportunities over the Plan period.**
2. **Maintain and enhance the diverse range of housing across the neighbourhood, delivering a net increase of around 100 new homes through the effective use of identified development opportunities whilst supporting balanced and sustainable communities.**
3. **Protect, sustain and enhance key employment locations, particularly within the Tame Valley corridor, recognising their importance in providing industrial activity, inward investment opportunities and local employment for residents.**
4. **Support the delivery of a new Dukinfield (Dewsnap) railway station to improve public transport accessibility, strengthen sustainable connections and support wider regeneration and investment opportunities.**
5. **Conserve and enhance the designated and non-designated heritage assets of Dukinfield, including the Grade II listed Dukinfield Town Hall and its setting, supporting improvements to the adjoining public realm and civic space.**
6. **Support the vitality, viability and environmental quality of the local shopping areas at King Street and Concord Way, promoting a balanced mix of uses and avoiding overconcentration that would undermine their character or function.**
7. **Support the enhancement of the River Tame and Peak Forest Canal corridors as important recreation, leisure and active travel routes, whilst protecting and enhancing their landscape, ecological and biodiversity value.**
8. **Support the enhancement of Blocksages and Astley as strategic hubs for sport, recreation, leisure and physical activity, improving accessibility and strengthening their role as community assets**

The vision and priorities for the Dukinfield neighbourhood will be delivered through a combination of site allocations, existing commitments and other suitable development opportunities within the urban area, supported by investment in transport infrastructure, local centres, public realm, community

facilities, heritage assets and recreational infrastructure. Delivery will also be supported through the continued protection and enhancement of the Tame Valley employment corridor, improvements to active travel and green infrastructure networks, and the application of the other policies of the Development Plan. Collectively, these measures will support housing delivery, employment opportunities, improved connectivity, environmental enhancements and the continued vitality of Dukinfield's communities, local centres and civic assets.

Reasoned Justification

5.123 Dukinfield, central to Tameside, presents a transitional neighbourhood characterised by historic structured worker housing developed around its industrial past. Today it functions primarily as a residential community, benefitting from a range of local services, employment opportunities, recreational assets and strong connections to neighbouring parts of the borough. Although Dukinfield does not have a single, defined shopping environment so significant to recognise it as a town centre, it contains two recognised local parades, located along King Street and at Concord Way. These provide essential amenities, including healthcare facilities, takeaways, and Dukinfield Library, serving the needs of the local community.

5.124 Dukinfield, being predominantly urban in nature with few brownfield or gap sites is unlikely to see significant new development over the lifetime of the Plan. What however will be important is to maximise the positive benefits of the assets which already exist. Nevertheless, opportunities remain to deliver modest levels of housing growth through suitable development opportunities whilst maintaining the area's established residential character and supporting a broad range of housing to meet local needs.

5.125 The Tame Valley corridor contains some of the borough's most important employment locations, including Fifth Avenue Industrial Estate, Globe Lane Industrial Estate and Shepley Industrial Estate. These established employment areas provide a concentration of industrial and business activity and continue to play a significant role in supporting local jobs, investment and economic growth. Opportunities to maintain, modernise and enhance employment land within this corridor, including through the redevelopment of suitable sites, will help ensure that Dukinfield continues to contribute to

the borough's economic performance whilst providing employment opportunities close to where people live.

5.126 The potential delivery of a new Dukinfield (Dewsnap) Railway Station has been identified through the Council's Local Transport Plan and could provide an opportunity to improve public transport accessibility and strengthen sustainable connections within Tameside and the wider city region. Subject to further feasibility, funding and business case development, a new station could support regeneration opportunities, improve access to employment and services, and encourage a greater proportion of journeys to be undertaken by public transport.

5.127 Dukinfield Town Hall with its adjacent grand civic park represent the centre to community and civic activity within the neighbourhood. It will be important that these assets continue to receive investment to preserve and enhance their value for residents and sustain a programme of events and cultural activities. There is opportunity at the frontage of both the Town Hall and civic park to improve the public realm, strengthen connections with surrounding areas and enhance their prominence within the streetscene of King Street by reducing the dominance of the highway.

5.128 King Street and Concord Way play important roles in serving local communities through a range of retail, service and community uses. King Street, while containing many commercial uses, suffers from a predominance of hot food takeaways and other activities which make limited contributions to daytime vibrancy. Opportunities to improve the balance of uses, reduce clustering and minimise vacancies would help strengthen vitality, viability and environmental quality within the neighbourhood's local shopping areas.

5.129 The River Tame and Peak Forest Canal provide important green and blue infrastructure corridors that contribute to recreation, leisure, biodiversity and sustainable movement throughout the neighbourhood. Opportunities exist to enhance access, improve active travel connectivity and strengthen links between communities whilst protecting and enhancing their ecological, landscape and environmental value.

5.130 Dukinfield also has a number of sporting assets with agglomerations of uses at both Blocksages and Astley Sports Village which offer the opportunity for further enhancement and recognition as key infrastructure within the community. Improving accessibility and connections to surrounding

residential areas, green spaces and active travel networks will further strengthen their role as important community assets.

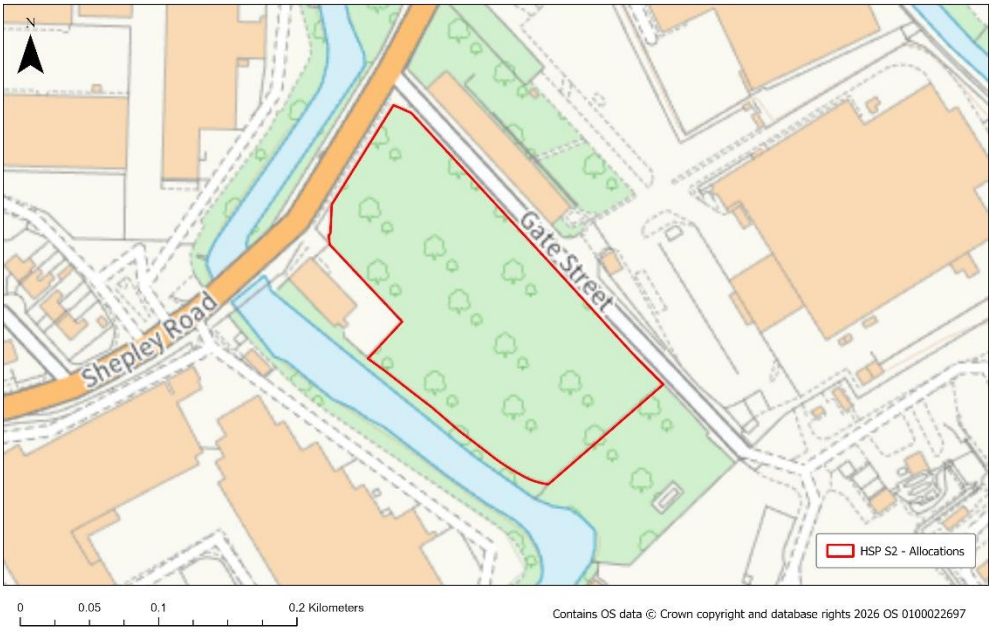
Development allocations

HSP S2H: Allocation 1: Bow Street



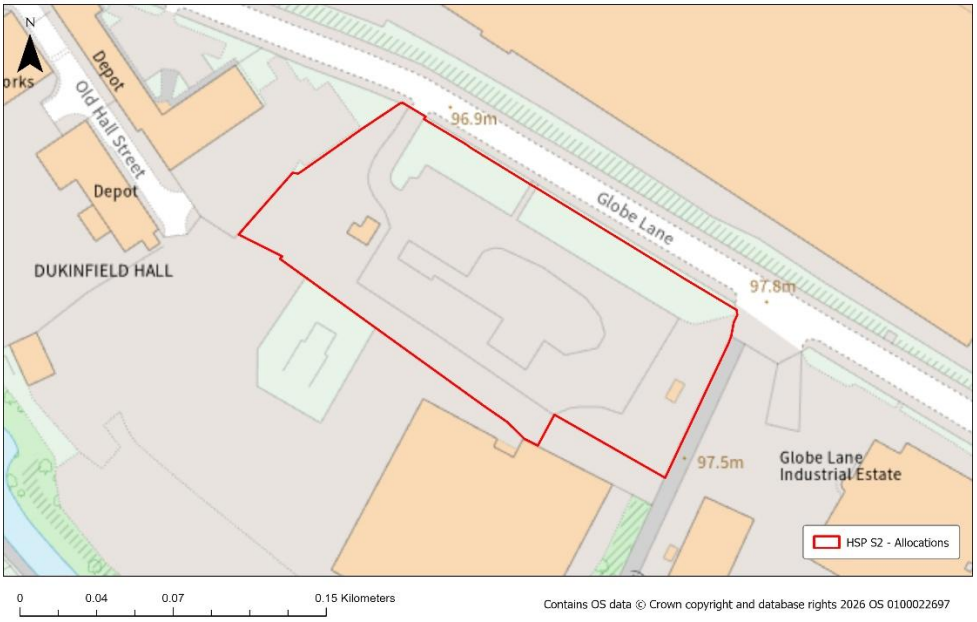
HSP S2H: Allocation 1: Bow Street (2.85 hectares): for around **12,895** sqm of employment uses

HSP S2H: Allocation 2: Gate Street



HSP S2H: Allocation 2: Gate Street (1.13 hectares): for around 4,520 sqm of employment uses

HSP S2H: Allocation 3: Globe Lane



HSP S2H: Allocation 3: Globe Lane (0.77 hectares): for around 5,910 sqm of employment uses

Policy HSP S2I: Hyde

The vision for the Hyde neighbourhood up to 2042 is to:

1. **Support a comprehensive masterplanned approach, approved by the Council, to the regeneration of Hyde town centre, including the redevelopment of Clarendon Square Shopping Centre, and surrounding sites, delivering a vibrant mixed-use destination, incorporating new homes, employment, leisure, cultural, community and market uses together with improvements to public realm, connectivity and town centre vitality.**
2. **Deliver a net increase of around 3,200 new homes across Hyde, including the strategic allocations at Godley Green Garden Village and South of Hyde, supporting sustainable communities, town centre regeneration and the delivery of a broad mix of homes.**
3. **Support comprehensive masterplanned approaches, approved by the Council, to the regeneration of the areas surrounding Hyde's bus and rail interchanges, improving arrival experiences, strengthening gateway locations and enhancing active travel connectivity through the town centre.**
4. **Support the diversification of Hyde town centre through the growth of its evening economy, encouraging leisure, cultural, food, drink and**

entertainment uses that contribute to vitality and activity beyond traditional shopping hours.

5. **Conserve and enhance the Grade II listed Hyde Town Hall and its setting as a significant cultural destination, supporting public realm improvements that strengthen connection with the Market Ground, reduce the dominance of Market Street and reinforce its role as a civic, cultural and community hub.**
6. **Support the enhancement of Market Street as Hyde's principal commercial street through improved shopfronts, public realm, building occupancy and an appropriate mix of uses that support town centre vitality and character.**
7. **Support the enhancement of Hyde Leisure Pool and the surrounding sport and recreation cluster as a strategic destination for leisure, physical activity and community wellbeing, strengthening connections between Godley Green, existing residential neighbourhoods and Hyde town centre.**
8. **Support the leisure, recreation and visitor economy role of Werneth Low Country Park, Hyde Park and other green infrastructure assets, improving connectivity and access whilst protecting and enhancing their landscape, biodiversity and environmental value.**
9. **Support the enhancement of the Peak Forest Canal corridor as a strategic heritage, recreation and active travel asset, improving connectivity between Hyde Town Centre, surrounding neighbourhoods and the wider canal network, whilst protecting and enhancing its historic and ecological value.**

The vision and priorities for the Hyde neighbourhood will be delivered through a combination of site allocations, Strategic Regeneration Areas, existing commitments and other suitable development opportunities across the urban area, including the strategic growth planned at Godley Green Garden Village and South of Hyde. Delivery will be supported by public and private sector investment in town centre regeneration, transport infrastructure, public realm, community facilities, leisure and recreation assets, together with the implementation of masterplans and regeneration frameworks approved by the Council and the other policies of the Development Plan. Collectively, these measures will support housing delivery, economic growth, enhanced connectivity, town centre vitality, improved environmental quality and the continued regeneration of Hyde as a key growth location within Tameside and the Eastern Growth Cluster.

Reasoned Justification

5.131 Hyde Town Centre, located within the Hyde Growth Triangle (HGT), presents a significant strategic opportunity for regeneration and sustainable growth. Historically, Market Street and the Market Square have formed the retail core of Hyde, with Corporation Street acting as its civic axis. The Clarendon Square Shopping Centre, once a regional attraction, has experienced a decline in footfall and retail activity due to changing consumer behaviours, resulting in vacant and poor-quality shop fronts and a weakened market offer.

5.132 In response to these challenges, a Hyde Town Centre Masterplan was approved in 2024, setting out a framework for development opportunities, public realm enhancements, and initiatives to support economic revitalisation. The Hyde Accelerators Programme has since delivered grant funding and established a partnership to lead town centre improvements, events, and placemaking activities. Early successes include upgrades to the Market Ground, greening initiatives, and new public realm infrastructure, which have begun to improve the town's visual appeal and functionality. The Masterplan also identifies opportunities for the comprehensive redevelopment of the Clarendon Square Shopping Centre and surrounding sites, supporting a transition towards a broader mix of residential, commercial, leisure, cultural and community uses which can help secure the long-term vitality and viability of Hyde Town Centre.

5.133 Hyde offers several opportunities for residential redevelopment, including using underutilised surface car parks and the vacant former library site on Union Street, which has now been relocated to the Town Hall. The delivery of new homes across Hyde, including at Godley Green Garden Village and South of Hyde, will play an important role in supporting sustainable communities, strengthening the local economy and contributing to the long-term regeneration of the town centre.

5.134 The areas surrounding Hyde's rail and bus interchanges provide important gateway locations into the town centre. Whilst these locations benefit from strong public transport accessibility, their appearance, connectivity and relationship with surrounding development do not fully reflect their strategic importance. Opportunities exist to support comprehensive regeneration, improve arrival experiences, strengthen public realm and create better

walking, wheeling and cycling connections between transport infrastructure and the wider town centre.

5.135 To support this vision, three Strategic Regeneration Areas have been identified within Hyde town centre; Hyde West, Hyde North and Hyde Central. Together these areas will deliver a coordinated programme of housing growth, town centre renewal, public realm improvements and transport connectivity enhancements, helping to reinforce Hyde role as a key growth location within the Eastern Growth Cluster.

Hyde West Strategic Regeneration Area

5.136 **Hyde West Strategic Regeneration Area** covers the western approach to Hyde Town Centre, including Hyde Central Railway Station, Robert Street, Simpson Street, Cross Street and Wood Street. Recognised with the Hyde Town Centre Masterplan as a key gateway location, the area currently contains a mix of residential, light industrial and underutilised commercial sites. Development will support the transformation of this western gateway into a high-quality residential led neighbourhood, complemented by improved public realm, enhanced walking and cycling routes links, and better access to Hyde Central Station. Opportunities include the redevelopment of under-utilised and industrial lan, the creation of railway station plaza and a more attractive tree-lined route linking the station with the town centre. New housing in this location will help increase the town centre footfall, support local businesses and create a more welcoming gateway to Hyde, whilst capitalising on the area's excellent rail connectivity and proximity to the Peak Forest Canal.

Hyde North Strategic Regeneration Area

5.137 **Hyde North** encompasses the bus station, Beech House, the Astoria site and adjoining land to the south of the transport interchange. As one of the principal arrival points into Hyde Town Centre, the area has been identified as a key gateway and regeneration opportunity. Currently characterised by a fragmented mix of office, semi-industrial, surface parking and underutilised uses, the area offers significant potential for redevelopment. Development will support the gradual rationalisation of existing land uses to create a more attractive mixed-use quarter, with enhanced public realm, improved pedestrian connections between the bus station, Hyde Park and the town centre, and the redevelopment of Clarendon Street car park either as

consolidated town centre parking provision or for alternative development opportunities.

Hyde Central Strategic Regeneration Area

5.138 **Hyde Central Strategic Regeneration Area** forms the heart of Hyde Town Centre and includes Hyde Town Hall and land between Market Street and Union Street, including Market Square, the Clarendon Centre and Hyde Market. Consistent with the Hyde Town Centre Masterplan, development will strengthen Hyde's role as a vibrant and distinctive town centre through the delivery of improved public spaces, enhanced cultural and community facilities, and a more diverse mix of town centre uses. Key proposals include the transformation of Hyde Town Hall into a cultural and community hub, improvements to Market Square as a flexible civic and events space, the redevelopment of the Clarendon Centre, and the relocation of Hyde Market to a prominent position on Market Place. The area will support new food and drink, leisure, retail and residential uses alongside significant public realm enhancements. The former Hyde Library site is also progressing for residential development, with planning permission granted for 102 dwellings (ref. 25/00324/FUL). The Council is seeking external funding to deliver public realm improvements along Market Street in accordance with the Masterplan.

5.139 Despite these opportunities, Hyde faces several challenges. The town centre suffers from a limited evening economy, a poor sense of arrival at the train station, and vehicular dominance on Market Street, which undermines pedestrian experience and town centre vitality. The Grade II listed Hyde Town Hall, while a key civic asset, currently has a low activity profile and requires further investment. The building presents an important opportunity to strengthen Hyde's cultural, civic and community offer and, together with enhanced public realm and stronger connections to the Market Ground, can play a central role in the continued regeneration of the town centre.

5.140 Hyde more broadly also benefits from significant natural and recreational assets, including Hyde Park, Werneth Low Country Park, and the Peak Forest Canal. These assets play an important role in supporting recreation, leisure, tourism and health and wellbeing outcomes, whilst also contributing to the borough's wider green infrastructure network. The Peak Forest Canal also provides an important heritage, recreation and active travel corridor linking Hyde with surrounding neighbourhoods and destinations across the wider

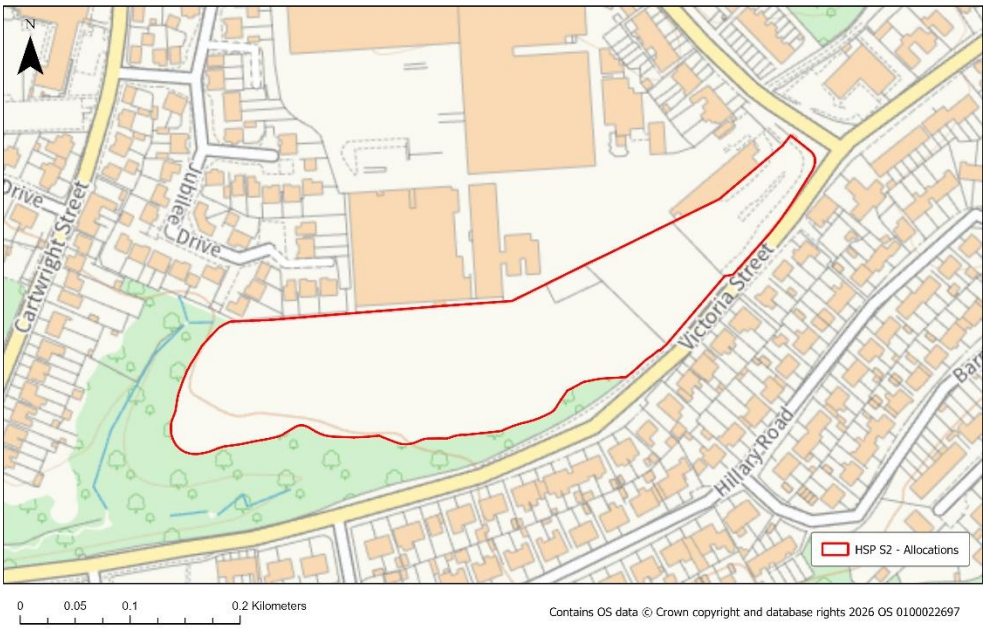
canal network and into Stockport. These green and blue infrastructure elements offer opportunities to promote active travel and better connect communities to leisure and nature. Enhancing links to canal corridors and integrating these assets into the wider urban strategy will support health, wellbeing, and environmental sustainability.

5.141 Leisure facilities such as Hyde Pool and the adjacent football club contribute to the town's offer but require better integration into the wider regeneration strategy. Improving connections between these facilities, Hyde Town Centre, Godley Green Garden Village and surrounding residential communities will help strengthen their role in supporting health, wellbeing and community activity.

5.142 In summary, Hyde presents a compelling case for strategic intervention through the Local Plan. Its development potential, civic and natural assets, and alignment with wider growth initiatives such as Godley Green Garden Village position it as a priority area for regeneration, housing delivery, and economic transformation.

Development allocations

HSP S2I: Allocation 1: Victoria Street



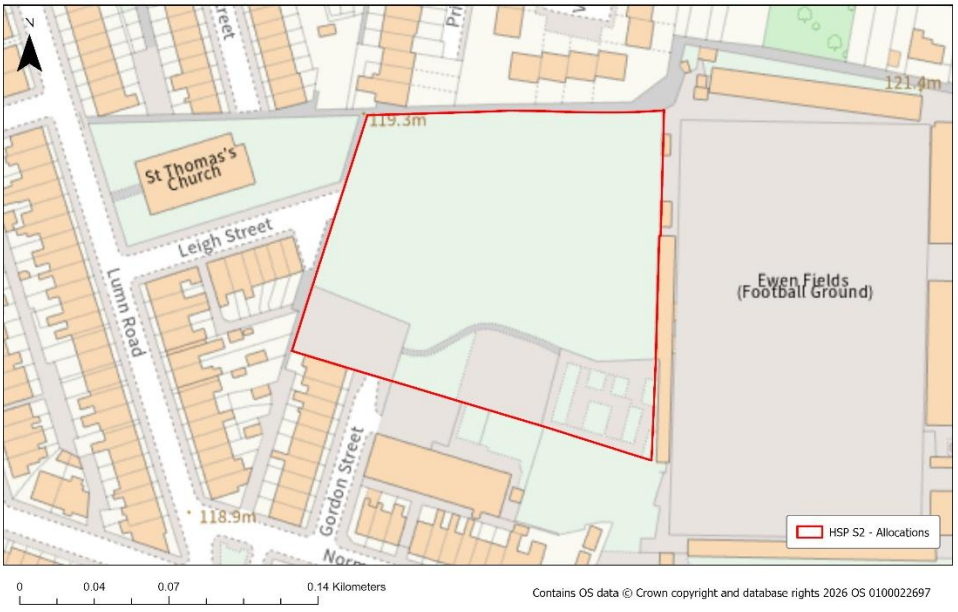
HSP S2I: Allocation 1: Victoria Street (2.12 hectares): for around **6,501** sqm of employment uses

HSP S2I: Allocation 2: Canal Street



HSP S2I: Allocation 2: Canal Street (0.30 hectares): for around 1,200 sqm of employment uses

HSP S2I: Allocation 3: Leigh Street



HSP S2I: Allocation 3: Leigh Street (0.77 hectares): for around 39 new homes

HSP S2I: Allocation 4: Former Hyde Library



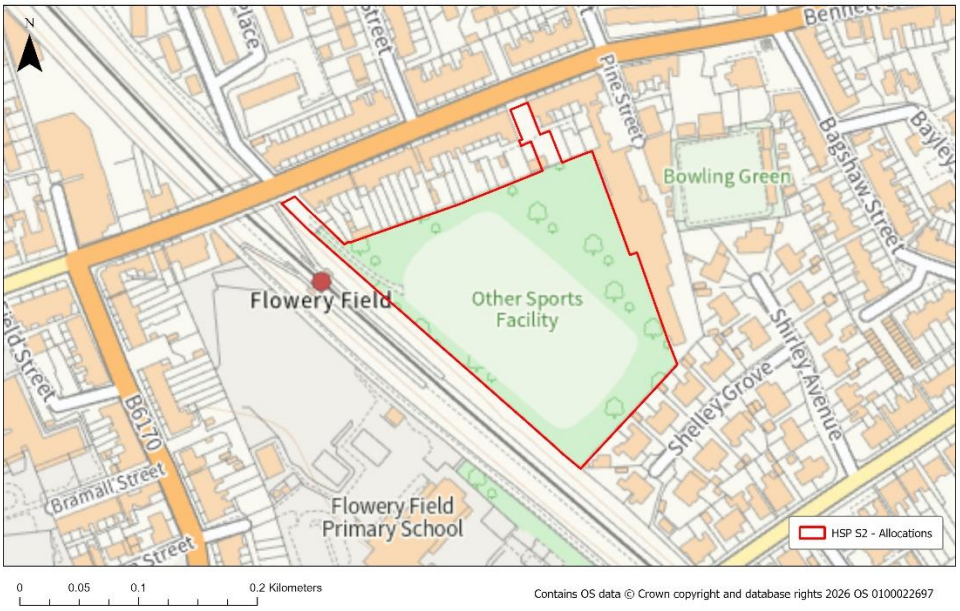
HSP S2I: Allocation 4: Former Hyde Library (0.72 hectares): for around 102 new homes

HSP S2I: Allocation 5: Arnside Drive



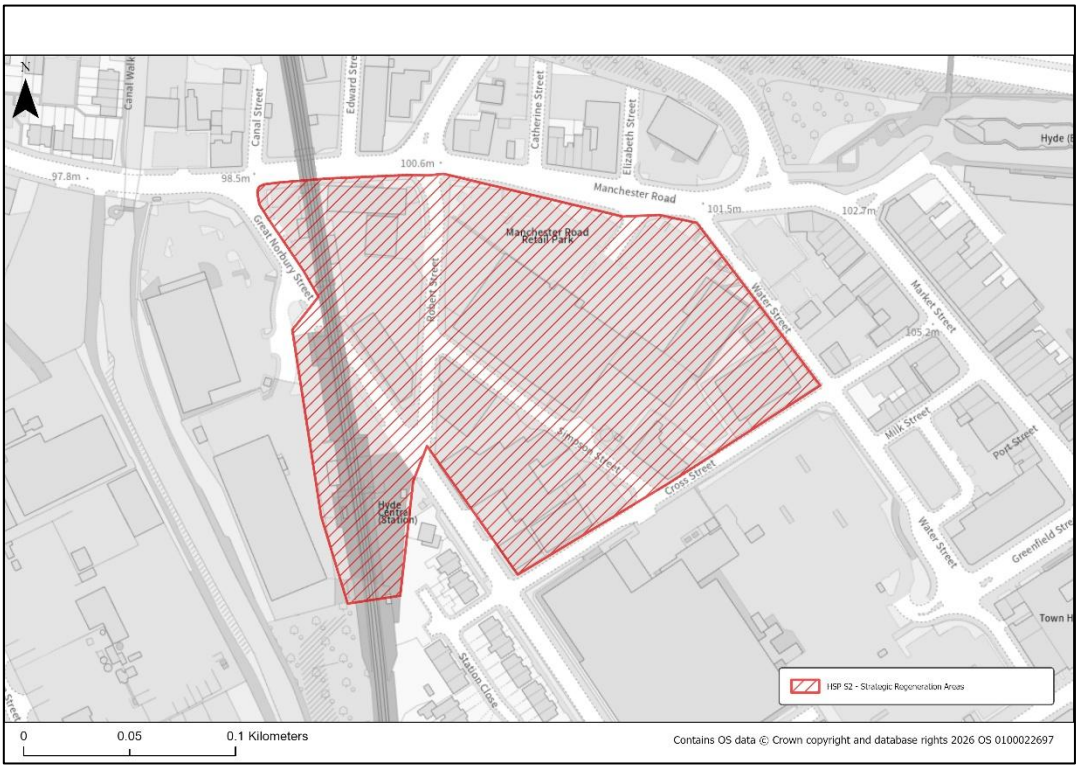
HSP S2I: Allocation 5: Arnside Drive (0.97 hectares): for around 68 new homes

HSP S2I: Allocation 6: Flowery Field Station

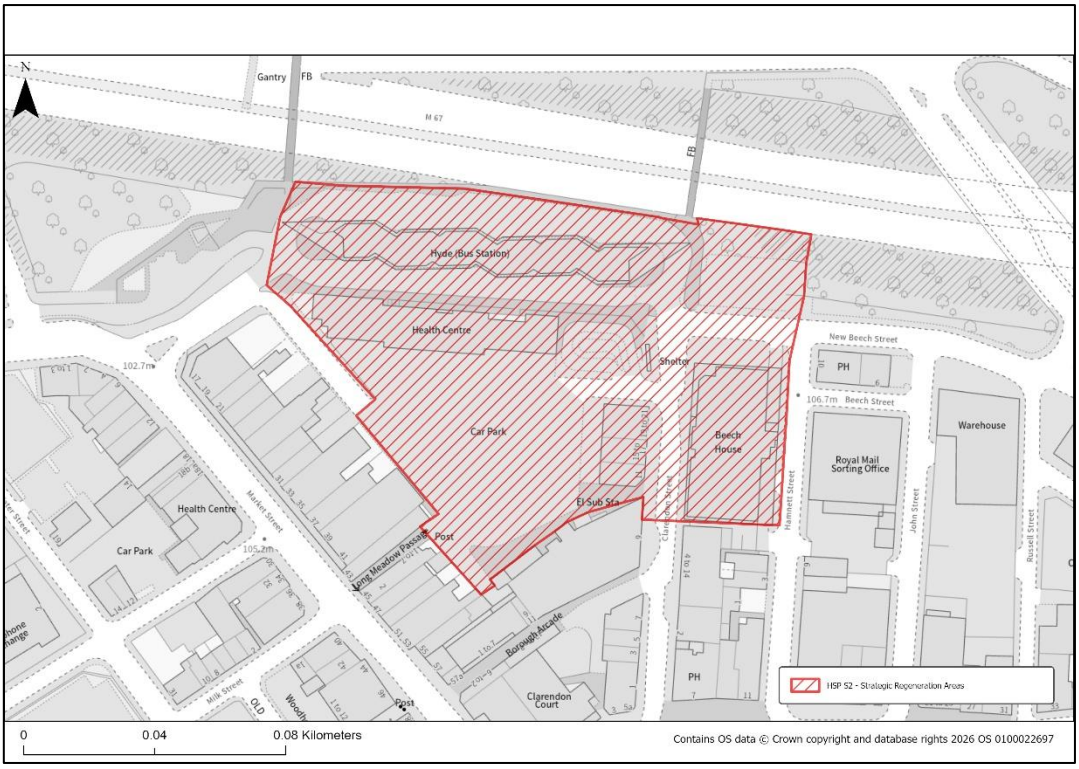


HSP S2I: Allocation 6: Flowery Field Station (1.45 hectares): for around 98 new homes

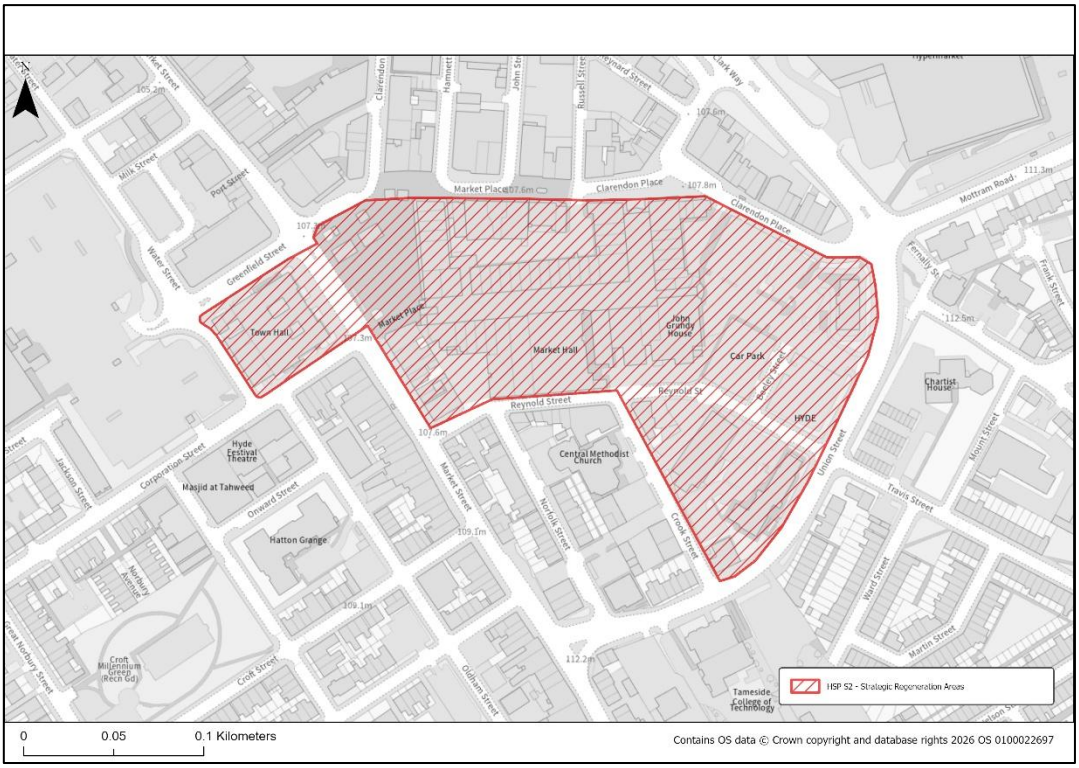
Strategic Regeneration Areas



HSP S2I: Strategic Regeneration Area 1: Hyde West



HSP S2I: Strategic Regeneration Area 2: Hyde North



HSP S2I: Strategic Regeneration Area 3: Hyde Central

Policy HSP S2J: Longdendale

The vision for the Longdendale neighbourhood up to 2042 is to:

1. **Promote, maintain and enhance the distinct character, identity and vitality of the villages of Longdendale, improving the quality, accessibility and attractiveness of the village and district centres whilst supporting opportunities to live, work and visit.**
2. **Deliver a net increase of around 150 new homes across Longdendale, focusing growth on suitable development opportunities whilst respecting the distinctive character of its villages and surrounding landscape.**
3. **Support the completion and integration of the approved Mottram Bypass (A57 link road project) and associated highway improvements to reduce congestions and improve environmental conditions within local communities.**
4. **Maximise the benefits arising from the de-trunking of the A57 through Mottram by enhancing public realm, reducing severance and improving infrastructure for walking, wheeling, cycling, and equestrian use.**
5. **Support proposals and investment programmes that seek to address congestions, air quality and environmental impacts along the A628 corridor through Hollingworth and Tintwistle, including longer term options for strategic transport improvements.**
6. **Protect and enhance Longdendale's heritage assets and areas of historic and environmental value, including the Grade II Listed Mottram Old Hall and Grade II St Mary's Church and their settings, recognising their contribution to local identity and character.**
7. **Support the completion of the relocated Hattersley District Centre, including opportunities for additional retail, service, healthcare and community facilities that meet local needs and reinforce its role as the focus of the neighbourhood.**
8. **Enhance and promote access to the River Etherow, Trans Pennine Trail and other strategic walking, wheeling, cycling and equestrian routes, supporting recreation, active travel, health and wellbeing whilst protecting environmental quality.**
9. **Support safe, accessible and attractive connections between Hattersley and Godley Green Garden Village, including the delivery of a multi-user bridge at Hattersley Station and improved access to community facilities, education and leisure opportunities.**

10. **Support the continued development and enhancement of community assets and initiatives, including Lymefield, Broadbottom and Hattersley Community Garden, where they contribute to community wellbeing, education, recreation and social inclusion.**

The vision and priorities for the Longdendale neighbourhood will be delivered through a combination of site allocations, existing commitments and other suitable development opportunities, alongside investment in transport infrastructure, public realm, community facilities, environmental enhancements and active travel networks. Delivery will also be supported through the implementation of strategic transport projects, regeneration initiatives within Hattersley, improvements to village centres and continued investment in the area's natural, heritage and recreational assets, together with the other policies of the Development Plan. Collectively, these measures will help support housing delivery, improve connectivity, strengthen local centres, enhance environmental quality and reinforce the distinct identity of Longdendale's villages and communities.

Reasoned Justification

5.143 Longdendale is an area of significant historic and environmental value, with origins dating back to the 13th century. Its unique character is defined by a high-quality built environment and an exceptional natural landscape. A key priority is the protection, conservation, and enhancement of Longdendale's distinct heritage, ensuring that historic assets, buildings, and sites of environmental importance are safeguarded for future generations.

5.144 Whilst development opportunities are relatively limited when compared with other parts of the borough, Longdendale will continue to contribute towards housing delivery through suitable sites within existing settlements. New homes should respect the distinctive character of the villages, respond positively to landscape and environmental constraints, and support the long-term sustainability of local communities.

5.145 The area comprises three village centres - Mottram, Broadbottom, and Hollingworth alongside the more significant and more recently developed settlement of Hattersley. Improving transport connectivity is critical to unlocking Longdendale's environmental quality. While the area benefits from strategic links via the M67, A628, and A57, it is blighted by noise, congestion

and air quality issues along some of these key corridors. Maintaining and enhancing the vitality, accessibility and attractiveness of these centres will be important in sustaining local services, supporting community life and reinforcing the identity of Longdendale's settlements.

5.146 The A57 link road is a nationally significant infrastructure project being delivered by National Highways. It has the ability to transform the centre of Mottram, significantly reducing levels of standing traffic which have blighted the village centre for many years. This provides the opportunity to re-imagine this space at the heart of village life, enhance the public realm and give greater priority to people and village life over and above vehicle movements. However, for the village of Hollingworth these issues would persist and are not addressed by the currently under construction National Highways project. There remains a need to explore long-term options to address congestion, improve air quality and reduce environmental impacts along the A628 corridor through both Hollingworth and Tintwistle, consistent with ambitions identified through the Local Transport Plan and wider transport investment programmes.

5.147 There is a need to also enhance bus frequency and connectivity, which widen access to employment, education, leisure and community facilities for residents across Longdendale and the city region. Improving public transport accessibility will complement wider investment in active travel and strategic transport infrastructure.

5.148 Longdendale contains several important designated and non-designated heritage assets that contribute significantly to local identity and sense of place. Notable examples include the Grade II Listed Mottram Old Hall and Grade II Listed St Mary's Church, together with a range of historic buildings, landscapes and features that reflect the area's long history. Conserving and enhancing these assets and their settings will help maintain the distinctive character of the neighbourhood.

5.149 Longdendale and its surrounding villages offer exceptional places to live, set within a picturesque environment close to the Pennine Hills and the edge of the Peak District National Park. These communities maintain a strong sense of identity, reinforced by local initiatives and community pride. The River Etherow, Trans Pennine Trail and wider network of walking, wheeling, cycling and equestrian routes represent some of Longdendale's most important

recreational and environmental assets. These routes connect communities with the surrounding countryside and provide opportunities to improve health and wellbeing, support tourism and encourage greater use of sustainable modes of travel. Opportunities to enhance accessibility and connectivity will help strengthen their contribution to the area whilst protecting environmental quality.

5.150 Alongside the village centres, developer Maple Grove is currently working with Onward Homes to complete the final phase of relocating the Hattersley District Centre. This will include an Aldi store, a Costa drive through and a parade of trade counter units. This is reflected by an updated town centre boundary for Hattersley, reflecting the move of the centre, the former site of which has been redeveloped for a range of housing and supported living accommodation. The delivery of Godley Green Garden Village to the east of Hattersley presents a significant opportunity to strengthen links between communities and improve access to facilities, services and employment opportunities. Improved connections across the railway corridor, including opportunities for a multi-user bridge at Hattersley Station, could play an important role in ensuring safe and attractive movement between existing and future communities.

5.151 Community-led initiatives and facilities play an important role in supporting social wellbeing and maintaining strong local communities. Assets such as Lymefield, community activities within Broadbottom and the Hattersley Community Garden and café contribute to education, recreation, volunteering and community cohesion. Supporting the continued development of these initiatives can help strengthen social connections and enhance quality of life across the neighbourhood.

Development allocations

HSP S2J: Allocation 1: Kerry Way



HSP S2J: Allocation 1: Kerry Way (3.62 hectares): for around 14,480 sqm of employment uses

HSP S2J: Allocation 2: Stockport Road



HSP S2J: Allocation 2: Stockport Road (1.20 hectares): for around 4,709 sqm of employment uses

HSP S2J: Allocation 3: Manley Grove



HSP S2J: Allocation 3: Manley Grove (0.72 hectares): for around 26 new homes

Policy HSP S2K: Mossley

The vision for the Mossley neighbourhood up to 2042 is to:

1. **Support the TransPennine Route Upgrade programme and maximise the opportunities it provides to improve connectivity, enhance Mossley's town centres, strengthen the evening economy and support the regeneration of surrounding areas.**
2. **Strengthen Mossley's role as a distinctive market town, securing long-term vitality of the Market Square through targeted public realm improvements, increased footfall and support for markets, events and year round activity.**
3. **Deliver a net increase of around 800 new homes across Mossley, making effective use of brownfield opportunities, mill regeneration sites and other suitable development locations whilst respecting local character.**
4. **Support improvements to the public realm and pedestrian environment along Manchester Road and Stamford Street, reducing the dominance of traffic, improving safety and enhancing the attractiveness and vitality of Mossley's centres.**
5. **Support the regeneration of Bottom Mossley through the reuse and redevelopment of vacant and under-utilised mill buildings, delivering new**

homes and mixed use regeneration whilst conserving industrial heritage assets.

6. **Improve connectivity between Top and Bottom Mossley through public realm enhancement, improved pedestrian routes and accessibility measures, recognising the challenges proposed by topography and gradients.**
7. **Enhance the River Tame and Huddersfield Narrow Canal corridors as strategic active travel, recreation and environmental assets, improving accessibility and connectivity whilst protecting and enhancing their ecological, heritage and landscape value.**
8. **Support the sensitive reuse and regeneration of the former Mossley railways station buildings and associated land, recognising their heritage value and potential contribution to community, leisure, cultural tourism or commercial uses.**
9. **Support the regeneration and enhancement of the River Tame and Huddersfield Narrow Canal corridors as distinctive heritage, recreation, tourism and active travel assets, including opportunities for waterside regeneration and the reuse of historic industrial buildings.**

The vision and priorities for the Mossley neighbourhood will be delivered through a combination of site allocations, existing commitments and other suitable development opportunities, including the regeneration and reuse of former industrial and mill sites. Delivery will be supported by investment in transport infrastructure associated with the TransPennine Route Upgrade programme, improvements to public realm and active travel networks, enhancement of the town's heritage, river and canal corridors, and wider regeneration initiatives, together with the other policies of the Development Plan. Collectively, these measures will support housing delivery, town centre vitality, economic activity, improved connectivity and the continued reinforcement of Mossley's distinctive market town and industrial heritage character.

Reasoned Justification

5.152 Mossley is a unique and distinctive town located within the steep valley of the River Tame, adjacent to the Pennine Hills and the Peak District National Park. The town's industrial heritage and unique character provide a strong foundation for place-making, regeneration and a distinct pride amongst its

residents. This heritage offers opportunities to repurpose existing buildings, enhance the quality of the built environment, and strengthen Mossley's identity as an attractive place to live. This distinctive setting, together with the town's strong sense of identity and accessibility to Greater Manchester, provides opportunities to accommodate housing growth whilst reinforcing Mossley's role as a vibrant market town and attractive place to live, work and visit.

5.153 Mossley's retail provision is currently split between two local centres - Top Mossley and Bottom Mossley, which for the first time has been reflected in a town centre boundary which recognises both locations. Shop frontages and public realm are in some instances of poor quality, reducing the overall attractiveness of the centres and there is significant potential to improve street design for pedestrian safety, strengthen connections between the two centres, and diversify the retail offer. Improving permeability between the two centres will help reinforce Mossley as a single, coherent town centre despite the challenges presented by topography and valley geography.

5.154 The town's housing stock reflects its industrial past, with some listed properties contributing to its character. However, while the local housing market is strong it lacks diversity, being dominated by terraced properties, with limited affordable options for first-time buyers, growing families and older residents. Future development should deliver a balanced mix of housing types and tenures, while respecting Mossley's historic character through design codes and adherence to Green Belt policy. Opportunities exist to redevelop older industrial sites and riverside land, exploring the potential to repurpose buildings like Britannia Mill and Queens Mill for residential-led mixed-use schemes, including modern workspaces and flexible offices to support start-ups and entrepreneurs. The regeneration of these sites has the potential to diversify the local housing offer, support brownfield land reuse and contribute towards Mossley's wider housing requirement whilst retaining important heritage assets.

5.155 Mossley's workforce is predominantly commuter-based or remote-working due to more limited local employment opportunities. Expanding mixed-use development and improving town centre vitality will create additional jobs. The town's proximity to open countryside also presents opportunities to grow the rural economy.

5.156 Topography and valley constraints limit active travel and weaken walking, cycling, and wheeling networks. Improving public realm connections, particularly along the River Tame and Huddersfield Narrow Canal, will enhance accessibility and community cohesion. These corridors perform an important role as active travel, recreation, biodiversity and heritage assets whilst also creating opportunities for waterside regeneration and the reuse of historic industrial buildings. Improving accessibility, environmental quality and public enjoyment of these corridors will help strengthen Mossley's landscape setting and support sustainable growth.

5.157 Public transport improvements are essential, including more frequent bus services and better integration with Mossley's rail station. Future TransPennine rail upgrades, enhancing Mossley train station and relocating it, will change the dynamic of the town but pose the positive opportunity to strengthen connectivity to Greater Manchester and beyond. The programme also presents opportunities to improve arrival experiences, support town centre vitality and bring forward new uses for surplus railway land and buildings.

5.158 The relocation of Mossley railway station also presents opportunities for the sensitive reuse and regeneration of the existing station buildings and associated land. These assets may be capable of accommodating community, cultural, tourism, leisure or commercial uses which contribute to local distinctiveness and support wider regeneration objectives.

5.159 Mossley benefits from extensive open space and access to strategic routes including the River Tame corridor, the Huddersfield Narrow Canal, the Tame Valley Trail and the Pennine Bridleway. Together these assets contribute to Mossley's visitor economy and provide opportunities to strengthen recreation, tourism and active travel links across the neighbourhood and beyond. However, there is a need for robust management and conservation strategies to protect these assets. A comprehensive flood risk and river management strategy is required to safeguard residential areas and infrastructure.

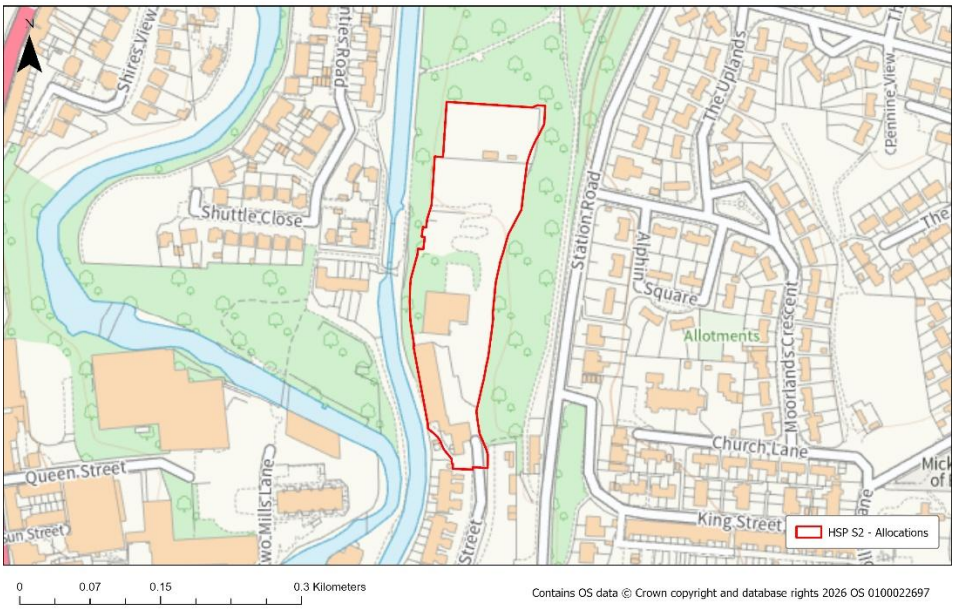
Development allocations

HSP S2K: Allocation 1: Egmont Street



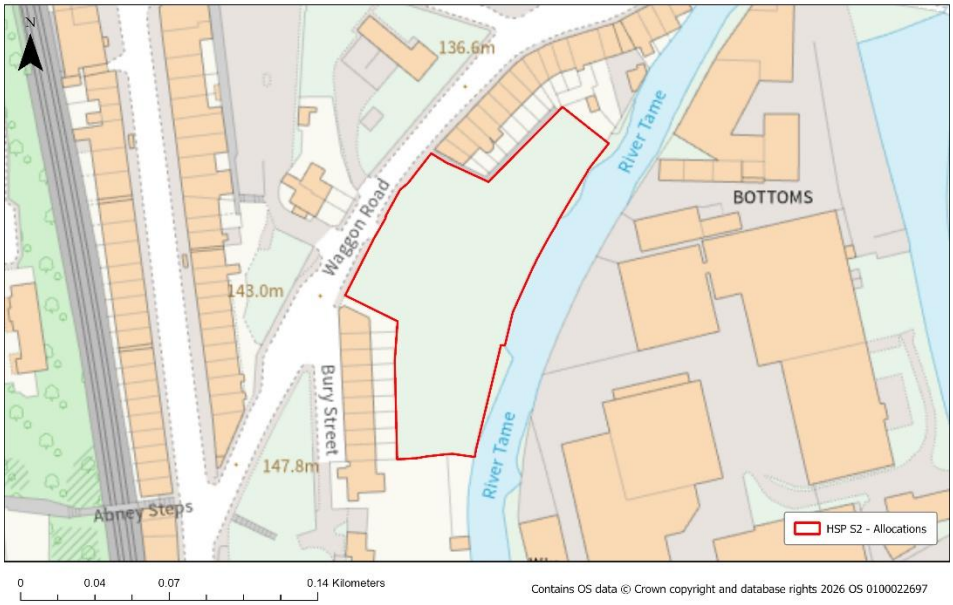
HSP S2K: Allocation 1: Egmont Street (0.46 hectares): for around 1,840 sqm of employment uses

HSP S2K: Allocation 2: Audley Street



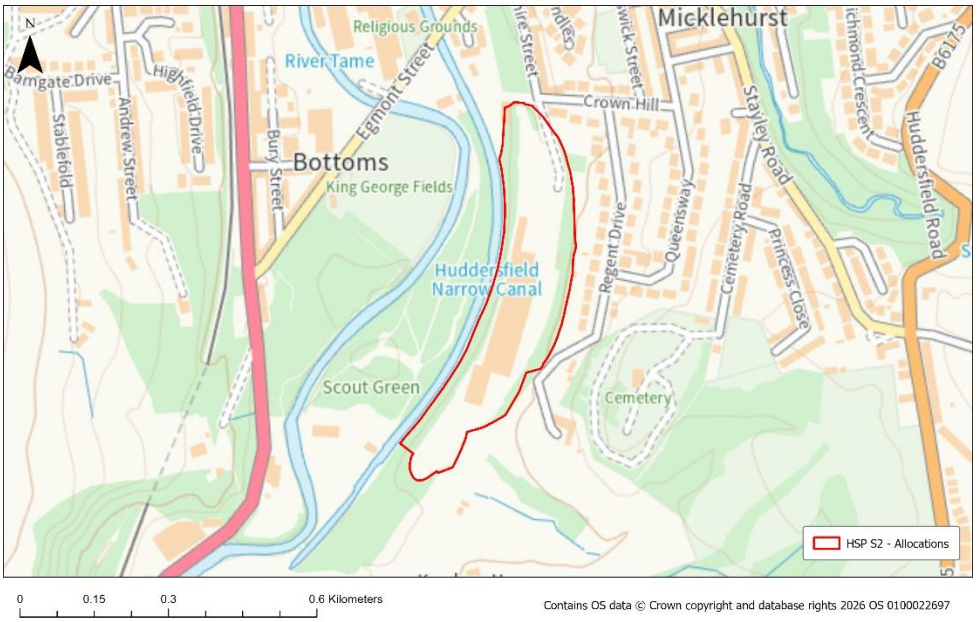
HSP S2K: Allocation 2: Audley Street (1.12 hectares): for around 2,200 sqm of employment uses

HSP S2K: Allocation 3: Waggon Road



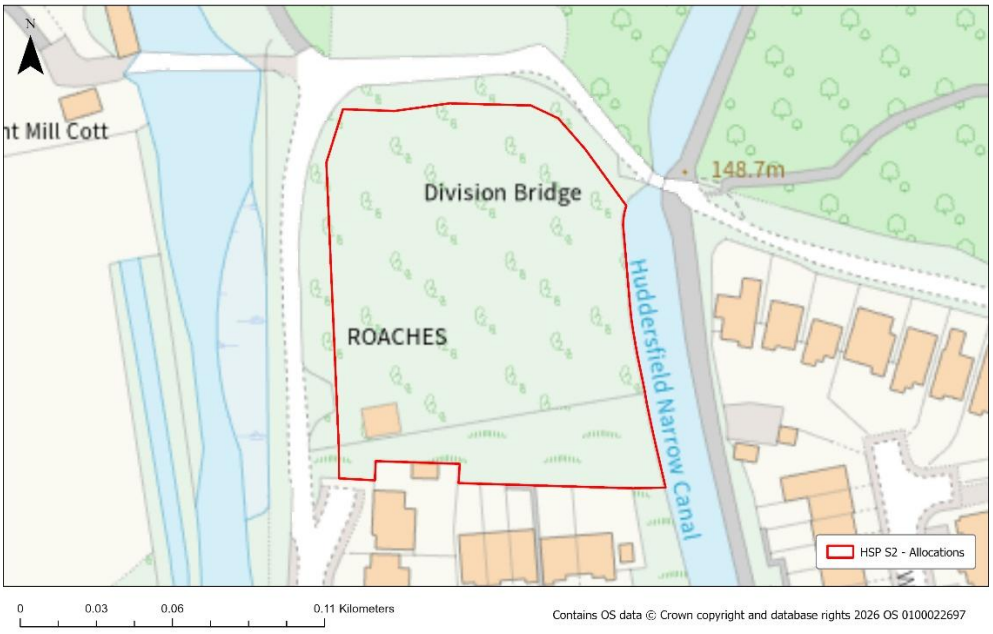
HSP S2K: Allocation 3: Waggon Road (0.33 hectares): for around 23 new homes

HSP S2K: Allocation 4: Cheshire Street



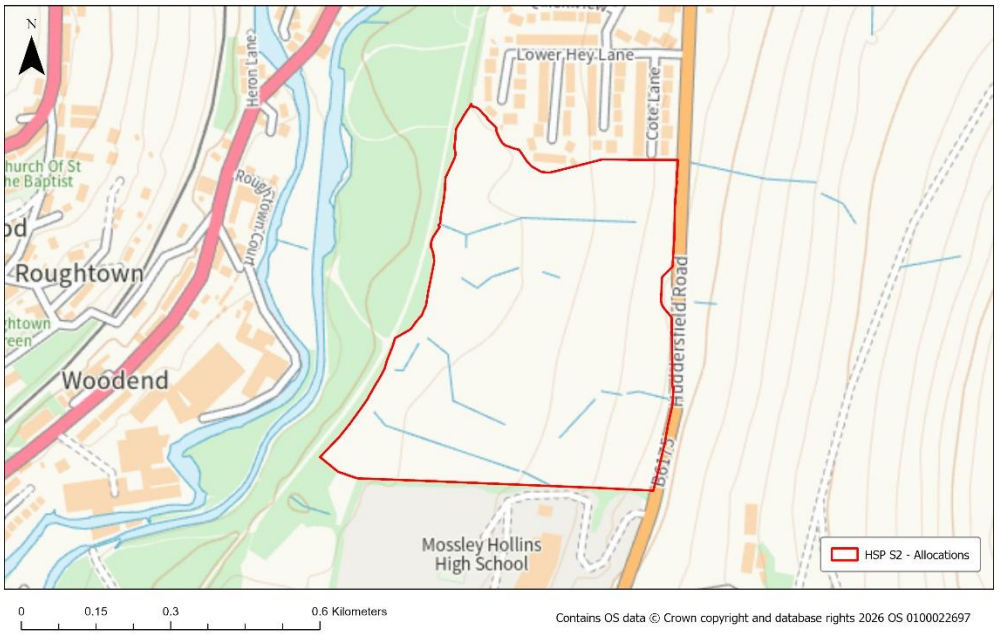
HSP S2K: Allocation 4: Cheshire Street (3.71 hectares): for around 187 new homes

HSP S2K: Allocation 5: Roaches



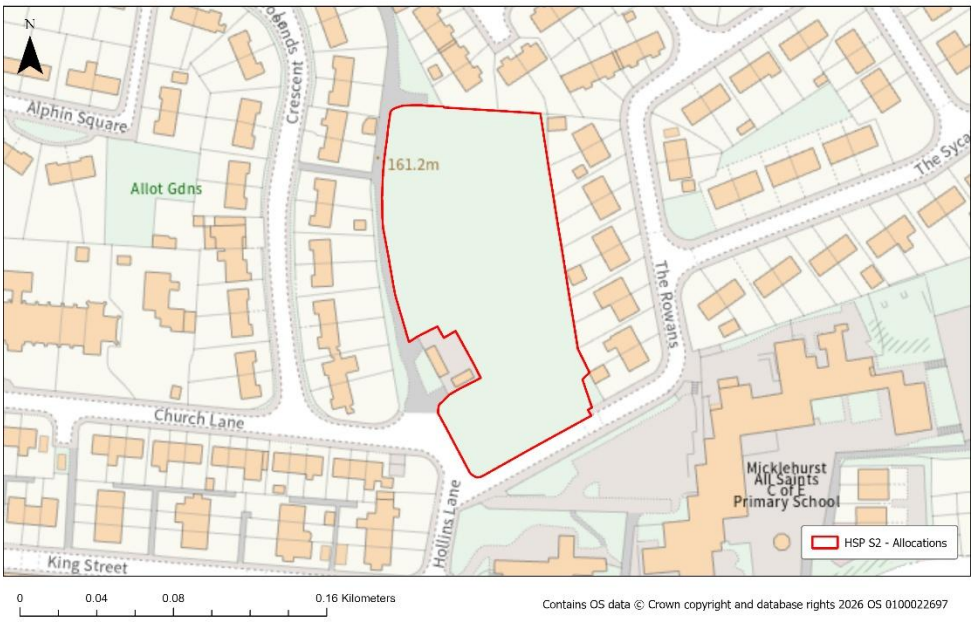
HSP S2K: Allocation 5: Roaches (0.50 hectares): for around 18 new homes

HSP S2K: Allocation 6: Huddersfield Road



HSP S2K: Allocation 6: Huddersfield Road (12.74 hectares): for around 175 new homes

HSP S2K: Allocation 7: Hollins Lane



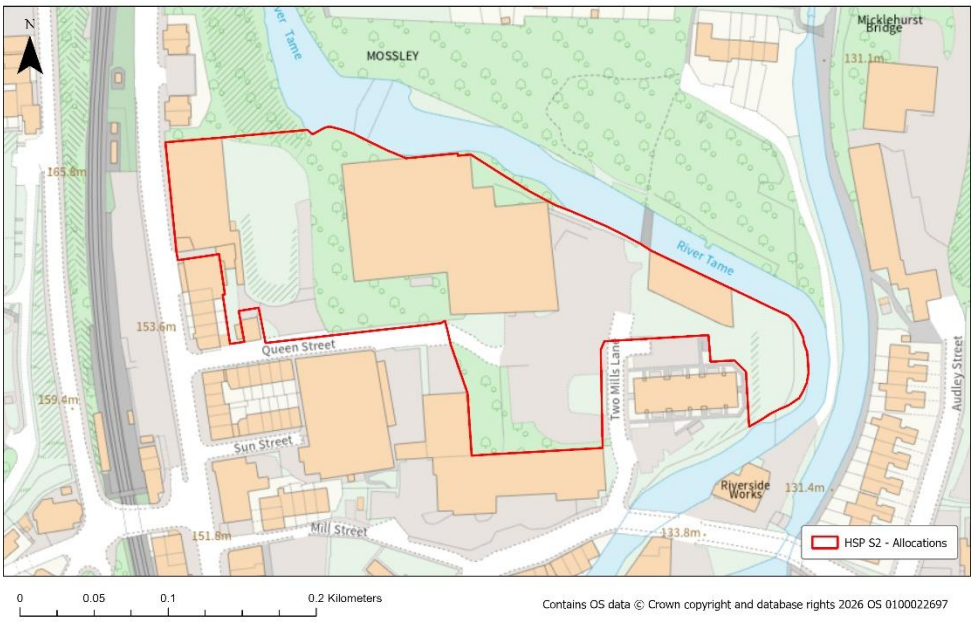
HSP S2K: Allocation 7: Hollins Lane (0.51 hectares): for around 26 new homes

HSP S2K: Allocation 8: Brackenhurst



HSP S2K: Allocation 8: Brackenhurst (0.33 hectares): for around 12 new homes

HSP S2K: Allocation 9: Queen Street



HSP S2K: Allocation 9: Queen Street (1.71 hectares): for around 136 new homes

Policy HSP S2L: Stalybridge

The vision for the Stalybridge neighbourhood up to 2042 is to:

1. **Accelerate the regeneration of Stalybridge town centre, building upon its heritage, canal and riverside setting, strengthening its cultural offer, evening economy and role as a key rail connected town within Greater Manchester.**
2. **Deliver a net increase of around 1,150 new homes across Stalybridge, making effective use of brownfield land and regeneration opportunities whilst supporting the vitality of the town centre and providing a broad mix of homes.**
3. **Support the growth of town centre living, including a significant focus on apartment development within Stalybridge Town Centre, increasing the resident population and supporting the vitality and viability of the centre.**
4. **Support the delivery of the residential-led Stalybridge West Masterplan, through a comprehensive masterplanned approach approved by the Council, creating a vibrant, high-density mixed-use community supported by public realm, connectivity and active travel improvements.**
5. **Conserve and enhance the distinctive heritage assets of the town centre Conservation Area, including the Grade II listed Stalybridge Civic Hall,**

Victoria Market and Astley Cheetham Art Gallery and Library, strengthening their role as the heart of a vibrant Cultural Quarter.

6. **Support the protection, sensitive restoration and long-term viable reuse of the Grade II Listed Oakwood Mill, recognising its heritage significance and its inclusion as a heritage asset at risk.**
7. **Support the transformation of Stalybridge train station and surrounding gateway areas, including redevelopment opportunities associated with the existing bus station site, improving integration between transport modes and strengthening connections to the town centre.**
8. **Support the continued growth of Stalybridge's evening economy and high-quality food and drink offer through public realm improvements that encourage outdoor activity, longer dwell times and greater town centre vitality.**
9. **Support the growth of the leisure, tourism and recreational roles of Stalybridge's parks, country park and surrounding countryside, strengthening connections between communities, green infrastructure and visitor destinations.**
10. **Support the enhancement of Stalybridge's canal and river corridors as strategic heritage, recreation, tourism and active travel assets, improving accessibility, environmental quality and connectivity, whilst supporting waterside regeneration opportunities.**

The vision and priorities for the Stalybridge neighbourhood will be delivered through a combination of site allocations, Strategic Regeneration Areas, existing commitments and other suitable development opportunities identified within the urban area. These will be supported by public and private sector investment in infrastructure, transport, public realm, heritage assets and regeneration initiatives, together with the wider policies of the Development Plan. This integrated approach will help deliver housing growth, town centre regeneration, economic development, enhanced connectivity and environmental improvements across Stalybridge over the Plan period.

Reasoned Justification

5.160 Stalybridge represents a major opportunity for regeneration and place promotion, driven by its distinctive heritage, historic textile manufacturing, civic architecture, and strategic connectivity to Greater Manchester and beyond. The town centre was designated as a Conservation Area in 1991 in

recognition of its strong historic character and Pennine setting, and in 2020 Historic England reaffirmed its significance by identifying Stalybridge as a High Streets Heritage Action Zone. The town benefits from exceptional access to the surrounding countryside, including Stalybridge Country Park, Dove Stone Reservoir, Chew Valley, and the wider Pennines. Together these assets form an important network of leisure, recreation and visitor destinations that contribute significantly to Stalybridge's identity and visitor economy.

5.161 However, despite these strengths, the town centre continues to face a range of challenges. While Stalybridge retains a distinctive and independent high street offer and hosts regular cultural and community events, public realm quality is undermined by poor shop frontages, vacant premises and under-utilised sites and heritage at risk of decline. To address these issues, the Stalybridge West Town Centre Masterplan was launched in 2024 following extensive consultation. This Plan sets out a framework to regenerate the western edge of the town centre and deliver a vibrant urban quarter through enabling infrastructure, public realm and active travel improvements, and the creation of a Cultural Quarter. It also seeks to improve gateways into Stalybridge, which strengthen the Tame Valley Loop, and enhance access to the town's canal and river corridors.

5.162 The delivery of the vision will be supported by the Strategic Regeneration Areas identified within Stalybridge which provide a coordinated framework for housing growth, regeneration, heritage investment and infrastructure improvements. In particular, the Stalybridge West area presents an opportunity to deliver a significant residential-led mixed-use neighbourhood that strengthens connections between the town centre, railway station, canal corridor and surrounding communities. The regeneration of under-utilised brownfield land within highly sustainable locations will support town centre living, increase footfall and reinforce the vitality and viability of Stalybridge's historic core.

5.163 The town's canal and river corridors are among its defining assets, contributing to local character, heritage significance, recreation, biodiversity and tourism. The Huddersfield Narrow Canal and River Tame provide opportunities to improve active travel connectivity, support leisure and tourism activity, enhance environmental quality and encourage waterside regeneration. Continued enhancement of these corridors will help strengthen

connections between neighbourhoods, the town centre and surrounding countryside, while improving access to important recreational destinations.

5.164 Regeneration and conservation priorities centre on the restoration of key heritage assets, including the Grade II Stalybridge Victoria Market Hall and the Astley Cheetham Art Gallery and Library. Together these buildings form the heart of a distinctive Cultural Quarter with the potential to support cultural activity, community participation, tourism and town centre vitality. Alongside these projects, opportunities exist to redevelop and repurpose underutilised industrial land surrounding the Stalybridge Railway Station and other brownfield sites. These interventions will help strengthen civic pride, reinforce local identity and support a more diverse leisure and evening economy, further enhancing Stalybridge's role as a distinctive destination within Greater Manchester.

5.165 To support delivery, Stalybridge has secured £19.9 million in Capital Regeneration Project funding, with completion scheduled by March 2027. Key interventions include a new pedestrian and cycle bridge across the River Tame, a multi-level car park at Waterloo Road, and improved walking, wheeling and cycling routes through upgraded pavements, crossings and traffic management measures. While the town benefits from strong rail, bus and active travel connections, further improvements are required to maximise accessibility and connectivity. The area surrounding Stalybridge Railway Station and adjoining transport facilities represents an important gateway into the town and provides opportunities to improve public realm to support the redevelopment of underutilised transport-related land.

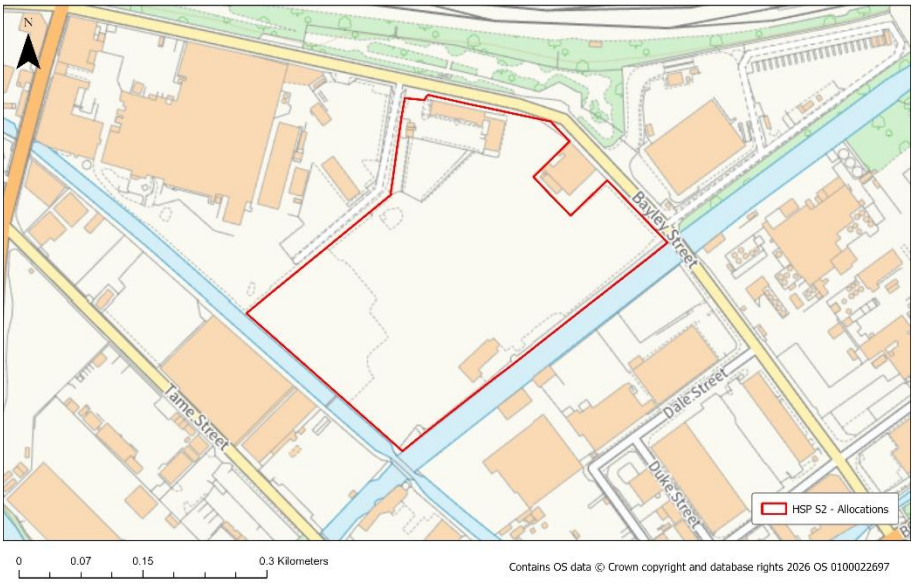
5.166 Housing delivery remains a key challenge and priority for the neighbourhood. Despite Stalybridge having one of the highest commuter populations in Greater Manchester, housing supply has not kept pace with demand. The development of strategic sites, including Millbrook Sidings and Oakwood Mill will play an important role in addressing housing needs and supporting sustainable growth Oakwood Mill is also a significant heritage asset, and its sensitive restoration and viable long-term reuse would make an important contribution to conserving Stalybridge's industrial heritage whilst bringing a currently under-utilised site back into productive use. New residential development within and around the town centre, particularly as part of Stalybridge West Regeneration Programme, will utilise brownfield

land, increase the resident population, strengthen sustainable transport usage and support the vitality and viability of the town centre.

5.167 In summary, Stalybridge's combination of heritage assets, strategic transport connectivity, cultural attractions, canal-side environment and proximity to the Pennine landscape provides a strong foundation for regeneration and growth. The coordinated delivery of regeneration opportunities within Stalybridge West and other Strategic Regeneration Areas, supported by public realm improvements, heritage investment, housing delivery and transport enhancements, will help strengthen the town's role as a sustainable residential, cultural, leisure and employment destination within the Eastern Growth Cluster.

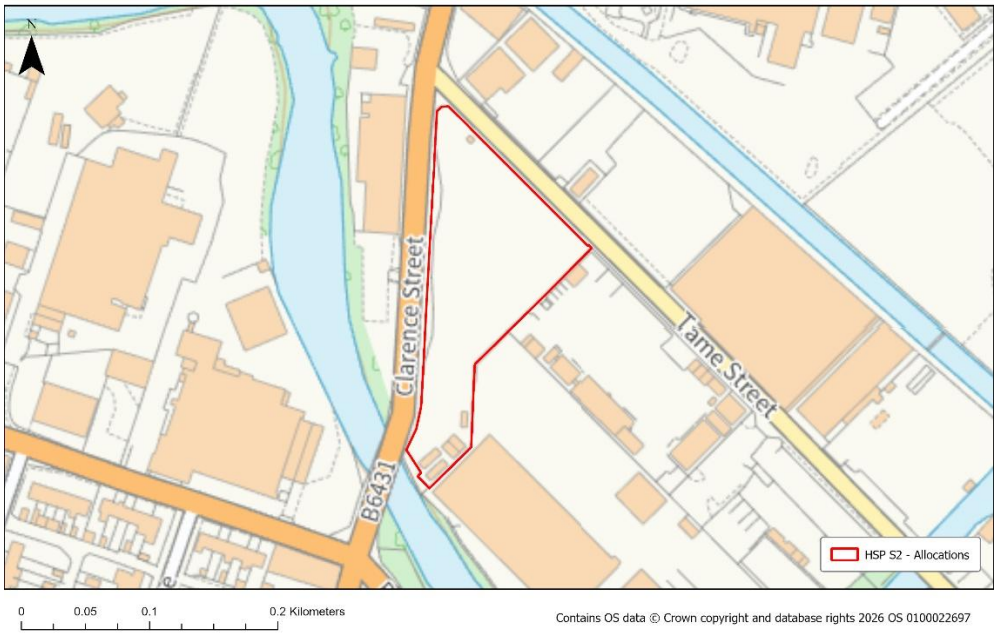
Development allocations

HSP S2L: Allocation 1: Bayley Street



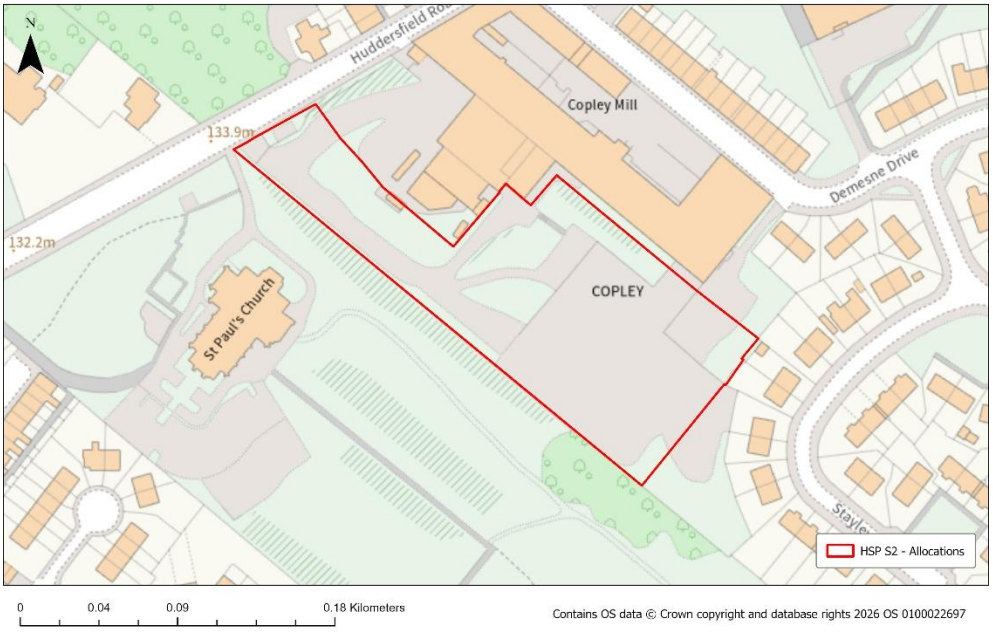
HSP S2L: Allocation 1: Bayley Street (3.8 hectares): for around 15,200 sqm of employment uses

HSP S2L: Allocation 2: Clarence Street



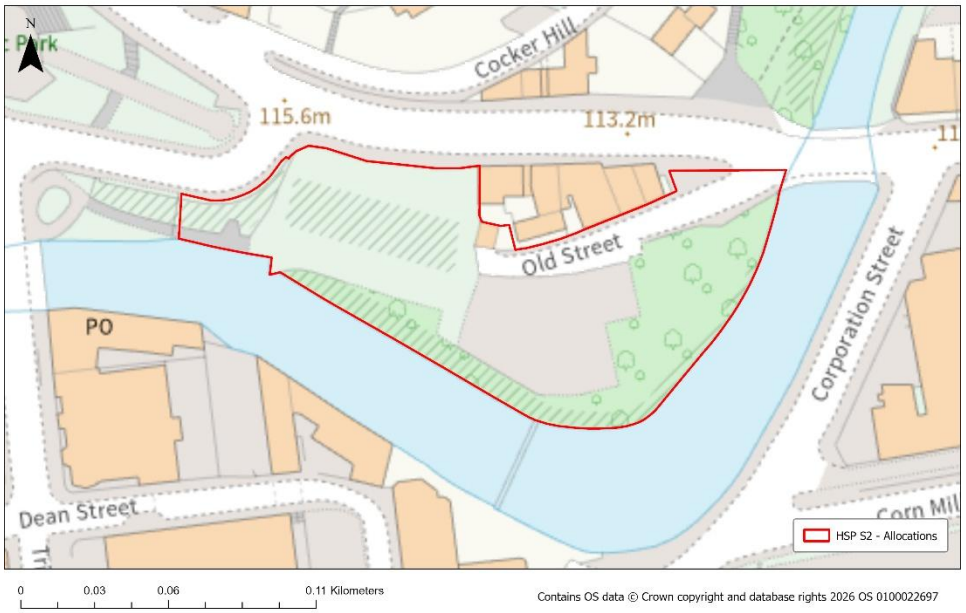
HSP S2L: Allocation 2: Clarence Street (0.66 hectares): for around 2,640 sqm of employment uses

HSP S2L: Allocation 3: Copley Mill



HSP S2L: Allocation 3: Copley Mill (0.80 hectares): for around 3,440 sqm of employment uses

HSP S2L: Allocation 4: Old Street



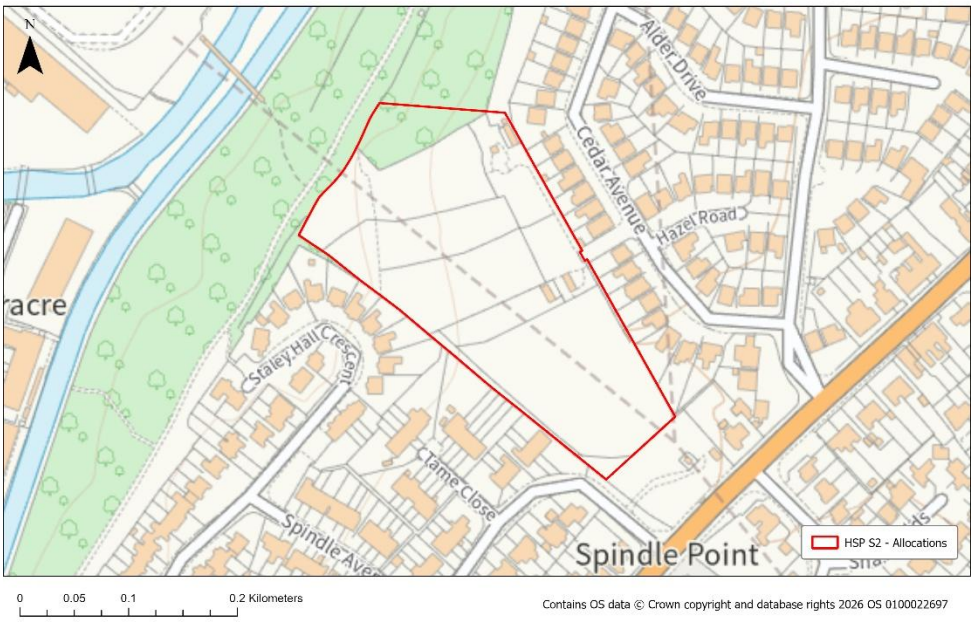
HSP S2L: Allocation 4: Old Street (0.46 hectares): for around 78 new homes

HSP S2L: Allocation 5: Huddersfield Road



HSP S2L: Allocation 5: Huddersfield Road (0.70 hectares): for around 23 new homes

HSP S2L: Allocation 6: Cedar Avenue



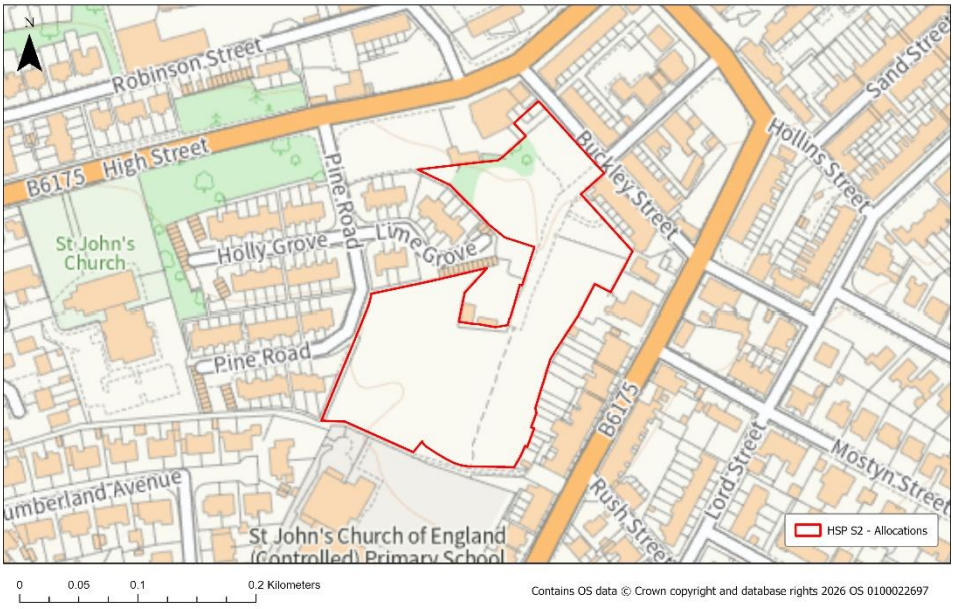
HSP S2L: Allocation 6: Cedar Avenue (2.03 hectares): for around 35 new homes

HSP S2L: Allocation 8: Millbrook



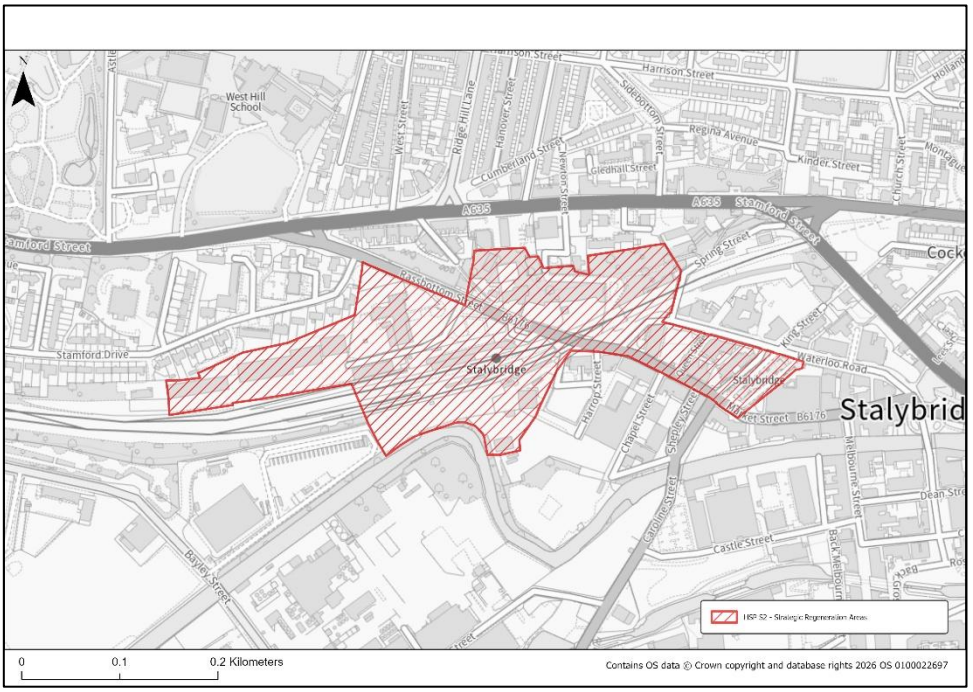
HSP S2L: Allocation 8: Millbrook (4.2 hectares): for around 110 new homes

HSP S2L: Allocation 9: Buckley Street

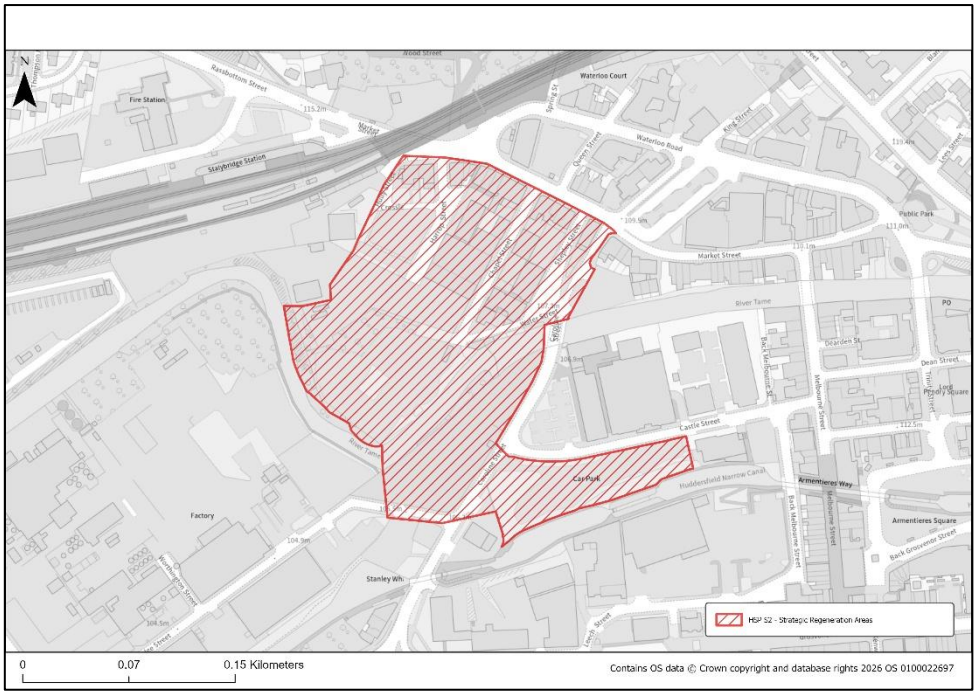


HSP S2L: Allocation 9: Buckley Street (1.27 hectares): for around 46 new homes

Strategic Regeneration Areas



HSP S2L: Strategic Regeneration Area 1: Stalybridge North



HSP S2L: Strategic Regeneration Area 2: Stalybridge West

6 Centres

Introduction

6.1 Tameside's main centres are Ashton-under-Lyne, Denton, Droylsden, Hyde, Hattersley, Mossley and Stalybridge. They provide a unique and complementary offer and are crucial components to the economic, environmental and social success and wellbeing of the borough. They are locations for businesses to grow and residents and visitors to access shops, services and facilities.

6.2 Like many towns and high streets across the country, Tameside's centres have been hit by the long-term decline in traditional retail. The rise of online shopping and out of town retail parks has reduced footfall in high streets, leaving vacant units and weakening the retail core. Retail has been an industry under significant stress, as many retailers find themselves squeezed between rising costs and the increasing volume of sales over the internet. Such difficulties have, of course, been exacerbated by the Covid-19 pandemic and the cost-of-living crisis associated with rising energy prices and rising inflation. While Ashton-under-Lyne remains the borough's principal centre, smaller centres such as Stalybridge and Droylsden have a more limited retail offer, serving mainly local catchments. This creates a challenge in maintaining vibrancy and economic viability across all centres. Tameside's centres must evolve by diversifying their offer and introducing new uses, such as residential development to remain relevant, vibrant and active destinations.

6.3 As consumer spending accounts for around 60% of GDP, the financial health of households and their willingness to spend are crucial factors in determining an economy's performance. Traditionally, consumer spending is the driving force behind GDP growth in the UK. In recent years, however, this has not been the case. First, the Covid-19 pandemic and associated lookdowns resulted in temporary large drops in spending and big changes to spending patterns (such as a greater share of spending on goods and less on services). Then, just as spending had recovered to its pre-pandemic level, the period of high inflation in 2022 and 2023 squeezed household budgets, resulting in stagnant spending in real (inflation-adjusted) terms.



6.4 Despite the growth of online shopping, physical retail stores will continue to play a vital role, particularly in the sale of convenience goods, as online orders are often fulfilled directly from store shelves. In respect of comparison goods, there is a need for the offer to become more 'experiential' to encourage shoppers onto the high street, and to ensure that shopping is viewed as a pastime and leisure activity. The shopping experience needs to evolve and diversify both to attract footfall and convert increased activity into sales. Independents clearly have an important role to play in adding interest and in providing differentiation between shopping venues. By embracing a broader mix of activities and encouraging people to live in and engage with Tameside's centres, these areas can become active, attractive destinations that support both daytime and evening economies.

6.5 The NPPF advises that local authorities should adopt a proactive approach to supporting the growth and evolution of town centres. This involves establishing a clear network and hierarchy of centres and promoting their long-term vitality and viability through diversification (such as introducing housing), while respecting the unique character of each centre. It also requires defining the boundaries of town centres and primary shopping areas, as well as setting a range of uses that will be permitted within them.

6.6 Policy JP-STRAT12: Main Town Centres within PfE recognises the nine districts' principal town centres as key economic drivers and focal points for office, retail, leisure and cultural activity serving their wider areas. These centres are also important locations for delivering inclusive growth and as major transport hubs. The plan emphasises that development must be carefully managed to preserve and enhance the distinct character of each centre while safeguarding natural and historic assets protected. PfE further requires districts to define the role and hierarchy of centres, drawing on robust evidence to support local plan policies.

Policy HSP C1: Network, Hierarchy and Designation of Centres

The Council will maintain and enhance the role of Ashton-under-Lyne as the borough's principal town centre, in accordance with PfE policy JP-P4, Denton and Hyde as town centres, Stalybridge, Droylsden and Hattersley as district centres and Mossley as a local centre. Boundaries for the centres are as shown

on the Policies Map. The network of centres will meet the majority of Tameside residents' everyday needs for shopping, services, leisure, community and other main town centre uses.

In accordance with national planning policies, the designated centres will be protected and strengthened, supporting thriving communities relative to their size, role and unique character and delivering a diverse range of uses that support their vitality and viability. They will be the primary locations for retail, leisure, commercial, cultural community and residential investment. The scale and nature of development should be appropriate to the role and function of the relevant centre within the borough's hierarchy.

Emphasis will be placed on creating safe, inclusive and welcoming places and public spaces that are highly accessible, well connected to public transport, walking, wheeling and cycling networks, and capable of supporting sustainable patterns of development. These locations will also grow and diversify in response to changing needs, including through the delivery of new homes, both as standalone developments and as residential uses above active ground floor uses.

Reasoned Justification

6.7 National policy highlights the important role that town centres play at the heart of local communities. Places for Everyone recognises town centres as local economic drivers, with Ashton-under-Lyne designated as a Main Town Centre in Policy JP-P4, New Retail and Leisure Uses in Town Centres. The Policy requires that Ashton-under-Lyne be maintained and enhanced in accordance with national planning policy.

6.8 PfE is clear through Policy JP-P4 that the boundaries of centres and identification of centres at lower levels of the hierarchy should be defined through district local plans such as this Plan. This approach aligns with the NPPF, which requires local authorities to identify a network and hierarchy of centres that supports their long-term vitality and viability and enables them to grow and diversify.

6.9 HSP needs to positively plan for the long-term vitality and viability of Tameside's centres. To remain vibrant, centres must evolve into community hubs that provide a mix of employment, homes, leisure, community facilities and services, with retail forming part of a broader range of complementary

uses, supported by high-quality places and spaces. Residential development is also a vital component, as it increases footfall and helps to create a stronger sense of safety within centres.

6.10 Whilst maintaining Ashton-under-Lyne as the borough's principal centre, evidence presented in the Tameside Retail and Leisure Study (TRLS) recommends an adjustment to the network and hierarchy of centres as shown in Table 6.0. The proposed hierarchy recognises the role of Ashton as a Main Town Centre, as defined within PfE Policy JP-P4 while also reflecting the growth and evolving functions of other town centres, including Denton and Hyde. Denton town centre serves a wider catchment area, supported by its diverse retail offer; particularly the range of comparison goods retailers at Crown Point Shopping Park. In contrast, Hyde has strengthened its role as a destination for convenience shopping, with several supermarkets helping meet day-to-day needs of local communities.

6.11 Stalybridge, Droylsden and the emerging centre at Hattersley perform a more localised role, serving primarily their surrounding residential communities. Their more limited retail offer is reflected in their designation as District Centres. Droylsden's benefits from a strategic location close to Manchester, supported by excellent accessibility via the Metrolink network and frequent bus services. In addition, a number of centres, including Droylsden, contain key sites that offer opportunities for new residential and mixed-use development, which could further strengthen their role and vitality.

6.12 Hattersley District Centre is currently anchored by Tesco and the Hattersley Hub which provides library and community facility, following the redevelopment of the former district centre for housing. The District Centre is undergoing a second phase of development comprising a discount supermarket, drive-through coffee shop and a range of trade units. With the potential addition of health services and enhanced pedestrian connectivity through public realm improvements, Hattersley centre has been designated as a District Centre.

6.13 Mossley is designated as a Local Centre and comprises the areas of Top Mossley and Bottom Mossley. Both are compact and walkable, offering a good range of shops and services, including significant number of independent businesses. Bottom Mossley also benefits from its close

proximity to the Mossley railway station and strong public transport connections, enhancing its accessibility for residents and visitors.

6.14 Having regard to the roles, functions and catchment areas of centres across the borough, Tameside's network and hierarchy of centres is set out below:

Table 6.0 Network and Hierarchy of Tameside's Centres.

Centre	**Hierarchy of Centres**
Ashton-Under-Lyne	Main Town Centre
Hyde	Town Centre
Denton	Town Centre
Stalybridge	District Centre
Droylsden	District Centre
Hattersley	District Centre
Mossley	Local Centre

6.15 The Primary Shopping Area and town centre boundaries have been defined to identify the areas to which the sequential and impact tests apply for new retail and leisure development. These boundaries are shown on the Policies Map and are set out in Appendix B. They have been refined to focus on the core areas where main town centre uses are concentrated, consistent with the definition of a town centre in Annex 2 of the NPPF. It is important to note that Tameside's hierarchy of centres does not include out-of-centre retail parks and standalone food stores. While these locations do contribute to the borough's economy and accommodate comparison retailing, particularly bulky goods, as well as other main town centre uses, they do not meet the definition of centre for planning purposes and are therefore excluded from the hierarchy.

6.16 The continuing growth of internet shopping is reflected in the Tameside Retail and Leisure Study (TRLS) 2025, which forecasts a continued increase in internet shopping as a proportion of overall retail expenditure. This trend has significant implications for the viability and vitality of our physical shops and town centres by reducing in-store purchases and therefore overall footfall. Over time, changing shopping habits have contributed to higher vacancy rates across the retail sector. In 2024, the North-West recorded the highest

retail and leisure vacancy rate of 15.1% in England, including persistent vacancy rate of 7%, compared to 4.5% nationally.

6.17 Tameside's centres are generally anchored by convenience retailer provision located in or close to defined centres. The borough's grocery market is relatively self-contained, with a high proportion of expenditure retained within Tameside. In recent years, discount foodstore operators, particularly Lidl and Aldi have strengthened their market position and now compete directly with major supermarket operators. Their larger store formats offer a broader range of products meeting a wider spectrum of customer needs. Maintaining and strengthening the concentration of retail, leisure and other town centre uses within defined centres will be essential to sustaining footfall, expenditure and overall centre vitality.

6.18 Tameside's larger centres, particularly Ashton and Hyde, have experienced the loss of several well-known high street retailers, including Marks and Spencer and Wilkos. These closures have reduced footfall and consumer spending and have contributed to the wider challenges facing town centres. Rising vacancy rates are evident across the borough, with retail and leisure vacancies reaching almost one-third of units in Droylsden in 2025, alongside rates of 21.8% in Ashton and 18.2% in Hyde, all above the national average of 14.1% (GOAD, 2025). High levels of vacancy, particularly where units remain vacant for prolonged periods, can undermine confidence in centres, reduce investment and contribute to a poorer quality environment through lack of active use and property maintenance. At the same time, out of centre retail parks continue to provide significant competition, benefiting from free parking, larger retail formats and convenient access to the strategic road network. Collectively, these trends present long-term challenges for the vitality and viability of Tameside's centres and reinforce the need to diversify their role and function, supporting a broader mix of retail, housing, employment, leisure, community and service uses.

6.19 Tameside is committed to a holistic approach to place management that supports vibrant, attractive and adaptable centres. This approach seeks to enhance the overall visitor experience, encouraging people to spend more time in centres throughout the day and evening. Greater flexibility will be needed to respond to changing consumer behaviour and community needs, with an increased emphasis on a diverse range of uses that attract visitors increase and dwell-time. Local Shopping Areas and neighbourhood parades

also play an important role in meeting day-to-day needs and are addressed through Policy C4.

6.20 Tameside's town centre regeneration projects aim to strengthen connectivity, increase footfall and attract a broad range of visitors. Through improved accessibility, a wider mix of uses and investment in heritage and distinctive character of each centre, these projects will support their long term vitality and viability while creating more engaging and attractive places for residents, businesses and visitors.

6.21 This Policy provides sufficient flexibility to support a diverse mix of town centre uses beyond traditional retailing. It recognises the need to adapt and repurpose older and under-utilised retail premises to accommodate a broader range of uses, including residential, leisure and community facilities, employment and services, helping centres to respond to changing economic and social trends while maintaining vitality and viability.

Policy HSP C2: Primary Shopping Areas

To manage and concentrate retail development, promote the vitality and viability of centres and encourage access to a range of shops and services, Primary Shopping Areas (PSAs), as shown on the Policies Map, are designated in Ashton-under-Lyne and Hyde Town Centres.

It is important that these areas retain a strong shopping, leisure, business and service function in order to maintain their role at the heart of the centre. As centres evolve over time, changes to the role and function of PSAs should be guided by an adopted masterplan or comprehensive redevelopment strategy.

For the purposes of applying the sequential approach to main town centre uses, the PSAs identified on the Policies Map shall be used. In centres where no PSA is identified, the designated centre boundary shall be treated as the equivalent of a PSA for the purposes of applying the sequential approach.

Reasoned Justification

6.22 The Tameside Retail and Leisure Study (TRLS) 2025 provides recommendations on the definition and review of Primary Shopping Areas (PSAs), which are the areas where retail development is concentrated. the



NPPF requires local planning authorities to define the extent of PSAs to support the effective application of the sequential test and to direct retail development towards the most sustainable and accessible locations within centres. For the purposes of applying the sequential test to retail proposals, edge of centre sites are defined as those that are well connected to, and within 300 metres of, a PSA.

6.23 The TRLS 2025 recommends that PSAs are identified only within Ashton and Hyde reflecting the concentrations of retail activity within these centres and helping to distinguish the primary retail core from the wider town centre. In Ashton, the PSA encompasses Ashton Market Square, the Arcades Shopping Centre and the Ladysmith Shopping Centre; which together form the principle focus of retail activity. In Hyde, the PSA includes Clarendon Square Shopping Centre, Market Place and the adjoining retail frontages, where retail uses are concentrated. The identification of PSAs in these centres helps to distinguish the core retail areas from the wider town centres, which accommodate a broader mix of uses.

6.24 Proposals for retail and other main town centre uses will be required to follow the sequential approach set out in the NPPF and national planning policy guidance. While Tameside is expected to experience significant population growth over the Plan period, the scale and distribution of centres identified in Policy C1 are considered sufficient to accommodate the majority of future retail and leisure needs, alongside committed provision at Godley Green Garden Village and Hattersley District Centre. Retail development should therefore be focused within defined centres, and particularly within the PSAs where these have been identified, to support their continued vitality and viability.

6.25 It is therefore important that new retail development and other main town centre uses are directed to Tameside's designated centres. In Ashton and Hyde, priority should be given to locations within the PSA, followed by suitable and available sites within wider town centre and edge of centre locations. Any edge-of-centre proposal must be well connected to the centre and easily accessible on foot. In the borough's other designated centres, a PSA has not been identified because retail and other main town centre uses are more evenly distributed throughout the centre. In these cases, the town centre boundary will be treated as the relevant area for the purposes of applying the sequential test.



6.26 The TLRS assessed both the quantitative and qualitative need for retail provision across the borough. The study identifies capacity for a single additional foodstore rather than multiple new stores. However, it also recognises that additional convenience retail provision in certain locations could improve consumer choice and increase competition. Any new development should support planned growth and be consistent with the borough's retail hierarchy. In accordance with national planning policy and guidance, proposals for retail development located outside of the designated centres and that exceed the locally set threshold in Policy C5 will be required to demonstrate compliance with the sequential test and, where applicable be accompanied by an impact assessment.

6.27 The TLRS acknowledges that the out-of-centre retail and leisure floorspace plays an important role in meeting the needs of Tameside residents. Many of these destinations also attract customers from a wider catchment extending beyond the borough. However, out-of-centre developments do not provide the diverse mix of retail, leisure community and service uses typically associated with town centres. Furthermore, Annex 2 of the NPPF makes clear that existing out of centre developments comprising town centre uses should not be regarded as town centres. To support the vitality and viability of Tameside's designated centres, additional retail development in out-of-town locations will not normally be supported, unless it complies with the requirements of national policies and provisions of this Plan.

Policy HSP C3: Development and Change of Use in Designated Centres

Tameside's centres play an important role in meeting a wide range of local needs, and their strong shopping function should be retained. However, it is also important to recognise the positive contribution that complementary services, community facilities, cultural and leisure opportunities can make to their vitality, attractiveness and long-term sustainability. While many changes of use do not require planning permission, those which do constitute development within designated centres, will be carefully managed to ensure they enhance, rather than undermine the role of centres in meeting local needs. The positive use of underused and vacant floorspace, particularly on upper floors of properties, will be encouraged, including for residential uses.

Development and changes of use within designated centres will be supported where they:

1. **contribute positively to the vitality, viability, attractiveness and diversity of the centre;**
2. **support the centre's role in providing a broad range of retail, commercial, cultural, leisure and day-to-day services and maintain levels of activity and footfall appropriate to the role and function of the centre;**
3. **maintain the continuity of active ground floor frontages to promote vibrancy and an attractive, high-quality public realm;**
4. **are of a scale and type appropriate to the size and function of the centre; and**
5. **do not result in unacceptable impacts on amenity arising from noise, odour, light, privacy and other environmental effects.**

Reasoned Justification

6.28 National policy requires local planning authorities to take a positive approach to growth, management and adaptation of centres, and to promote their vitality and vibrancy by supporting a diverse range of retail, leisure, cultural community and service uses. This Policy seeks to protect and strengthen the role of Tameside's centres in meeting the needs of residents, businesses and visitors.

6.29 The requirements in this Policy apply to all development proposals and material changes of use within designated centres. The Policy seeks to ensure that development contributes positively to the vitality, viability, attractiveness and diversity of centres while maintaining their important role in meeting the day-to-day needs. It recognises that successful centres compromise a broad mix of uses, including retail, leisure, food and drink, cultural, community and service uses, all of which can contribute to their long-term success.

6.30 The Policy supports development to maintains active ground floor frontages and encourages pedestrian activity, helping create centres that are attractive, safe and vibrant places throughout the day and evening.

6.31 The Policy also seeks to avoid an over-concentration of particular uses where this would undermine the diversity, balance and character of a centre. A varied mix of uses can support activity at different times of day, increase

resilience to changing market conditions and enhance the attractiveness of centres to residents, visitors and businesses.

6.32 Development and changes of use should not give rise to unacceptable impacts on the amenity of existing and future occupiers. Matters relating to design quality, amenity and environmental effects and other development management considerations will also be assessed against relevant policies elsewhere in the HSP. This approach provides flexibility for centres to adapt and respond to changing economic and social conditions while ensuring that their vitality, viability and wider community roles are maintained and enhanced.

Policy HSP C4: Local Shopping Areas and Parades

The Council will support the retention of local shopping areas and parades, as identified on the Policies Map, which are defined as clusters of four or more adjacent, or closely related, commercial units. Proposals involving the loss of Class E main town centre uses or Class F2(a) local convenience shops uses will only be supported where:

1. **the existing use is no longer viable and the premises have been actively marketed for a minimum period of 12 months at a realistic price or rent, with no reasonable prospect of continued Class E or Class F2(a) use being demonstrated;**
2. **the proposal will maintain and enhance the vitality and viability of the shopping area or parade;**
3. **the proposed development will not have a harmful impact on the amenity of local residents due to noise, odour and disturbance;**
4. **The day-to-day needs of the local population can still be met from other facilities in the area, and**
5. **the introduction of the proposed alternative use would reduce the extent of vacant properties and have a positive impact on the local environment.**

'Meanwhile' and temporary uses of vacant buildings and sites will be supported where they contribute to the vitality and viability of the shopping area or parade.

Reasoned Justification

6.33 National planning policy recognises that the planning system can play an important role in supporting healthy and inclusive communities and that there is a need to guard against the unnecessary loss of valued local facilities and services including shops. Councils should plan positively for the provision and use of community facilities and local services to enhance the sustainability of communities, to align with national planning policy. The Council recognises a need to strike a balance between retaining facilities to meet valuable community needs and avoiding long term vacancies which lead to decay and become a blight upon areas.

6.34 A network of smaller scale local shopping areas or parades form an important network that provide shops, local services and community facilities outside designated centres. These are the smallest clusters of highly accessible shops and services, often including newsagents, post office, small food stores, takeaways, pharmacies and laundrettes for example, and are places where communities interact and meet. They serve an incredibly localised catchment, with most trips made by foot, are supportive of making fewer journeys by car and are relied upon by people who are less mobile. Strong street layouts and easy pedestrian and cycle connections as well as active street frontages and clear, legible entrances all contribute to a well-designed place, and are important considerations for any new proposals.

6.35 An assessment of 60 local shopping areas and parades was undertaken in 2026 to identify those suitable for designation. The results are that 50 local shopping areas and parades are shown on the HSP Policies Map. There may be circumstances where uses outside of Use Class E or F2(a) are acceptable in these areas provided they meet the criteria set out in this Policy.

6.36 Temporary ('meanwhile') uses can make a valuable contribution by bringing vacant buildings and sites back into productive use, supporting local enterprise and improving the appearance of shopping areas and increasing footfall.

Policy HSP C5: Development Involving Main Town Centre Uses

Sequential Test

1. **In accordance with national planning policy, proposals for main town centre uses located outside designated centres must be supported by a Sequential Test, which demonstrates that there are no suitable and available sites in preferable locations. The following sequential approach will apply:**
    a. **within designated centres (in-centre);**
    b. **on the edge of a designated centre (edge-of-centre);**
    c. **out of centre locations, with preference being given to accessible sites well- connected to a designated centre.**

    In applying the sequential approach a flexible approach to scale and format is expected.

Retail Impact Assessment

2. **A retail impact assessment will be required for proposals for retail and leisure main town centre uses (including mezzanine floorspace and variation or removal of restrictive planning conditions restricting floorspace or goods sold) where development is located outside a designated centre and exceeds the following gross external floorspace thresholds:**
    a. **more than 500 square metres of GEA floorspace;**
    b. **more than 300 square metres of GEA floorspace where the site is within 800 metres of a District Centre; or**
    c. **more than 200 square metres GEA floorspace where the site is within 800m of a Local Centre.**

    The applicable threshold will be determined by the Council, having regard to:
    d. **the location of the proposal and the nearest designated centre(s) measured by walking or road network distance (rather than straight-line distance); and**
    e. **the designated centre or centre(s) likely to be affected by the proposal, having regard to potential impacts on investment, vitality and viability, and national planning policy.**

For the purposes of applying the impact assessment, leisure development may include, but is not limited to, cinemas, restaurants, drive-through restaurants, bars and public houses, nightclubs, casinos, health and fitness centres, indoor bowling and bingo halls.

Reasoned Justification

6.37 Proposals for main town centre uses in edge-of-centre or out-of-centre locations should be supported by a Sequential Assessment. This should demonstrate that suitable and available sites in more centrally located sites have been thoroughly assessed and discounted before less preferable locations are considered. In Ashton and Hyde, preference should be given first to sites within the Primary Shopping Area (PSA), followed by suitable or available sites within the district or local centres, and then edge-of-centre locations. Only where no suitable or available sites exist in these locations should out-of-centre sites be considered. Development proposed on edge-of-centre sites should be well connected to the centre and accessible to the centre, by convenient and attractive walking routes.

6.38 Retail and leisure development proposals outside of Tameside's designated centres that meet the thresholds set out in Policy C5 must be accompanied by an assessment of their likely impact on existing centres. In accordance with the NPPF, the assessment should consider the likely effects of the proposal on:

1. existing, committed and planned public and private investment within centres in the proposal's catchment area; and
2. the vitality and viability of the centres, including impacts on consumer choice, trade, footfall and expenditure in the centre and wider retail catchment, where relevant to the scale and nature of the proposal.

6.39 The Tameside Leisure and Retail Study (TLRS) 2025 recognised the relatively small scale of many of the borough's centres, the prevalence of smaller retail units, existing vacancy levels and their vulnerability to competition from out-of-centre development. The Study concluded that the locally defined impact thresholds should be set below the national default threshold to provide additional greater protection for these centres. Accordingly, the thresholds vary according to the role and function of the centre affected. They apply not only to new retail and leisure development, but also to changes of use and

applications that would remove or vary planning conditions that control how premises operate or trade.

6.40 The TRLS 2025 concluded that retail and leisure developments exceeding these thresholds could, depending on their scale and location, have a significant adverse impact on designated centres. Accordingly, an impact assessment will be required where proposals for retail or leisure development are located outside a defined centre and:

- more than 500 sq m gross external area (GEA); or
- more than 300 sq m GEA and are located within 800 metres of a District Centre; or
- more than 200 sq m GEA and are located within 800 metres of a Local Centre.

6.41 These thresholds are considered a proportionate response to the characteristics and vulnerabilities of Tameside's centres. Smaller developments are more likely to meet local day-to-day needs, whereas larger developments are more likely to draw trade from a wider area and potentially divert activity from existing centres. The 800-metre distance broadly reflects the catchments of smaller centres and aligns with the preferred maximum walking distance identified in Guidelines for Providing for Journeys on Foot (Institute of Highways and Transportation, 2000).

6.42 Where an impact assessment is required, applicants are encouraged to agree its scope with the Council at an early stage. This will help ensure that the assessment is proportionate to the scale and nature of the proposal and provides sufficient information to enable the likely effects on nearby designated centres, as defined in Policy C1, to be properly assessed.

Policy HSP C6: Markets

Markets are recognised as important economic, cultural and community assets which contribute to the identity, vitality and attractiveness of centres. The retention and enhancement of markets, and the creation of new markets, will be supported, where they contribute to the vitality and viability of a centre. Development proposals affecting the markets will only be supported where they:



1. **do not adversely affect the operation, accessibility and function of a market;**
2. **maintain and improve conditions for traders, customers, visitors and businesses;**
3. **support improvements to the public realm and pedestrian accessibility, including connections to public transport, walking, wheeling and cycling networks; and**
4. **contribute positively to the attractiveness, vitality and viability of the market environment.**

Reasoned Justification

6.43 Tameside's markets play a vital role in reinforcing the unique character and identity of towns. Temporary food and drink markets, such as Stalybridge Street Fest, Mossley Farmers' Markets and other pop-up artisan markets alongside permanent markets, including those at Hyde and Ashton, help to diversify town centre offers and attract shoppers and visitors. Investment in markets, such as within Ashton Market Hall and the adjoining Market Square are important in enhancing vibrancy, supporting economic activity and the appeal of centres.

6.44 The National Planning Policy Framework (NPPF) requires local authorities to retain and enhance existing markets and, where appropriate, support the introduction of new ones. Councils can hold outdoor markets without planning permission through permitted development rights that were made permanent in December 2021 to support high street recovery following the pandemic.

6.45 The Tameside Retail and Leisure Study (2025) highlights the importance of independent retailers, modern food markets and food and drink operators in supporting the vitality of centres. It also recognises the contribution of the evening and night-time economy, including pop-up food and drink markets and successful events, such as Stalybridge Street Fest, family-friendly Christmas and Summer celebrations and festivals, and seasonal artisan market events. Retaining and enhancing spaces for those activities, improving evening safety, and ensuring their effective management are key priorities supported by Tameside.

Policy HSP C7: Healthier Food Environments

Healthier food and drink options will be encouraged through Healthy Menu Schemes run by the Council and other organisations, with the aim of improving the borough's health and well-being.

Proposals for hot food takeaways, including hybrid developments incorporating hot food takeaway uses, will only be supported where they satisfy the relevant locational criteria below:

1. **are located within a designated centre, as defined by Policy HSP C1, and:**
    a. **do not result in hot food takeaways exceeding 10% of ground- floor commercial units within a frontage, where this would be detrimental to the character, function, vitality and viability of the designated centre, or would adversely affect the amenity of neighbouring occupants; and**
    b. **do not result in two or more adjacent units in any one length of frontage being in use as hot food takeaways.**
2. **are located outside designated centres, as defined by Policy HSP C1, and:**
    a. **are not located within wards where there are 10% or more reception pupils or 15% or more of Year 6 pupils classified as obese (including severely obese) based on latest National Child Measurement Programme; and**
    b. **are not located within a Local Super Output Area (LSOA) which falls within the 30% most deprived areas in England i.e. Index of Multiple Deprivation Deciles 1, 2 and 3; and**
    c. **are not located within 400 metres of a school, sixth form college, or other area where young people congregate, unless opening hours are restricted during school arrival, departure and lunchtime periods.**

Reasoned Justification

6.46 Across the borough, Tameside generally has poor health outcomes and health inequalities, with higher-than-average levels of obesity, including childhood obesity, heart disease and lower than average life expectancy. Tameside's Health and Well-being Board is committed to delivering healthier places as one of the key priorities for residents.

6.47 In 2024, the Tameside Healthy Places Strategic Framework was adopted which aims to adopt a whole system approach to addressing the health

challenges and supporting local action to improve the health and wellbeing of anyone who lives, works or is educated in Tameside. The Healthy Places Partnership aims to promote and create healthier food environments, working with partners, in a way that impacts individuals positively, ensuring employability, reducing demand on social care and the NHS and health services.

6.48 Collaborating with Public Health on healthy food initiatives and supporting businesses to offer healthier menu options will contribute to creating healthier food environment through a whole systems approach. Protecting existing allotments and encouraging new opportunities for community food growing will also improve access to nutritious food and help reduce health inequalities, in line with national planning policy. HSP Policy PE1 supports this Policy by requiring certain proposals to demonstrate their consideration to health impacts through the submission of a Health Impact Assessment (HIA).

6.49 Childhood obesity continues to be an issue in areas of Tameside and for Year 6 (ages 10-11 years) pupils, only 62% are a healthy weight. National research shows that children living in most deprived areas are at the highest risk of obesity. Public Health England (PHE) and the Local Government Association (LGA) have provided a briefing note on regulating the growth of hot food takeaway outlets acknowledging the complexity of the ways the environment promotes obesity and explaining the actions that can be taken by local authorities to reduce levels locally. It acknowledges that a direct causal link between hot food takeaways and obesity is challenging to establish, however, there is evidence of associations between obesity and the availability of fast food.

6.50 Tameside has the eighth highest density of hot food outlets per 100,000 population in England, with 151 outlets per 100,000 residents, higher than the average in England of 96.1 per 100,000 residents (OHID, 2024). This data includes hot food takeaways (HFTs) and restaurants selling certain types of fast food. There is strong evidence linking the density of fast-food outlets and the regular consumption of fast food with levels of those living with obesity in an area.

6.51 An assessment of the number of hot food outlets within the borough has been undertaken and the hot food takeaways and fast-food outlets are

generally concentrated in electoral wards with the highest levels of multiple deprivation, such as the wards of Ashton St Peter's (5.29 outlets per 1,000 population) and Denton North East (3.42 outlets per 1,000 population) (FEAT, November 2025).

6.52 The Use Classes Order defines hot food takeaways as "for the sale of hot food where consumption of that food is mostly undertaken off the premises" and of Sui Generis use. The over-concentration of hot food takeaways can have a detrimental impact on vitality and viability of centres and achieving a balance of uses within a centre should continue to be priority; ensuring that centres provide a good mix of both day and nighttime economies to create safe and attractive environments. Should a proportion of takeaways increase significantly within centres, then the balance of mix of uses and provision of amenities to meet the catchments' needs could decrease considerably, and residents could look elsewhere to meet their day-to-day retail, service and leisure needs.

6.53 The Policy ensures that Tameside retains control over future planning applications for hot food takeaways. The objective is to prevent the excessive clustering of such establishments, which can contribute to negative cumulative impacts on the local environment and community, such as closed shutters during the day, anti-social behaviour and litter. To assess this, applicants may use the Food Environment Assessment Tool (FEAT) developed by the MRC Epidemiology Unit, which maps the distribution of hot food takeaways across Tameside wards. Alternatively, applicants can conduct a site survey or mapping exercise to identify the density of takeaway units surrounding the proposal. In terms of health data, this can be accessed at Department of Health and Social Care public health data Fingertips webpage: https://fingertips.phe.org.uk.

Policy HSP C8: Food, Drink and Leisure Uses in Centres

The Council will support proposals that contribute positively to cultural and creative activities, support vibrant and diverse daytime and evening economies, and enhance the vitality, viability and attractiveness of designated centres, whilst minimising adverse impacts on amenity, including noise, public safety and servicing arrangements. The reoccupation and active use of vacant

premises for food, drink, leisure, cultural and creative uses will be supported where proposals accord with the policies of this Plan.

The use of outdoor areas, including rooftops, forecourts and pavements, for food, drink and leisure purposes will be supported where it does not result in unacceptable harm to the amenity of residential properties or impede safe and convenient pedestrian movement and access.

The agent of change principle will apply where new residential or other noise-sensitive uses, such as care homes, schools and nurseries, are proposed close to licensed premises, cultural or entertainment venues. Applicants will need to identify any impacts and demonstrate that they can be appropriately mitigated.

Reasoned Justification

6.54 As reflected within The Greater Manchester Night-Time Economy Strategy (2022-2024)[19] the food, beverage and leisure sector is an incredibly important element in the regeneration of towns. Aligned with this, Tameside is committed to fostering a vibrant mix of cultural, creative and leisure activities such as restaurants, pubs, bars, cinemas, theatres, and music venues that contribute to the vitality and viability of its centres.

6.55 The Tameside Retail and Leisure Study (TRLS) 2025 highlights the important contribution that independent businesses, markets and food and drink operators make to the character and attractiveness of the borough's centres. The study also recognises the growing role of the evening and night-time economy, including temporary markets, pop-up food and drink events, and established events such as Stalybridge Street Fest, seasonal artisan markets and Christmas celebrations. Alongside initiatives such as Purple Flag accreditation, improved late-night transport, Alive After Five and Light Night events, these activities help to increase footfall, support local businesses and encourage people to spend more time in centres beyond traditional shopping hours. Retaining and enhancing spaces capable of accommodating such events, together with measures to improve evening safety and effective management of public spaces, is an important part of supporting the vitality and viability of Tameside's centres.

[19] https://www.greatermanchester-ca.gov.uk/what-we-do/night-time-economy/night-time-economy-strategy/

6.56 Supporting the evening and night-time economy is essential to the diversification and long-term regeneration of Tameside's centres and aligns with national policy, which promotes the growth and adaptation of centres. In addition to enriching the social and cultural life of the borough, these activities generate employment opportunities, attract visitors and contribute to local economic growth. However, the Council also recognises the need to manage potential impacts, including public safety concerns, anti-social behaviour, litter, noise and disturbance to nearby residents.

6.57 Changes of Use between many uses within Class E can often occur without the need for planning permission, which limits the scope of this Policy. Nonetheless, where appropriate, the Council may impose planning conditions to restrict future changes of use that could undermine the viability and vitality of centres. The Council's licensing functions under the Licensing Act 2003 also complement this Policy by managing the operation of pubs, bars, restaurants and other licensed premises, including matters such as opening hours, security arrangements, noise management and the sale of alcohol.

7 Environment

Introduction

7.1 Tameside has many green and blue spaces that contribute to the borough's character and which provide wide-ranging benefits including for people and the environment. The borough's parks, woodlands, nature reserves and other locally designated sites make up some of the 55% of Tameside that remains undeveloped and green in nature. The council is committed to protecting and enhancing Tameside's natural environment, to mitigating the impacts of climate change, to improving air quality and protecting development from flooding and pollution.

Background and context

7.2 The council is already applying the policies within PfE and the NPPF to, amongst other things, protect the natural environment, support sustainable development, adapt to climate change and mitigate flood risk. The policies in this chapter should be read alongside the requirements of the NPPF and other documents that comprise Tameside's local plan, including PfE. Where policies in these plans already address strategic issues or requirements for development, they are not repeated by policies in this chapter; the details of such issues are provided below.

Climate change

7.3 Addressing climate change is a cross-cutting theme throughout this plan, with policies in all chapters contributing to either mitigating or adapting to climate change impacts. In determining planning applications, development proposals will be required to comply with PfE Policies JP-S2 and JP-S3. These policies set the approach, consistent with the NPPF, which the council will take in relation to renewable and low carbon energy schemes, requirements for energy efficiency in new developments, and the consideration of the opportunities presented by heat and energy networks.

Flood risk

7.4 In managing flood risk from all sources, when considering proposals for development the council will apply a risk-based approach, applying the



sequential and then exceptional test in accordance with PfE Policy JP-S4, consistent with the NPPF.

Environmental impacts

7.5 The NPPF is clear that planning policies and decisions should prevent new and existing development from being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution. Development should, where possible, help to improve local environmental conditions, consistent with the NPPF, which is further supported by PfE Policies JP-S1 and JP-S5.

Biodiversity

7.6 The council will continue to protect biodiversity, geodiversity, trees and woodland in accordance with the NPPF and through the application of PfE Policies JP-G7 and JP-G8. The Environment Act 2021 introduced a mandatory scheme of Biodiversity Net Gain which came into effect in April 2024. Qualifying developments must provide a minimum 10% net gain in biodiversity, as measured by the DEFRA metric. The council will seek a net gain in biodiversity in accordance with the national requirement and PfE Policy JP-G8.

Policy HSP E1: Renewable and Low Carbon Energy

The Council will support proposals for renewable and low carbon energy generation and associated infrastructure that assist in reducing carbon emissions, improving energy resilience, security and supporting the transition to a net-zero carbon economy, in accordance with PfE policies JP-S2 and JP-S3 and other relevant policies in this Plan.

Proposals for renewable and low carbon energy generation will be supported in appropriate locations where it can be demonstrated that they would not result in unacceptable adverse impacts that cannot be satisfactorily mitigated against.

When assessing the impacts of such proposals, the Council will give consideration to a range of factors, including:

- **The built environment and townscape, including heritage assets and their significance;**



- **Landscape character, including the Peak District National Park;**
- **Biodiversity and geodiversity;**
- **Flood risk and water quality; and**
- **Local amenity, including in terms of glare, noise, odour, air quality, pollution and safety.**

When assessing possible adverse impacts from such proposals, the council will consider cumulative, indirect and direct impacts. Weight will also be given to any wider environmental, social, economic or other benefits from such proposals that would outweigh any identified adverse impacts.

Particular support will be given for the provision of renewable and low carbon energy generation on brownfield sites, buildings and rooftops, where this requires planning permission.

Developers must demonstrate that opportunities to incorporate renewable and low carbon energy infrastructure into their schemes have been maximised wherever feasible and viable.

Solar PV Opportunity Areas[20]

In addition to the district heating network areas shown through PfE Policy JP-S3, the HSP policy map identifies broad opportunity areas which, based on technical considerations, may be particularly suitable for ground mounted solar PV and small-scale hydroelectric development. The identification of these opportunity areas does not imply that proposals outside of these areas will be unacceptable, subject to compliance with the policies in this Plan, Places for Everyone and the NPPF.

Hydroelectric Power

Development proposals for hydroelectric power generation shall protect and take opportunities to enhance the ecological interest, biodiversity and geodiversity of the waterway in which they are installed. Developers of such proposals should engage with appropriate consultees including the

[20] The opportunity areas shown on the policies map are not site allocations and should not be interpreted as locations where renewable energy development is proposed or expected to take place. They simply indicate broad areas that may have favourable technical characteristics for renewable energy generation. Any future proposal would require a planning application and would be assessed on its individual merits.

Environment Agency, Canal and River Trust and the Greater Manchester Ecology Unit at the earliest opportunity.

Decommissioning

Proposals for temporary renewable and low carbon energy generation will be required to provide full details for the decommissioning and removal of the technology upon cessation of generation and for the restoration of the site to its original use or acceptable alternative use.

Reasoned Justification

7.7 Paragraph 152 of the NPPF requires plans to support the transition to net zero, taking account of climate impacts including overheating, water scarcity, storm and flood risks and coastal change. The NPPF at paragraph 155 states plans should provide a positive strategy for energy from renewable and low carbon energy and heat. Renewable energy is defined in the NPPF and includes energy from the wind, the fall of water, the movement of the oceans, the sun, and from biomass and deep geothermal heat.

7.8 In 2020 Tameside Council, in association with the other Greater Manchester boroughs, declared a climate emergency which included a commitment to reduce the borough's carbon impact to 'net zero' by 2038. In 2021, the Council adopted its Climate Change and Environment Strategy which set a framework to determine actions the Council could take in response to the climate emergency. This included an action to consider, through the local plan, identifying suitable areas for renewable technologies and low carbon energy sources. Increasing the amount of energy from renewable and low carbon sources can bring wider benefits including reducing the borough's greenhouse gas emissions, improving air quality, increasing energy security and reducing fuel poverty.

7.9 In support of PfE policies JP-S1 and JP-S2, the transformation needed across the borough to become carbon neutral by 2038 has been identified in the Tameside Local Area Energy Plan (LAEP). A study to determine the areas of land suitable for renewable technologies including ground mounted solar PV, small-scale hydroelectric and wind turbines was carried out as part of the LAEP. The study found substantial opportunities for solar, limited opportunities for hydro and none for wind. However, this does not preclude

individual sites coming forward for these or other renewable or low carbon technologies.

Policy HSP E2: Surface Water and Water Efficiency

Surface Water

Development shall manage surface water in a sustainable way across the whole site and as close to source as possible, in accordance with PfE Policy JP-S4.

Development proposals should be designed to maximise the retention of surface water on-site and minimise the volume, and rate of, surface water discharge offsite, including through Sustainable Drainage Systems (SuDS).

Development proposals should be designed in accordance with the most up-to-date National Standards for Sustainable Drainage Systems.

Run-off rates should not exceed the conditions on site prior to the development. Development should achieve the following run-off rates:

- **On greenfield sites, a greenfield run-off rate[21];**
- **On previously developed land, a 50% reduction in run-off rates, with a target of reducing run-off to a greenfield run-off rate.**

Run-off should be discharged in accordance with the following drainage hierarchy, listed from highest to lowest priority:

1. **Collected for non-potable use**
2. **Infiltrated to ground**
3. **Discharged to an above ground surface water body**
4. **Discharged to a surface water sewer, or another piped surface water drainage system**
5. **Discharged to a combined sewer**

Applications will be required to demonstrate how the run-off rates have been achieved and how the development has complied with the drainage hierarchy. Where a lower priority run-off destination is utilised, evidence shall be

[21] Greenfield run-off rates can be calculated using the Environment Agency's Flood Estimation Guidelines: https://www.gov.uk/government/publications/flood-estimation-guidelines

provided with the application that demonstrates all higher priority final destinations have been utilised to the maximum extent practicable.

Water Efficiency

Proposals for new residential development should demonstrate how they will achieve the optional water efficiency standard set out in the Building Regulations 2010 Part G (or any subsequent update to it), achieving a maximum water consumption of 110 litres per person per day.

All other forms of development should minimise water use as far as practicable by incorporating rainwater harvesting, water efficiency and recycling measures where possible.

Reasoned Justification

7.10 A key element of managing flood risk and the impact on the water environment is the sustainable management of surface water. Surface water flooding, unlike other forms of flooding, is much harder to predict and can often happen in places where it is not expected. Sustainable Drainage Systems (SuDS) are designed to control surface water run-off close to where it falls, combining a mixture of built and nature-based techniques not only providing benefits for water quantity but also wider benefits to water quality, biodiversity and amenity. The Flood and Water Management Act 2010 introduced a mandatory requirement for the use of SuDS in developments more than 100sqm in area. The NPPF at paragraph 169 and PfE Policy JP-S4 state that development sites should incorporate SuDS to control flow rates and reduce volumes of run-off, unless there is clear evidence this would be inappropriate.

7.11 PfE Policy JP-S4 requires developments to manage surface water run-off through SuDS and achieve greenfield run-off rates unless it is demonstrated to be impractical. The policy states district local plans should consider setting more detailed surface water discharge rates such as in areas with critical drainage issues.

7.12 Surface water flows are larger than foul flows and have a greater impact when discharged to the public sewers, increasing the likelihood of sewer overflows and consequential impacts on water quality. Given the risk surface water flooding poses to parts of Tameside, it will be important to minimise

the amount of run-off and discharge from development sites across the borough.

7.13 As no watercourse within the borough currently achieves "good" ecological status, it is important for new development to incorporate measures which can help protect and enhance the water environment and support the objectives of the North West River Basin Management Plan. Incorporating SuDS can provide multifunctional benefits by not only reducing the volume and rate of surface water run-off, but also improving water quality through the filtration and treatment of pollutants, supporting biodiversity, and contributing to more resilient and attractive places.

7.14 In addition, the effects of climate change and population growth will continue to put pressure on water resources. Reducing the amount of water used in new development will help alleviate demand and reduce discharge to the sewer network. PfE Policy JP-S4 requires development to meet, as a minimum, the mandatory water efficiency standard of 125 litres/person/day with local authorities, through development of their local plan, able to set tighter standards if such an approach is justifiable.

Policy HSP E3: Biodiversity and Geodiversity

Development proposals must conserve and enhance biodiversity and geodiversity, avoiding any adverse impacts on priority habitats and species and irreplaceable habitats.

Development proposals will be expected to avoid adverse impacts on internationally, nationally and locally designated biodiversity and geodiversity sites, as shown on the policies map. The weight afforded to the protection of these sites will be commensurate with their status and designation within the following hierarchy, with greatest weight afforded to internationally designated sites as listed first:

- **Special Areas of Conservation and Special Protection Areas**
- **Sites of Special Scientific Interest**
- **Local Nature Reserves**
- **Sites of Biological Importance**
- **Regionally Important Geological Sites**

Development proposals shall follow the mitigation hierarchy in accordance with PfE Policy JP-G8 such that where an adverse impact is demonstrated to be unavoidable, this shall be mitigated as far as possible and, where necessary, appropriate compensation shall be provided for any remaining adverse impacts.

Reasoned Justification

7.15 Biodiversity is the variety of all life on Earth. It includes all species of animals and plants, and the natural systems that support them. Biodiversity matters because it supports the vital benefits we get from the natural environment. It contributes to our economy, our health and wellbeing, and it enriches our lives. The Council, through the application of other polices in this Plan, will continue to ensure adequate access to natural spaces for all residents, however it is also important to ensure adequate space for nature too. The UK has experienced a significant loss in biodiversity and is now one of the most nature-depleted countries on Earth. To address nature loss the UK has set legally binding targets through The Environment Act 2021 and subsequent regulations to increase species abundance and create and restore more wildlife-rich habitats.

7.16 Around 15% of Tameside is protected for nature conservation across a variety of designations from a local to an international level. Protected sites in Tameside currently include:

- 11 Local Nature Reserves
- 56 Sites of Biological Importance (SBI)
- 3 Sites of Special Scientific Interest (SSSI)
- 1 Special Area of Conservation (SAC) and Special Protection Area (SPA)

7.17 Tameside also contains several Regionally Important Geological Sites (RIGS) that are designated for their geological or geomorphological importance.

7.18 The Council will continue to work in partnership with the Greater Manchester Ecology Unit to conserve and enhance designated wildlife sites and seek opportunities to expand the network of such sites, to which this policy will apply.

Policy HSP E4: Nature Recovery

Development will be expected to support and deliver the priorities and actions for nature recovery set out in the Greater Manchester Local Nature Recovery Strategy. For the purposes of this policy, the Nature Network, including Core Areas and Opportunity Areas, is defined within the Greater Manchester Local Nature Recovery Strategy and associated mapping.

Where development is sited within, or where it is likely to have an adverse impact on, the nature network, it must demonstrate how it will protect and enhance the integrity of the 'core areas' and maintain and enhance the connectivity of the 'opportunity areas'.

Development on land within or adjacent to 'core areas' that would adversely affect their functions, integrity or connectivity will not normally be permitted. These areas will be protected in accordance with Policy HSP E3.

Development on land within or outside an 'opportunity area' will be expected to, where appropriate:

- **Protect and enhance existing habitats; and**
- **Restore and create habitats that improve connectivity both within the development site and into the wider nature network.**

Where opportunities arise to enhance connectivity of the nature network, particular consideration should be given to:

- **The expansion and enhancement of existing habitats;**
- **The strategic creation and restoration of habitat to better connect existing habitats;**
- **The design and layout of the development; and**
- **Any infrastructure that could be detrimental to achieving enhanced connectivity such as roads, buildings, fences and other barriers to species movement.**

Reasoned Justification

7.19 Local Nature Recovery Strategies were introduced under the Environment Act 2021 as a mechanism by which to support nature recovery. The Greater Manchester Local Nature Recovery Strategy (LNRS) sets out a long-term vision for a greener, more biodiverse Greater Manchester. The Greater

Manchester LNRS sets out the priorities, targets and actions to tackle the biodiversity emergency and enhance the natural environment, both for nature and for wider benefits to our environment, economy and society.

7.20 The Greater Manchester LNRS is one of 48 such strategies that together cover the whole of England, supporting the actions of the 25 Year Environment Plan to develop a national Nature Recovery Network of joined-up wildlife-rich places. The Greater Manchester Nature Network is made up of core local nature sites and nature recovery opportunity areas. The core areas for nature recovery are areas which are already of particular importance for biodiversity and are comprised of:

- Sites of Special Scientific Interest (SSSI);
- Special Protection Areas (SPAs);
- Special Areas of Conservation (SACs);
- National Nature Reserves;
- Local Nature Reserves;
- Sites of Biological Importance (SBIs); and
- irreplaceable habitats, as defined by the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024.

7.21 The opportunity areas are strategically identified areas that are crucial to developing a coherent nature recovery network across Greater Manchester, through expanding or joining up our core local nature sites. These opportunity areas have no existing statutory protection and have significant potential to become of particular importance for biodiversity. They represent the best areas to connect up spaces for nature across Greater Manchester and are where effort should be concentrated to achieve the most for biodiversity.

7.22 The Greater Manchester LNRS does not introduce any new protections of sites or designations, nor is it a barrier to development. The opportunity areas are not designated or protected for nature but are intended to guide investment and planning to support biodiversity.

7.23 For implementation of statutory Biodiversity Net Gain, the areas identified in the Greater Manchester LNRS as opportunity areas are to be categorised as "formally identified in local strategy" for the purposes of scoring "Strategic Significance" in the Statutory Biodiversity Metric.



8 Homes

Introduction

8.1 Housing plays a central role in achieving Tameside's corporate vision to enable residents to 'start well, live well and age well.' Policies in this plan will seek to support the choice of safe, well-designed homes that meet the housing needs of all groups in Tameside. New homes, alongside an existing housing stock that is fit for purpose, are an important part of ensuring that Tameside is able to meet the housing needs of existing and prospective residents, better matching residents' changing housing needs.

Background and context

8.2 To achieve this plan's objective, 'To ensure sufficient new housing is provided against the PfE requirement, proving a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.', alongside the potential re-purposing of existing stock, the council needs to have a clear understanding of the sites and broad locations in the borough that can accommodate new homes. It achieves this through the preparation of its Strategic Housing and Economic Land Availability Assessment (SHELAA).

8.3 The 2026 SHELAA identifies a range of sites deemed to possess residential development potential. In accordance with PfE Policy JP-S1: Sustainable Development, the Council will continue to make as much use as possible of suitable previously developed brownfield land and vacant buildings to meet development needs as set out earlier within this plan.

8.4 It will also continue to be important to make the most of the borough's existing stock. Vacant homes and suitable vacant and underutilised buildings that have been unattended for an extended period can result in neglect, lower property values, blight and anti-social behaviour. Therefore, returning empty and underutilised homes and buildings back into use is not only a sustainable way of meeting local housing need, but can also benefit the local community by reducing the negative impacts that often surround empty homes.



8.5 Approximately 2.5% of all dwellings in Tameside are vacant at any one time, which is close to the national average of 2.8%[22]. However, it is also important to note that a functional transactional vacancy rate of around 3%[23] is relatively normal, to allow for movement within the housing market and so there will always be a number of vacant properties in the borough at any one time, known as 'market churn'.

8.6 Ensuring sufficient homes come forward, the council will boost the supply of well designed and adaptable homes, in accordance with PfE Policy JP-H3: Type, Size and Design of New Housing, requiring new dwellings to be built to both the nationally described spaces standards and applying the accessible and adaptable standard in Part M4(2) of the Building Regulations. Alongside this, the council will, in accordance with PfE Policy JP-H2: Affordability of New Housing, seek to maximise the delivery of additional affordable homes through policies within this plan, setting targets for their provision. And in accordance with PfE Policy JP-H3 this plan will also ensure housing is provided to meet the needs of specific groups of people.

8.7 However, the delivery of new homes cannot be achieved in isolation. The council will continue to support the delivery of new homes by strengthening strategic partnerships and delivery vehicles with registered providers, developers, Homes England, and other stakeholders to improve delivery rates and develop proactive measures that will unlock barriers to development; particularly on challenging brownfield sites, stalled sites, and surplus publicly owned land.

8.8 Tameside most up to date Housing Needs Assessment (HNA 2025) estimated that across the borough there are 105,548 dwellings and 99,527 households, with a vacancy rate of 2.5%, close to the national average. The borough's housing stock is dominated by houses (77.8%), with flats making up 15.7% and bungalows 6.5%. Most homes have two or three bedrooms, with 10% having one bedroom, 38% two bedrooms, 44% three bedrooms, and 8% four or more bedrooms. In terms of tenure, 61% of homes are owner-occupied, 18% are private rented, and 22% are affordable, including social and shared ownership. Much of Boroughs housing stock is relatively old, with 42% built

[22] Arc4 (2025) Tameside Housing Needs Assessment
[23] Arc4 (2020) Tameside Housing Needs Assessment

before 1945 and 38% between 1945 and 1982. Around 18% of dwellings are considered non-decent.

8.9 Population and household projections indicate significant growth over the plan period, with the population expected to rise from 232,806 in 2022 to 253,813 by 2042, and households increasing by 10.3% to 110,363. The largest increases are expected among older age groups (75+), alongside growth in one-person households and households with two or more adults. These trends, combined with evidence of affordability pressures and an ageing population, underline the need for a housing mix that includes family homes, smaller properties to right size into, and accessible homes for older people and those with disabilities.

8.10 The HNA, 2025 also provides robust evidence of the mix required across the borough, recommending a broad range of homes based on type and bedroom number to allow for flexibility. The indicative mix set out in the policy (such as 40–45% three-bedroom homes and 30–35% two-bedroom homes, alongside a proportion of bungalows and apartments) reflects the HNA's findings and responds to demographic trends, including an ageing population and the need for accessible homes. This mix will help address issues of overcrowding, under-occupancy, and affordability, while supporting inclusive communities.

Policy HSP H1: Housing Size, Type, Mix and Tenure

The Council will support residential development proposals that provide an appropriate mix of dwelling sizes, types, tenures and bedroom numbers, which responds to identified local housing needs and contributes to the creation of mixed, balanced and inclusive communities.

1. **The appropriate housing mix shall be informed by:**
    - **Places for Everyone Policies JP-H1 Scale, Distribution and Phasing of New Housing Development, JP-H2: Affordability of New Homes, JP-H3: Type, Size and Design of New Housing and JP-H4 Density of New Housing;**
    - **Homes, Spaces, Places Policy HSP-H2: Meeting Affordable Housing Needs;**

- **The most up to date Housing Needs Assessment and other relevant evidence of housing need; and**
- **The characteristics, constraints and opportunities of the site and surrounding area.**

2. **Applicants will be required to demonstrate, through a Planning Statement, and, where appropriate other supporting documentation, how the proposed development responds to identified local housing needs and contributes towards the delivery of a balanced housing stock. Particular regard should be given to meeting the needs of:**
    - **Families with children;**
    - **Older people;**
    - **People with disabilities and additional support needs;**
    - **Children in care and care leavers;**
    - **Households seeking to downsize;**
    - **First time buyers and younger households; and**
    - **Any other groups identified within the most up-to-date Housing Needs Assessment.**
3. **As a guide, residential developments should contribute towards the delivery of the housing mix identified within the most up to date Housing Needs Assessment. The current recommended dwelling and bedroom number mix is set out in Tables 8.0 and 8.1 below.**

Table 8.0 Indicative Housing Mix

House Type	**Indicative Proportion**
House	65-70%
Apartment	5-10%
Bungalow/ Level-access	20-25%

Table 8.1 Bedroom Numbers Mix

Number of bedrooms	**Indicative Proportion**
1	5-10%

2	30-35%
3	40-45%
4+	15-20%

The dwelling and bedroom number mix identified in Tables 8.0 and 8.1 is intended to guide the overall delivery of homes across the borough and will not necessarily be required on every site. Development proposals will be assessed having regard to site-specific circumstances and the extent to which they contribute towards meeting identified local and borough wide housing needs.

4. **An alternative housing mix will be supported where it can be demonstrated that:**
    a. **The proposed mix would better meet an identified local housing need; or**
    b. **Site-specific circumstances justify a different approach, including where considerations relating to site size, accessibility, density, flood risk, local character, heritage, design, site configuration, viability or other material planning considerations indicate that an alternative mix would represent a more appropriate form of development.**
    c. **The development comprises specialist accommodation including, for example older person, supported, care and extra care accommodation, homes for people with disabilities, wheelchair accessible housing or other specialist housing intended to meet the needs of a particular group identified in the most up-to-date housing needs assessment, or other relevant need.**

5. **Where a development does not accord with the indicative dwelling and bedroom number mix set out in Tables 8.0 and 8.1, applicants will be required to submit robust evidence demonstrating:**
    a. **Why the application of the indicative housing mix would be inappropriate in the circumstances of the site or development proposed; and**
    b. **How the proposed housing mix would contribute towards meeting an identified housing need or addressing a deficiency in housing provision within the borough or local area.**

Where affordable housing is required, the size, type and tenure mix of affordable homes shall accord with Policy HSP-H2: Meeting Affordable Housing Needs and the most up-to-date evidence of affordable housing need.

Reasoned Justification

Housing Needs

8.11 National planning policy requires local plan policy to respond to the size, type and tenure of housing needed for different groups within the community and support the delivery of mixed and balanced communities. Places for Everyone (PfE) policies JP-H1, JP-H2, JP-H3 and JP-H4 establish the strategic framework for delivering homes across Greater Manchester, including its scale, affordability, type, size and density. Policy HSP-H1 builds upon this framework by ensuring that new housing development in Tameside contributes positively towards meeting identified local housing needs and supports the creation of sustainable inclusive communities.

8.12 The Council is committed to ensuring that people have access to a choice of homes that meet their needs throughout different stages of life. Housing need can arise where there is a mismatch between the size, type, tenure or location of available homes and the requirements of the household. This policy seeks to support a balanced housing market by promoting a range of housing options for different household types and circumstances.

Housing Mix and the Housing Needs Assessment

8.13 The Council's Housing Needs Assessment (HNA) provides the primary evidence base for understanding the size, type and tenure of homes required across the borough. It identifies the need for a broad range of housing, including family homes, smaller properties suitable for downsizing, accessible and adaptable homes, and accommodation to meet the needs of an ageing population and other groups with specific housing requirements.

8.14 Population and household projections indicate continued growth over the plan period, particularly amongst older age groups, smaller households and households with more complex housing needs. The evidence highlights the need for a housing mix that includes family housing, smaller homes, accessible and adaptable dwellings, and accommodation suitable for older people and those with disabilities.

8.15 The HNA provides robust evidence regarding the mix of homes required across the borough and recommends a broad range of dwellings by type and bedroom number. The indicative dwelling and bedroom mix set out in Tables 8.0 and 8.1 reflects the most up-to-date evidence of need and is intended to guide the overall delivery of housing across the borough. Delivery of an appropriate mix of homes will help improve housing choice, address identified needs and support the creation of mixed and balanced communities.

8.16 The dwelling and bedroom mix in Tables 8.0 and 8.1 is intended to guide the overall delivery of housing across the borough and should not be interpreted as a prescriptive requirement for every development site. The Council recognises that opportunities to deliver different forms of housing vary according to site characteristics, location and context. Proposals will therefore be considered having regard to site-specific circumstances and the extent to which they contribute towards meeting local and borough-wide housing needs.

8.17 The indicative housing mix and supporting policy requirements have been informed by the Council's evidence base and prepared having regard to development deliverability. The Council recognises that site characteristics, market conditions and viability considerations may influence the mix of homes that can be provided on individual sites. The policy therefore incorporates flexibility where robust evidence demonstrates that an alternative housing mix would provide a more appropriate and deliverable response to identified housing needs whilst continuing to contribute towards the creation of mixed and balanced communities.

Applying the Policy

8.18 Applicants should demonstrate how their proposals respond to the most up-to-date evidence of housing need and contribute towards delivering an appropriate housing mix. This should be set out within a Planning Statement, Housing Statement or other supporting documentation submitted as part of the planning application.

8.19 Where a proposal does not accord with indicative housing and bedroom mix set out in Tables 8.0 and 8.1, applicants will be expected to provide robust evidence demonstrating why that mix would be inappropriate in the

circumstance of the site and how an alternative approach would better respond to identified housing needs.

8.20 In assessing alternative housing mixes, the Council will have regard to factors including, but not limited to, site size, location, accessibility, density, design considerations, physical constraints, flood risk, heritage considerations, viability and other material planning considerations.

Specialist Accommodation

8.21 The Council recognises that specialist forms of accommodation often meet specific housing needs and may not reasonably be expected to accord with the indicative dwelling and bedroom mix set out in Tables 8.0 and 8.1.

8.22 This may include accommodation for older people, extra care and supported housing, housing for people with disabilities, care accommodation and other specialist housing designed to meet identified needs. Where such proposals are brought forward, applicants should demonstrate the nature of the need being addressed and how the development would contribute towards meeting identified housing requirements within the borough.

Delivering Sustainable Communities

8.23 The Housing Needs Assessment will be reviewed periodically to ensure that the Council's evidence base remains up-to-date and responsive to changing circumstances. Applicants should therefore have regard to the most recent published evidence available at the time an application is submitted.

8.24 By requiring development proposals to respond to the latest evidence of housing need, Policy HSP-H1 provides an evidence-led and flexible approach to housing delivery. It will help ensure that new homes contribute towards meeting the needs of current and future residents whilst supporting the creation of sustainable, inclusive and balanced communities.

Policy HSP H2: Meeting Affordable Housing Needs

A significant improvement in the availability of affordable housing in Tameside will be achieved through a combination of public funding, investment by Registered Providers, and developer contributions, enabling people to find a home at a cost they can afford.



The Council will support residential development proposals that maximise the delivery of affordable housing and contribute towards meeting identified affordable housing needs within the borough.

Affordable housing requirements for Build to Rent developments will be assessed in accordance with Policy HSP H4: Build to Rent.

1. **Affordable Housing Requirement**

   All market-led residential developments comprising 10 or more new dwellings, or on sites of 0.5 hectares or greater, will be required to deliver:

   a. **at least 15% of the total number of dwellings as affordable housing; and**
   b. **at least 50% of the total number of dwellings as affordable housing on sites located within the Green Belt.**

   Affordable housing requirements shall be rounded to the nearest whole dwelling once the relevant proportion has been applied.

   Provision of affordable housing above these minimum requirements will be strongly supported.

   Where there is evidence that a site or development has been artificially subdivided to avoid the affordable housing threshold, the Council will consider the cumulative scale of the development and whether to apply the requirements of this policy accordingly.

2. **Affordable Housing Tenure**

   Affordable housing provision shall accord with the definition of affordable housing set out in Annex 2 of the National Planning Policy Framework.

   Unless otherwise justified by the most up-to-date evidence of affordable housing need, affordable housing should comprise:

   - **60% social rented**
   - **15% affordable rented**
   - **25% affordable home ownership.**

   A different affordable housing tenure mix may be accepted where robust evidence demonstrates that it would better meet identified affordable housing needs. Such evidence may include the requirements of a Registered



Provider, specialist accommodation provider, funding regime, or the findings of the most up-to-date Housing Needs Assessment.

The above tenure requirements will not normally apply where the development solely consists of:

a. **Specialist accommodation, including older persons' housing, extra care housing, supported housing, care accommodation, housing for people with disabilities, homes for vulnerable adults, looked after children or care leavers;**
b. **Self-build or custom build housing; or**
c. **100% affordable housing schemes delivered by a Registered Provider or equivalent affordable housing provider.**

3. **<u>Delivery and Viability</u>**

Affordable housing on market led housing schemes shall normally be secured through a Section 106 Agreement and retained as affordable housing in perpetuity, unless alternative arrangements are agreed by the Council.

As a starting point, it will be assumed that land values and site acquisition costs reflect all relevant policy requirements and obligations.

Where an applicant considers that the affordable housing requirements of this policy would render development unviable, a viability assessment will be required. Any viability assessment will normally be independently reviewed at the applicant's expense.

Where a reduced affordable housing contribution is accepted on viability grounds, the Council will normally seek an appropriate review mechanism or overage position to enable additional affordable housing contributions to be secured should viability improve during the delivery of the development.

Affordable housing should be delivered in step with market housing across the development unless otherwise agreed by the Council through a Section 106 Agreement.

4. **<u>On-Site and Off-Site Provision</u>**

Affordable housing provision will normally be required on site.

Off-site provision will only be considered where exceptional circumstances can be demonstrated and where it can be shown that off-site delivery would provide an equivalent or greater affordable housing outcome than would otherwise be achieved through on-site provision.

Where off-site provision is accepted, contributions may take the form of:

- **affordable housing delivered on an alternative site;**
- **the provision of land for affordable housing delivery;**
- **the provision of specialist affordable accommodation; or**
- **a financial contribution where no other appropriate alternative is available.**

Any off-site provision should have regard to the quantity, tenure, type, location and long-term delivery of affordable housing.

5. Affordable Housing Size and Type

Affordable housing provision should deliver an appropriate mix of dwelling sizes, types and number of bedrooms, to meet identified local housing needs, having regard to the most up-to-date Housing Needs Assessment.

Affordable housing should generally reflect the range of house types and sizes proposed within the overall development unless there is clear evidence that a different mix would better meet identified affordable housing needs.

The Tameside Housing Needs Assessment (2025) identifies a recommended mix of affordable housing by tenure, dwelling type and bedroom number, as summarised in Table 8.2. Regard should be had to this and any subsequent updates through refreshed housing needs assessments when determining the appropriate affordable housing mix within qualifying residential developments.

The mix identified in Table 8.2 is intended to guide the overall delivery of affordable housing across the borough and will not necessarily be expected on every development site.

Alternative affordable housing mixes will be supported where justified by:

a. **identified local housing needs;**
b. **Registered Provider requirements;**
c. **funding or grant conditions;**
d. **specialist accommodation provision; or**

e. **site-specific circumstances that would make an alternative mix more appropriate.**

The recommended mix set out in Table 8.2 should be used to inform the size, type and bedroom mix of affordable housing provision. The table is intended as a guide rather than a prescriptive requirement and will be applied proportionately having regard to the size of the affordable housing contribution, local housing needs, Registered Provider requirements and site-specific circumstances.

Table 8.2 Recommended Affordable Housing Mix (Tameside Housing Needs Assessment 2025)

Dwelling type/size	**Market**	**Affordable/ Social Rented**	**Affordable home ownership**	**Total**
Overall % split	85%	11%	4%	100%
1/2 Bedroom House	15-20%	15-20%	20-25%	15-20%
3 Bedroom House	30-35%	20-25%	40-45%	30-35%
4+ Bedroom House	15-20%	2-5%	10-15%	15-20%
1 Bedroom flat	2-5%	5-10%	0-2%	2-5%
2+ Bedroom flat	2-5%	5-10%	5-10%	2-5%
1/2 Bedroom Bungalow/level access	10-15%	30-35%	15-20%	15-20%
3+ Bedroom Bungalow/level access	5-10%	5-10%	0-2%	5-10%
Dwelling type	**Market**	**Affordable/ Social Rented**	**Affordable home ownership**	**Total**
House	65-70%	45-50%	70-75%	65-70%
Flat	5-10%	10-15%	5-10%	5-10%

Bungalow/level-access	20-25%	35-40%	15-20%	20-25%
Number of bedrooms	**Market**	**Affordable/ Social Rented**	**Affordable home ownership**	**Total**
1	5-10%	25-30%	5-10%	5-10%
2	30-35%	35-40%	35-40%	30-35%
3	40-45%	30-35%	40-45%	40-45%
4+	15-20%	2-5%	10-15%	15-20%

6. Design and Integration

The Council will support the creation of inclusive and mixed communities by ensuring affordable homes are designed and constructed to the same high standards as market housing and that they should form an integral part of the overall development.

Reasoned Justification

Affordable Housing Need

8.25 Access to a decent home at a price that households can afford is fundamental to creating sustainable, balanced and inclusive communities in Tameside. National planning policy requires local authorities to identify and meet affordable housing needs, whilst Places for Everyone policy JP-H2: Affordability of New Housing provides the strategic framework across Greater Manchester.

8.26 The Council is committed to increasing both the quantity and range of affordable housing available across the borough through a combination of public investment, Registered Provider delivery and developer contributions. Affordable housing will play an important role in addressing affordability pressures and ensuring residents can access suitable housing throughout different stages of their lives.

Tameside Housing Market and Affordability

8.27 The affordable housing requirements in Policy HSP H2 are informed by evidence of affordable housing need and development viability and seek to maximise affordable housing delivery whilst ensuring development remains deliverable.

8.28 The tenure requirements reflect the findings of the Housing Needs Assessment, which identifies a significant need for Social Rent and Affordable Rent homes alongside opportunities for affordable home ownership. Flexibility is provided where robust evidence demonstrates that an alternative tenure mix would better meet identified needs or support the delivery of specialist accommodation.

Delivery, Viability and Off-Site Provision

8.29 The affordable housing requirements set out in Policy HSP H2 have been informed by the Council's most up-to-date viability evidence. This evidence has tested the ability of development typologies across the borough to contribute towards affordable housing delivery alongside other policy requirements. The Council will continue to monitor development viability throughout the plan period and review its evidence where appropriate.

8.30 The Council expects policy requirements to be reflected in land values and site acquisition costs. Where an applicant considers that policy-compliant affordable housing provision would render development unviable, this must be demonstrated through a viability assessment.

8.31 Affordable housing should normally be delivered on-site and broadly in step with market housing. However, in exceptional circumstances, off-site provision may be accepted where it can be demonstrated that an equivalent or greater affordable housing outcome would be achieved. In considering off-site provision, the Council will have regard to the quantity, tenure, type, location and long-term delivery of the affordable housing secured.

Affordable Housing Size and Type

8.32 The Tameside Housing Needs Assessment (2025) identifies a recommended mix of affordable housing by tenure, dwelling type and bedroom number, as summarised in Table 8.2. Regard should be had to this and any subsequent



updates when determining the appropriate affordable housing mix within qualifying residential developments.

8.33 The mix identified in Table 8.2 is intended to guide the overall delivery of affordable housing across the borough and is not a prescriptive requirement for every development site. The Council recognises that the appropriate mix will vary according to factors such as the scale of affordable housing provision, local housing needs, Registered Provider requirements, funding arrangements, specialist accommodation provision and site-specific circumstances.

8.34 Where an alternative affordable housing mix is proposed, applicants should provide evidence demonstrating why the proposed mix would better respond to identified housing needs.

Design and Integration

8.35 Affordable housing should form an integral part of new development and contribute towards the creation of mixed, balanced and inclusive communities. Affordable homes should be integrated throughout development sites wherever practicable and should be indistinguishable from market housing in terms of design quality, appearance and access to public spaces and facilities.

Build to Rent

8.36 Build to Rent developments are subject to the specific requirements of Policy HSP H4: Build to Rent. Where a proposal meets the definition of Build to Rent development set out in the National Planning Policy Framework, affordable housing will be provided as Affordable Private Rent in accordance with Policy HSP H4 rather than the affordable housing tenure requirements of Policy HSP H2.

Policy HSP H3: Meeting Specific Housing Needs

The Council will support proposals that contribute towards meeting the needs of different groups within Tameside's community, including older people, people with disabilities, looked after children and care leavers, veterans and

armed forces households and individuals or groups wishing to commission or build their own homes.

1. **<u>Housing for older people and people with disabilities</u>**

   In addition to the requirements of PfE Policy JP-H3 the Council will support proposals that contribute towards meeting the housing needs of older people and people with disabilities through:

   a. **ensuring 5% of dwellings on residential developments of 100 or more homes meet Building Regulation Part M4(3)(a) Category 3: Wheelchair Adaptable Dwellings standard, unless it can be demonstrated that compliance is impracticable due to site specific constraints.**
   b. **supporting measures that enable people to remain living independently within their own homes, including physical adaptations and other measures that support changing health, mobility and care needs.**
   c. **supporting the improvement of existing specialist accommodation and the development of new specialist accommodation including supported living accommodation, sheltered housing, extra care housing, nursing homes and residential care homes.**

   Proposals for housing specifically for older people or people with disabilities should:

   d. **be designed to create safe, accessible, adaptable and inclusive living environments;**
   e. **be integrated within the surrounding community and provide convenient access to services, facilities, public transport and opportunities for social interaction. Provide appropriate levels of parking, having regard to the needs of residents, carers, staff and visitors; provide a range of tenures, where appropriate; and**
   f. **demonstrate how the proposal responds to identified needs, having regard to the most up to date Tameside Housing Needs Assessment and other relevant evidence.**

   The incorporation of specialist accommodations and homes designed to meet the needs of older people and people with a disability within wider residential developments will be strongly supported where it contributes towards meeting identified needs.

2. Supporting Children in Care and Care Leavers

In determining applications for new children's homes and Ofsted regulated supported accommodation, the council will support proposals where it can be demonstrated that:

a. **Providers and developers should engage proactively with the Council to ensure that new provision aligns with identified local need and contributes towards meeting the accommodation requirements of looked after children and care leavers in the borough, having regard to the Council's adopted children's social care assessments, strategies and priorities.**
b. **The accommodation is located within a suitable residential environment, with appropriate access to education, healthcare, public transport, community facilities and other services required to supports residents;**
c. **The proposal, either individually or cumulatively does not result in an undue concentration of children's residential accommodation or care leavers supported accommodation that would adversely affect the character, function or balance of the local area. Locationally – proposals must ensure that they:**
    i. **are no more than 400m to the nearest bus stop or 800m to the nearest rail station or tram stop.**
    ii. **do not result in three or more adjacent residential properties in a continuous frontage within the street scene being in use as children's residential or care leavers supported accommodation.**
    iii. **do not sandwich a C3a family dwellinghouse between children's residential or care leavers supported accommodation.**
    iv. **are not within an area where the proportion of children's residential or care leavers supported accommodation already exceeds more than 10% of all residential properties within a 50-metre radius.**
    v. **do not result in the proportion of properties in use as children's residential or care leavers supported accommodation being more than 10% of all residential properties within a 50-metre radius.**

d. **The premises are of an appropriate size, layout and standard to provide a high-quality, safe and nurturing living environment that supports wellbeing, positive outcomes and independence;**
e. **Adequate private outdoor amenity space is provided, including appropriate opportunities for recreation and outdoor activity, together with appropriate boundary treatments; and**
f. **Suitable arrangements are in place to safeguard the wellbeing of residents and protect the amenity of neighbouring occupiers, supported where necessary by a robust management plan that will be kept under review.**

The Council will support an appropriate range, type and distribution of children's residential or care leavers supported accommodation across the borough to help meet identified needs and reduce the need for out-of-area placements where appropriate.

3. **Custom, Self Build and Community Led Housing**

The Council will support proposals for custom, self-build, and community led housing where they accord with other policies of the development plan.

Applicants should demonstrate how a proposal responds to identified local housing needs and demand having regard to the Council's Self-Build Register and any other relevant evidence.

4. **General Specialist Accommodation**

The Council will support proposals for other types of specialist and supported accommodation where they respond to an identified housing need, are appropriate to the intended occupier group, and provide a suitable living environment having regard to accessibility, wellbeing, integration with the wider community, access to services and facilities and accord with other policies of the development plan.

Reasoned Justification

Housing Need

8.37 Where people choose to live depends on many factors, including, access to employment, family and social networks, income, household size, and access to education, healthcare and other services. Housing need can arise from a

mismatch between the type, size, tenure or location of available homes and the requirements of households, leading to issues such as overcrowding, sharing facilities and affordability pressures. The council will therefore seek to ensure that current and future residents have access to a range of housing options that meet their needs. throughout different stages of life.

8.38 National planning policy requires local planning authorities to assess and plan for the housing needs of different groups in the community. The Tameside Housing Needs Assessment (2025) identifies a number of groups with specific housing needs requiring targeted policy support, including older people, people with disabilities, looked after children, care leavers, veterans and those wishing to commission or build their own homes.

Older People's Housing Needs

8.39 The Council recognises that housing needs vary across different age groups and life stages, and that these needs influence the size, type and design of homes required.

8.40 Whilst singles, couples and families with children currently drive much of the demand for housing in Tameside, the number of residents aged 65and over is expected to increase significantly over the plan period. This demographic change is expected to increase demand for a wide range of accommodation, including extra care housing, supported housing, residential care homes and other forms of specialist accommodation.

8.41 The Housing Needs Assessment (2025) identifies the need for a broader range of housing options for older people, enabling residents to remain living independently for longer and to access more suitable accommodation as their needs change. The Council will therefore support proposals that contribute towards meeting identified needs through the delivery of age-friendly, accessible and adaptable homes, specialist accommodation and housing that supports independent living.

8.42 The Council recognises that specialist accommodation can take a variety of forms and that the most appropriate solution will vary depending on the intended occupiers, operational requirements, market demand and local circumstances. The policy therefore adopts a flexible approach to specialist accommodation and does not prescribe specific delivery requirements for individual accommodation types.

Housing for People with Disabilities and Health Related Needs

8.43 The Council recognises the need to plan for housing that meets the needs of people with disabilities, long term health conditions and changing mobility requirements.

8.44 Evidence from the Housing Needs Assessment (2025) and Census (2021) data demonstrates that a significant proportion of Tameside residents live with disabilities or health conditions that affect day-to-day activities. The need for accessible and adaptable homes is expected to increase further as the population ages.

8.45 The Council will therefore support the provision of specialist accommodation, supported living schemes, accessible and adaptable homes and wheelchair adaptable housing that will enable residents to remain living safely and independently within their communities.

8.46 In accordance with Places for Everyone Policy JP-H3, all new homes should meet the M4(2) Accessible and Adaptable Dwellings standard unless otherwise specified and agreed with the Council. Evidence within the Housing Needs Assessment (2025), also identifies an ongoing requirement for wheelchair adaptable homes. The requirement for at least 5% of dwellings on sites of 100 homes or more to meet the M4(3)(a) Wheelchair Adaptable Dwelling Standard will help ensure that an appropriate supply of wheelchair adaptable housing is delivered across the borough.

8.47 Together these requirements will help to address demographic change, increase housing choice and support the creation of more inclusive communities.

Look After Children and Care Leavers

8.48 The Council recognises its statutory responsibilities towards looked after children and care leavers and the importance of ensuring sufficient provision of accommodation to meet their needs.

8.49 Providing suitable accommodation for looked after children and care leavers is an important component of the Council's wider approach to improving outcomes and supporting independence. Accommodation should provide a safe, stable and nurturing environment that enables children and young

people to maintain links with families, their communities, education and employment opportunities and support networks wherever appropriate.

8.50 The Council's evidence identifies a continuing need for a range of accommodation options, including children's residential homes, supported accommodation and longer-term housing opportunities for care leavers. The Council will therefore support the delivery of an appropriate range, type and distribution of accommodation across the borough to help meet identified needs and reduce reliance on out-of-area placements where appropriate.

8.51 In determining the suitability of locations for children's residential accommodation and supported accommodation for care leavers, particular importance will be attached to ensuring that residents have appropriate access to public transport, education, healthcare and community facilities. The policy also seeks to ensure that provision is distributed appropriately across the borough and does not become concentrated within a limited number of neighbourhoods. The locational and concentration criteria have been included to promote balanced communities, avoid cumulative impacts on residential areas and support the successful integration of children and young people within local neighbourhoods.

Self-build, Custom-Build and Community Led housing

8.52 National planning policy recognises self-build, custom-build and community led-housing, as an important alternative means of increasing housing choice and diversifying housing delivery.

8.53 These forms of development can provide homes that better reflect the needs and aspirations of individuals, families and local communities whilst contributing towards a more diverse housing market.

8.54 The council will support proposals for self-build, custom-build and community led housing where they accord with the development plan and respond to identified local demand. In considering proposals, regard will be had to evidence including the Council's Self and Custom Housebuilding Register and any other relevant information regarding local demand.

General Specialist Accommodation

8.55 The Council recognises that some households require specialist or supported accommodation which does not fall within traditional housing models or accommodation specifically designed for older people.

8.56 This may include accommodation for people with learning disabilities, autism, mental ill-health, physical disabilities, domestic abuse survivors, vulnerable adults or other groups who require support to live independently, where a need is identified through the most up-to-date evidence base.

8.57 The policy therefore supports a flexible approach to specialist and supported accommodation where an identified need can be demonstrated and where proposals provide an appropriate living environment for the intended occupiers.

Veterans and Armed Forces Households

8.58 The Council recognises that some veterans and armed forces households may experience difficulties accessing suitable housing, particularly where they have additional support, health or mobility needs.

8.59 As a signatory to the Armed Forces Covenant, the Council is committed to ensuring that serving personnel, veterans and their families are not disadvantaged in accessing housing and related support services. The Housing Needs Assessment identifies the importance of accessible, adaptable and well-located housing that enables veterans to live independently and maintain access to employment, healthcare and support networks.

8.60 The Council will therefore support proposals which contribute towards meeting the identified housing needs of veterans and armed forces households, including accessible, adaptable and supported accommodation where required, as part of a wider approach to meeting specific housing needs across the borough.

Delivering Inclusive Communities

8.61 By supporting a broad range of housing options for people with different needs, circumstances and life experiences, Policy HSP H3 seeks to ensure that all sections of the community have access to appropriate accommodation.



8.62 The policy supports the delivery of inclusive, adaptable and sustainable communities by ensuring that housing provision responds positively to changing demographics, identified specialist housing needs and the diverse requirements of Tameside's residents throughout all stages of life.

Policy HSP H4: Build to Rent

The Council will support proposals for Build to Rent (BtR) development where they contribute towards meeting identified housing needs and provide high-quality professionally managed private rented accommodation.

Build to Rent developments will be supported where they:

1. Meet the definition of 'Build to Rent'

Demonstrate compliance with the definitions of Build to Rent and Affordable Private Rent contained within the National Planning Policy Framework and any successor national policy including:

- **a. purpose built residential development held under single ownership and management control;**
- **b. professionally managed private rented homes;**
- **c. the provision of longer-term tenancy agreements, with leases of three years or more available to tenants; and**
- **d. the retention of the development as Build to Rent accommodation through mechanisms secured by planning obligation.**

2. Are located in sustainable locations

Be located within Ashton-under-Lyne Town Centre, one of the Borough's other town centres, or in another highly sustainable location with convenient access to public transport, employment opportunities, services and community facilities.

3. Respond to identified housing needs

Demonstrate how the development responds to identified housing needs within Tameside, including the needs of:

- **a. households unable to access owner occupation;**
- **b. younger households and newly forming households;**

c. **key workers;**
d. **older people seeking high-quality rented accommodation; and**
e. **households requiring professionally managed rented housing.**

The development shall provide an appropriate mix of dwelling sizes and types having regard to local housing need, the character of the area and the intended occupiers of the scheme.

4. **Provide Affordable Private Rent homes**

Build to Rent developments comprising 10 or more new dwellings, or on sites of 0.5 hectares or greater, will normally be required to provide:

a. **a minimum 20% of homes as Affordable Private Rent accommodation;**
b. **Affordable Private Rent homes at rents that area at least 20% below local market rent inclusive of any service charges, or otherwise accord with national policy and guidance;**
c. **Affordable Private Rent homes that are secured in perpetuity through a Section 106 agreement or equivalent legal mechanism;**
d. **affordable homes that are integrated throughout the development and indistinguishable from market rented homes in terms of design, quality, size, type, specification and access to communal facilities; and**
e. **a management and service agreement setting out arrangements for tenancy management, maintenance, resident engagement and the long-term operation of the affordable housing.**

Where an applicant proposes an alternative level of Affordable Private Rent provision, this must be supported by robust and independently verified viability evidence.

5. **Secure long-term management and delivery**

All Build to Rent developments shall submit and maintain a Management Plan setting out:

a. **ownership and management arrangements;**
b. **tenancy management procedures;**
c. **maintenance and repair arrangements;**
d. **resident engagement and complaints procedures;**

e. **arrangements for the delivery and management of Affordable Private Rent homes; and**
f. **measures to maintain the quality and attractiveness of the development over its lifetime.**

The Management Plan shall be secured through a Section 106 agreement where necessary.

6. Change of tenure of Affordable Private Rent homes

The change of tenure of Affordable Private Rent homes will be permitted only where it can be clearly demonstrated that continued operation as Affordable Private Rent accommodation is no longer practicable.

In such circumstances, the Council will require the full value of the affordable housing subsidy to be recycled for the provision of affordable housing within Tameside. This may include, where appropriate, the payment of a commuted sum to the council.

Reasoned Justification

Build to Rent

8.63 National planning policy recognises Build to Rent (BtR) as a distinct form of purpose-built private rented housing that can make an important contribution towards housing delivery, housing choice and affordability. The Planning Practice Guidance identifies BtR as a means of providing professionally managed rented homes and supports local planning authorities in promoting BtR where a need for rented accommodation has been identified through local housing evidence. BtR developments can contribute towards increasing housing supply, broadening housing choice and supporting mixed and balanced communities.

8.64 The Council's housing evidence identifies a continuing need for a broad range of housing tenures and affordable housing options across the borough. Affordability pressures, barriers to owner occupation and changes in household circumstances mean that many households increasingly rely on the private rented sector. Whilst the private sector has grown significantly in recent years, much of this growth has been delivered through conversions and changes in tenure rather than purpose-built professionally managed rental accommodation. Build to Rent developments therefore provides an

opportunity to diversify housing supply, improve standards within the rental market and provide high-quality homes for households who are unable or do not wish to access owner occupation.

Location of Build to Rent Development

8.65 The Council will seek to direct Build to Rent development towards Ashton-under-Lyne Town Centre, the borough's other town centres and other highly accessible locations. Such locations are generally well served by public transport, employment opportunities, retail and community facilities, making them particularly well suited to professionally managed rental accommodation.

8.66 Build to Rent development can support the vitality and viability of centres, increase local spending power, help bring forward brownfield redevelopment opportunities and contribute towards wider regeneration objectives. Locating Build to Rent development in sustainable and accessible locations also supports the creation of communities where residents can readily access services, facilities and employment opportunities without reliance on the private car.

Meeting Housing Needs

8.67 Build to Rent development can play an important role in meeting the needs of a range of households, including younger households, newly forming households, key workers, households unable to access owner occupation and older people seeking high-quality rented accommodation.

8.68 The Council recognises that Build to Rent is a distinct housing product and may deliver a different dwelling mix from that typically expected on conventional market housing developments. Proposals should have regard to identified local housing needs and the objectives of Policy HSP H1: Housing Mix. However, the Council recognises that the dwelling mix of Build to Rent developments must also reflect the characteristics of the sector, operational requirements, management considerations and evidence of market demand.

8.69 Applicants will be expected to demonstrate how the proposed mix of homes responds to identified local housing needs whilst supporting the long-term viability and successful operation of the Build to Rent development.

Affordable Private Rent

8.70 National planning policy requires affordable housing within Build to Rent developments to be delivered in the form of Affordable Private Rent and managed alongside market rented homes by a single Build to Rent landlord.

8.71 Government guidance identifies 20% Affordable Private Rent homes as the standard benchmark for Build to Rent developments and requires such homes to be secured in perpetuity through planning obligations. Affordable Private Rent homes must be let at a rent that is at least 20% below local market rents, inclusive of service charges, and should be integrated throughout the development and be indistinguishable from market rented homes in terms of quality, design and access to facilities. For Build to Rent developments, the Affordable Private Rent requirements of Policy HSP H4 apply in place of the affordable housing tenure requirements contained within Policy HSP H2.

8.72 Whilst the policy adopts the national benchmark of 20% Affordable Private Rent provision, flexibility is provided where robust and independently verified viability evidence demonstrates that an alternative level is necessary to ensure the delivery of the development.

Long-Term Management and Delivery

8.73 Long-term management is a defining characteristic of the Build to Rent sector and distinguishes Build to Rent development from conventional residential development. Professionally managed accommodation can help provide a consistent standard of management, maintenance and customer service, whilst supporting the long-term operation and attractiveness of the development.

8.74 Management Plans provide certainty regarding ownership arrangements, tenancy management procedures, maintenance standards, resident engagement and the operation of Affordable Private Rent homes. They will help ensure that developments continue to function as high-quality Build to Rent accommodation throughout their lifetime and provide confidence to both residents and the Council regarding future management arrangements.

Retention of Affordable Private Rent Homes

8.75 Affordable Private Rent homes delivered as part of Build to Rent developments provide an important long-term affordable housing benefit and contribute towards addressing identified housing needs within the borough.

8.76 The Council will therefore seek to ensure that Affordable Private Rent homes remain available in perpetuity wherever possible. Where it is demonstrated that continued operation as Affordable Private Rent accommodation is no longer practicable, the Council will seek to secure an equivalent affordable housing benefit through alternative provision or financial contributions that support affordable housing delivery within Tameside.

Delivering High Quality Build to Rent Development

8.77 By supporting Build to Rent development in sustainable locations, securing Affordable Private Rent homes and requiring long-term management arrangements, Policy HSP H4 seeks to ensure that Build to Rent development contributes positively towards housing choice, affordability and housing quality within the borough.

8.78 The policy supports the delivery of professionally managed rental accommodation that meets identified housing needs, contributes towards the vitality of centres and supports the creation of sustainable, mixed and inclusive communities.

Policy HSP H5: Houses in Multiple Occupation (HMOs)

Proposals for the conversion of existing buildings, change of use, construction of new buildings for use as Houses in Multiple Occupation (HMOs), or the extension of existing HMOs will only be supported where they meet both the functional and locational criteria set out below:

1. **Functionally – proposals must demonstrate that they provide high quality accommodation by:**
    a. **Implementing a management plan to ensure efficient operation and tenant welfare.**

b. **Meeting the following minimum bedroom size, in accordance with nationally described space standards:**
    - **Single bedroom floor area of at least 7.5sqm and is at least 2.15m wide.**
    - **Double bedroom floor area of at least 11.5sqm and at least 2.55m wide**
c. **Providing habitable rooms that are served by clear glazed windows and are not solely reliant on roof lights or light wells, to enable sufficient access to natural light, ventilation and have an adequate outlook.**
d. **Including appropriate internal communal facilities, internal storage space and functional outdoor amenity space relative to the intended number of occupants.**
e. **Ensuring dedicated areas for waste and recycling storage are provided to the side or rear of dwellings which do not detract from the street scene. Where this is not possible an appropriately designed store may be considered acceptable to property frontages, although these should not visually dominate or detract from the street scene. In all instances the area shall be large enough to store and manoeuvre all bins required by the development and should not hinder resident amenity by covering windows.**
f. **Providing secure and covered cycle storage for residents and sufficient car parking provision for the intended number of occupants consistent with the requirements of Policy HSP T8: Parking (Appendix C).**

2. **Locationally – proposals must ensure that they:**
    a. **Are no more than 400m to the nearest bus stop and 800m to the nearest rail station or tram stop.**
    b. **Do not result in three or more adjacent residential properties in a continuous frontage within the street scene being in use as HMOs.**
    c. **Do not sandwich a C3a family dwellinghouse or C2 residential institution between two HMOs.**
    d. **Are not within an area where the proportion of HMOs already exceeds more than 10% of all residential properties within a 50-metre radius.**
    e. **Do not result in the proportion of properties in use as HMOs being more than 10% of all residential properties within a 50-metre radius.**

For the purposes of applying this policy, a continuous frontage is a consistent line of buildings within the street scene, without clear and distinct separation such as provided by a side road. The fact that properties are semi-detached or detached does not mean that they cannot form a continuous frontage.

Reasoned Justification

Houses in Multiple Occupation (HMOs)

8.79 Houses in Multiple Occupation (HMOs) form a component of Tameside's housing stock and provide a source of relatively affordable accommodation for a range of households.

8.80 For planning purposes, HMOs are generally defined as properties occupied by three or more unrelated individuals forming more than one household and sharing facilities such as kitchens, bathrooms or living spaces.

8.81 The Town and Country Planning (Use Classes) Order distinguishes between:

- Use Class C4: comprising small HMOs occupied by between three and six unrelated individuals; and
- Sui Generis HMOs: comprising larger shared houses occupied by seven or more individuals.

8.82 While some HMOs are purpose-built, many HMOs within Tameside have been created through the conversion existing residential properties, particularly larger dwellings within accessible urban locations. such as the Metrolink line and other routes into Manchester city centre.

The Role of HMOs

8.83 HMOs play an important role in the borough's housing market by providing relatively affordable private rented accommodation and an increasing housing choice for a range of residents.

8.84 They can provide housing for:

- Students;
- Younger households;
- Newly forming households;
- People on lower incomes;

- Key workers;
- Individuals requiring flexibility within the housing market; and
- Individuals seeking temporary accommodation.

8.85 The Council recognises that HMOs make an important contribution towards meeting housing needs and supporting a diverse housing market.

Residential Amenity and Quality

8.86 The Council has adopted a Houses in Multiple Occupation Supplementary Planning Document (SPD), which provides further guidance on the design, layout, management and assessment of HMO development. Applicants should have regard to this guidance when preparing proposals and demonstrating compliance with Policy HSP H5.

8.87 The Council is committed to ensuring that HMOs provide a high standard of accommodation for residents. Poorly designed or intensively occupied HMOs can result in inadequate living conditions, poor access to natural light, insufficient storage, overcrowding and limited access to outdoor space.

8.88 The policy therefore requires HMOs to provide appropriately sized bedrooms, suitable communal facilities, access to natural light and ventilation, adequate waste storage arrangements, secure cycle parking and functional outdoor amenity space. These requirements are intended to ensure that residents benefit from safe, healthy and high-quality living environments.

8.89 Management arrangements are also important in ensuring the successful operation of HMOs. Management Plans can help ensure properties are maintained appropriately, support tenant welfare and minimise potential impacts on surrounding occupiers.

Concentration and Community Balance

8.90 Whilst HMOs contribute positively to housing choice, excessive concentrations can give rise to particular planning issues.

8.91 High concentrations of HMOs may affect the character and function of residential areas, contribute to parking pressures, increase demand upon local services and facilities, and reduce the availability of traditional family housing. In some locations, this can contribute to an imbalance in the composition of local communities.



8.92 The Council therefore seeks to maintain mixed and balanced neighbourhoods by ensuring that new HMOs do not result in an undue concentration of shared accommodation within any locality.

8.93 The concentration thresholds and frontage tests contained within Policy HSP H5 provide a consistent and transparent framework for assessing cumulative impacts. They are intended to prevent the overconcentration of HMOs, avoid situations where family housing becomes isolated between HMOs, and maintain the character and function of established residential areas.

Sustainable Locations

8.94 HMOs are often occupied by households with lower levels of car ownership and a greater reliance upon public transport, walking and cycling.

8.95 The policy therefore directs new HMOs towards accessible locations that provide convenient access to bus, rail and tram services. Locating HMOs within sustainable locations helps support accessibility to employment, education, community facilities and services whilst reducing reliance upon private vehicles.

Article 4 Direction

8.96 Historically planning permission was nor required to change a dwellinghouse (Use Class C3) into a small HMO. . However, concerns regarding the cumulative impacts of HMO development led the Council to introduce a borough-wide, immediate, Article 4 Direction on 2 October 2025.

8.97 The Article 4 Direction removed permitted development rights that previously allowed the change of use of a dwellinghouse to a small HMO without planning permission. As a result, proposals for both small HMOs (Use Class C4) and large HMOs (Use Class Sui Generis) are now subject to planning assessment against the policies of the Local Plan.

8.98 The introduction of the Article 4 Direction does not prevent HMO development from coming forward. Rather, it enables the Council to assess proposals on their individual merits and consider their impacts on residential amenity, housing quality, community balance and the character of the area.

Mandatory Licencing

8.99 Certain HMOs are also subject to mandatory licensing requirements under housing legislation. Licensing and planning perform separate functions and compliance with one regime does not imply compliance with the other. Applicants should therefore ensure that proposals satisfy both the requirements of Policy HSP H5 and any relevant licensing requirements.

Delivering High Quality Shared Accommodation

8.100 Policy HSP H5 seeks to balance the important role that HMOs play in meeting housing needs with the need to protect residential amenity and maintain sustainable and balanced communities.

8.101 By requiring high-quality accommodation, appropriate management arrangements, sustainable locations and careful control of concentrations, the policy will support the delivery of well-managed HMOs that contribute positively to Tameside's housing offer whilst protecting the amenity and character of existing neighbourhoods.

Policy HSP H6: Gypsy, Traveller and Travelling Showpeople

1. **High quality new sites to meet the needs of gypsies, travellers and travelling showpeople will only be supported in sustainable locations where they:**
    a. **Are located in areas at the lowest appropriate risk of flooding, having regard to national planning policy and the sequential approach.**
    b. **Take account of local environmental quality (e.g. noise and air quality) and safeguard the wellbeing of residents.**
    c. **Have convenient access to local facilities and services including health and education establishments.**
    d. **Are designed and laid out in accordance with best practice, including adequate provision for parking, servicing and turning of vehicles and or equipment.**
    e. **Are serviced with the necessary utility infrastructure.**
    f. **Have safe and convenient access to the highway network.**
    g. **Promote integration with the local community and protect the amenity of residents both on the site and in the surrounding area.**



2. **Gypsy and traveller pitches should:**
    a. **Have a minimum pitch size of 25m by 25m, capable of accommodating a twin-unit chalet or mobile home, a tourer, drying space for clothes and parking for at least one vehicle. Larger pitches (e.g., 25m x 30m) may also be considered for extended families.**
    b. **Ensure residential units are located a minimum of 2m from the pitch boundary and a minimum of 6m apart.**
3. **Travelling Showpeople plots should be a minimum size of 0.15ha to provide space for residential accommodation, equipment storage and business needs.**

Reasoned Justification

Gypsies, Travellers and Travelling Showpeople

8.102 In line with national planning policy, local authorities are required to assess and plan for the accommodation needs of Gypsies, Travellers, and Travelling Showpeople and reflect those needs within planning policy.

8.103 The Planning Policy for Traveller Sites (2024) defines Gypsies and Travellers as 'persons of nomadic habit of life, including those who have ceased to travel temporarily or permanently for reasons such as health, education, or old age, but excluding Travelling Showpeople and circus people'. Travelling Showpeople are defined as 'members of a group organised for the purposes of holding fairs, circuses, or shows, including those who have ceased to travel temporarily or permanently for similar reasons'.

8.104 The Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTTSAA) (2025) Addendum identifies a minimum requirement for two additional Gypsy and Traveller pitches and five additional Travelling Showpeople plots in Tameside over the plan period to 2042. This need primarily arisesfrom household formation within existing authorised sites. Whilst current evidence indicates these needs may be capable of being accommodated through existing sites, additional requirements may emerge during the plan period and opportunities for suitable new provision will therefore continue to be supported.

Location of Sites

8.105 National policy seeks to ensure that Gypsy, Traveller and Travelling Showpeople sites are located in sustainable locations where residents can access employment opportunities, education, healthcare, shopping facilities and other community services. Access to these facilities is important in promoting social inclusion and ensuring that residents are able to access the same opportunities and services as the settled community.

8.106 The policy therefore seeks to direct new sites towards sustainable locations that provide convenient access to local services, public transport and the highway network. In addition, proposals should take account of local environmental conditions, including noise, air quality and other factors that may affect residents' health and wellbeing.

8.107 National policy also requires particular attention to be given to flood risk when considering proposals for Gypsy and Traveller accommodation. Sites should be located in areas of the lowest appropriate flood risk wherever possible to safeguard residents and ensure the long-term resilience of development.

Design, Layout and Residential Amenity

8.108 The successful design and layout of sites is important in promoting health, safety, accessibility and quality of life for residents. New sites should have regard to relevant national guidance and best practice relating to Gypsy, Traveller and Travelling Showpeople accommodation.

8.109 Consideration should be given to site layout, circulation, fire safety, privacy, parking, utility provision, waste storage and the relationship between residential accommodation and operational activities. The policy also seeks to ensure that sites are appropriately integrated with surrounding communities whilst protecting the amenity of both site occupiers and neighbouring residents.

Pitch and Plot Sizes

8.110 For the purposes of this policy, a ‘pitch’ refers to pitch on a Gypsy and Traveller site, whereas a ‘plot’ refers to a mixed-use pitch on a Travelling Showpeople site (often called a yard), which combines residential accommodation with space for equipment storage.



8.111 The GTTSAA (2025) recommends a minimum pitch sizes of 25m by 25m for Gypsy Traveller pitches. This provides sufficient space to accommodate a twin-unit chalet or mobile home, touring caravan, amenity building, two parking spaces, manoeuvring space and private amenity space. Larger pitches may be appropriate where accommodation is required for extended family groups or newly forming households. The GTTSAA (2025) also identifies a minimum yard size of approximately 0.15ha for Travelling Showpeople accommodation. Travelling Showpeople plots have different operational requirements to conventional Gypsy and Traveller pitches as they must accommodate residential accommodation together with equipment storage, maintenance activities and business operations. In some circumstances larger plots may be required to meet operational needs.

Meeting Identified Need

8.112 Policy HSP H6 provides a framework for assessing proposals for new or expanded Gypsy, Traveller and Travelling Showpeople sites and seeks to ensure that any future provision is delivered in suitable locations and to an appropriate standard. By supporting well-designed sites in sustainable locations, the policy will help meet identified accommodation needs whilst promoting inclusive communities and protecting residential amenity.

9 Jobs

Introduction

9.1 Tameside's employment areas are distributed across the borough, with significant concentrations located within the Tame Valley, along the M60 corridor and around the borough's principal town centres. These areas play an important role in supporting economic prosperity, providing employment opportunities, attracting investment and contributing to the social wellbeing of local communities.

9.2 Over recent decades, the borough's economy has undergone significant structural change. Traditional industries, including textile manufacturing, engineering and food processing, have contracted, whilst growth has occurred in logistics, warehousing, advanced manufacturing, professional services and other emerging sectors. This transition has altered the spatial distribution of employment activity, with some former employment areas being redeveloped for housing and employment development becoming increasingly concentrated within strategically accessible locations capable of meeting modern business requirements.

Economic Profile

9.3 Despite long-term economic restructuring, manufacturing remains a significant component of the borough's economy. In 2023, around 10,000 people were employed in manufacturing activities across approximately 590 businesses, accounting for around 14.1% of total employment within Tameside. The borough also continues to benefit from strengths in sectors identified within the Government's Industrial Strategy and wider Greater Manchester growth priorities, particularly advanced manufacturing and engineering.

9.4 Research undertaken to support the Local Plan indicates that approximately 3,039 businesses employing almost 11,000 people operate within sectors aligned with the Industrial Strategy's priority growth sectors. Whilst technological change, automation and productivity improvements may influence future employment levels within manufacturing, demand for modern employment land and premises is expected to remain strong. Supporting business investment, innovation and productivity therefore remains a key priority for the Local Plan.

Background and context

9.5 The amount of industrial and warehousing floorspace within Tameside has declined considerably over the last two decades. Valuation Office Agency data indicates that industrial floorspace fell from approximately 2.09 million square metres in 2003 to 1.58 million square metres in 2023, representing a reduction of more than 500,000 square metres. Over the same period, office floorspace increased from approximately 109,000 square metres to 131,000 square metres.

9.6 Whilst this reduction in industrial floorspace has been substantial, the relationship between floorspace loss and overall employment levels has been less pronounced. Total employment within the borough has remained broadly stable over the same period, suggesting that changes in the nature of employment, productivity improvements and more efficient use of employment premises have partially offset the effects of floorspace losses.

Table 9.0 Job Density in Tameside, the North West and Great Britain (Source: Nomis - official census and labour market statistics)

Year	Tameside	Tameside (density)	North West (density)	Great Britain (density)
2011	77,000	0.54	0.74	0.78
2019	84,000	0.59	0.85	0.87
2024	81,000	0.54	0.82	0.85

9.7 Whilst the total number of jobs within the borough has remained relatively stable over the last two decades, job density has consistently remained significantly below both regional and national averages. In 2024, Tameside recorded a job density of 0.54 jobs per working-age resident compared with 0.82 across the North West and 0.85 across Great Britain. This indicates that there are substantially fewer jobs available within the borough relative to the size of its working-age population than is the case nationally and regionally.

9.8 Improving job density is therefore an important economic objective for Tameside. Increasing the availability of employment opportunities within the borough can help support inclusive growth, improve access to employment, reduce the need to travel for work and contribute towards increased productivity and prosperity. This approach aligns with the objectives of

Places for Everyone and the Council Plan to support sustainable economic growth and improve opportunities for residents.

9.9 The Local Plan seeks to address these challenges through a combination of safeguarding existing employment areas, supporting the modernisation and intensification of employment premises, enabling new employment development and improving skills and workforce participation. These objectives align with Places for Everyone's ambition to increase productivity and support sustainable economic growth across Greater Manchester.

9.10 In addition to protecting existing employment areas, the borough's future employment land supply has been significantly strengthened through the adoption of Places for Everyone and the allocation of Ashton Moss West (Policy JP Allocation 27) for employment development. Located within the Ashton Mayoral Development Zone, Ashton Moss West provides a strategically important opportunity to deliver substantial new employment floorspace capable of supporting advanced manufacturing, industrial and other employment-generating uses. Together with the policies contained within this chapter, the allocation will help address historic floorspace losses, support business growth, increase employment opportunities and contribute towards improving Tameside's job density over the plan period.

Policy HSP J1: Existing Employment Areas

To support business investment, economic growth, and the modernisation of existing employment areas, the Council will apply the following policy approach:

1. **General Support – The Council will support proposals that:**
    a. **Promote business investment and job creation.**
    b. **Improve the environmental quality, sustainability, and infrastructure of existing employment areas.**
    c. **Contribute to the regeneration and sustainable development of these areas, including through the re-use of previously developed land and buildings.**
    d. **Improve the quality, flexibility and functionality of employment premises.**

e. **Optimise the use of previously developed employment land through redevelopment and intensification where this would not adversely affect surrounding uses.**

2. **Supported Uses - Within designated existing employment areas, the following uses will generally be supported:**
    a. **Industry, manufacturing, advanced manufacturing, logistics, warehousing, and other employment uses that are of a similar nature, including:**
        - **Research and Development (Use Class E(g)(ii))**
        - **Light Industrial (Use Class E(g)(iii))**
        - **General Industrial (Use Class B2)**
        - **Storage and Distribution (Use Class B8)**
        - **Sui Generis commercial uses with similar operational characteristics to industrial and warehousing uses.**
    b. **Office Uses, where:**
        - **It is ancillary to the main employment use; or**
        - **There is an demonstrable operational or functional need for the office use to be located within the employment area because of its relationship to industrial, manufacturing, logistics, research and development or similar activities; or**
        - **It does not compete with or undermine the role of the borough's designated centres as the primary locations for office activity (Use Class E(g)(i)).**
    c. **Training facilities and similar uses that are ancillary to existing employment uses.**
    d. **Waste Management Facilities, provided they:**
        - **Promote re-use, recycling and resource recovery**
        - **Meet high environmental standards**
        - **Are consistent with the relevant policies in the Greater Manchester Joint Waste Development Plan Document or any subsequent version of that Plan.**
3. **Development within or adjoining an Existing Employment Area - This must not unacceptably prejudice the operation, viability, expansion or future development of existing businesses. The council will apply the Agent of Change principle when considering proposals for new sensitive uses adjoining existing employment activities. This Includes, for example,**

residential, educational, healthcare and other uses that may be sensitive to noise, disturbance, traffic or other operational impacts.

4. **Leisure Uses – Small-scale built leisure uses that are ancillary to, and principally serve, the needs of employees working within an existing employment area will normally be acceptable. Proposals expected to attract significant numbers of visitors should be located in a designated town centre and will therefore be subject to the sequential approach set out in Policy HSP C5.**
5. **Proposals involving the loss of employment land, employment premises or employment floorspace will be assessed against Policy HSP J3: Assessing the Loss of Employment Land or Accommodation.**
6. **Location Clarification – this policy applies to:**
    - **Existing employment areas identified on the policies map.**
    - **Smaller employment areas or individual employment premises not shown on the policies map, but that are recognised through existing use, local evidence and planning history, or lawful employment use.**

Reasoned Justification

9.11 The purpose of this policy is to identify the existing employment areas and types of employment development that will be acceptable in principle in order to support economic growth, inward investment, productivity and employment opportunities within the Borough. This policy supports Places for Everyone Policy JP-P2 by encouraging and promoting employment development and aligns with the recommendation in the Tameside Employment Land Study (TELS, 2026) that existing employment areas should be safeguarded and retained for employment purposes. Of the 82 Employment Areas assessed through the TELS 76 were identified as being well occupied and of at least moderate physical quality and able to continue meeting business needs over the long term. The outcome of the TELS has been taken as the starting point for identifying Existing Employment Areas for the HSP Policies Map.

9.12 The Tameside Employment Land Study identifies continuing demand for industrial, manufacturing, logistics and warehouse accommodation and concludes that the majority of the borough's employment areas remain well occupied and continue to perform an important economic function. Maintaining a diverse portfolio of employment sites and premises, including through renewal, refurbishment, redevelopment and intensification where

appropriate, will support business growth, inward investment and job creation and will help deliver the economic objectives of the Places for Everyone Plan and the Council Plan 2026-2030.

9.13 The amount of industry and warehousing employment floorspace in Tameside has long been in decline, with a net loss of over 500,000 sqm in the borough since 2003. To some extent the degree of loss has been tempered by the delivery of new floorspace, and data from the council's annual monitoring indicates that in excess of 187,000 gross sqm of industry and warehousing floorspace has been delivered since 2004. The degree of floorspace loss over this period has been primarily driven by the redevelopment of numerous larger single occupier employment sites for residential. This sustained loss of employment floorspace has reduced the borough's supply of sites and premises available to businesses and reinforces the need to safeguard viable employment locations and support the redevelopment and modernisation of existing employment areas. Therefore, Proposals involving the loss of employment land or premises will be assessed against Policy HSP J3: Assessing the Loss of Employment Land or Accommodation.

9.14 The policy recognises areas where employment development is acceptable in principle in order to support the development of new employment premises, alongside promoting the retention, renewal and improvement of existing employment areas and premises. The priority is to support existing jobs and to create new employment opportunities in order to increase employment opportunities and support business growth within the borough.

9.15 In addition to the designated Existing Employment Areas shown on the Policies Map, smaller employment sites and individual employment premises contribute significantly to local employment opportunities, business diversity and the functioning of the borough's economy. These sites can provide affordable and flexible accommodation for small and growing businesses and often play an important role in meeting local employment needs. The policy therefore applies equally to such sites where they continue to perform an employment function.

9.16 Many of Tameside's employment areas are located adjacent to, or in close proximity with, residential neighbourhoods and other sensitive land uses. Existing businesses within these areas make an important contribution to the



borough's economy, providing jobs, investment opportunities and premises for a wide range of industrial, manufacturing, logistics, warehousing and related activities. New development introduced within or adjoining employment areas should be designed and located to ensure that it does not prejudice the continued operation, viability, maintenance, expansion or reasonable future growth of existing businesses. The council will apply the Agent of Change principle, whereby the responsibility for mitigating potential impacts arising from existing lawful employment activities rests with the proposed new development. This will help to safeguard existing employment areas from conflicts that could otherwise result in operational restrictions on businesses, loss of employment capacity or pressure for the displacement of economically important uses. Maintaining a diverse and resilient portfolio of employment sites and premises is a key recommendation of the Tameside Employment Land Study and supports the objectives of Places for Everyone and the Council Plan to promote sustainable economic growth, investment and employment opportunities across the borough

9.17 However, although the policy aim is to encourage and support existing employment areas there is a need to ensure that design and amenity is taken into account. This is particularly important in locations at the edge of existing employment areas where there may be an interface between employment and other uses, particularly where employment areas adjoin existing residential areas. Therefore, it is important to read the plan as a whole and to specifically consider Policy HSP PL8: Design and Amenity and Policy HSP PL11: Outdoor advertisements and Signage.

9.18

Policy HSP J2: New Employment Development

The Council will adopt a positive approach to proposals for new employment developments, including industrial, manufacturing, logistics, warehousing, research and development, office, and other employment generating development, that contribute to innovation, productivity, economic growth and diversification of the borough's economy.

Support will be given to proposals that satisfy one or more of the following criteria:



1. **are located within existing urban areas, or on sites allocated for employment outside of Existing Employment Areas;**
2. **support town centre and edge-of-centre regeneration and investment;**
3. **reuse previously developed land and vacant or underutilised buildings;**
4. **are accessible by public transport, walking and cycling; and**
5. **are compatible with surrounding land uses and do not give rise to unacceptable amenity, environmental or operational impacts.**

Particular support will be given to office development that contributes to the vitality and viability of the borough's centres and supports regeneration objectives. Major employment development will be expected to support local employment, skills and training outcomes in accordance with Policy HSP J5: Skills, Training, Apprenticeships and Local Labour Agreements.

Reasoned Justification

9.19 The purpose of this policy is to support the delivery of new employment development that contributes to economic growth, investment, productivity and job creation across the borough. Whilst Existing Employment Areas identified in Policy HSP J1 remain the primary focus for industrial, warehousing and related employment uses, opportunities for new employment development may also arise elsewhere through regeneration initiatives, mixed-use redevelopment schemes and the reuse of previously developed land. Such opportunities can make an important contribution to strengthening the borough's economy and improving access to employment opportunities.

9.20 The Tameside Employment Land Study identifies the need to maintain a diverse portfolio of employment sites and premises capable of accommodating a wide range of business sectors, occupier requirements and operational needs. Whilst much of this demand will be met within existing employment areas, the study recognises the importance of providing flexibility to accommodate changing business requirements and emerging economic sectors. New employment development in suitable locations can support business diversification, promote innovation and contribute to the long-term resilience of the local economy.

9.21 The Council Plan 2026-2030 identifies economic prosperity, access to employment opportunities and skills development as key priorities for the

borough. Supporting new employment development can assist in addressing spatial inequalities in the distribution of employment opportunities across Tameside and help ensure that residents have access to high-quality jobs closer to where they live. This approach also supports the wider objectives of Places for Everyone to promote sustainable economic growth and investment across Greater Manchester.

9.22 The Council recognises that modern employment opportunities are increasingly delivered through a diverse range of formats, including flexible workspace, research and development activity, digital industries, innovation-led businesses and mixed-use regeneration schemes. Supporting a broad range of employment-generating development will help ensure that the borough remains attractive to investment and responsive to changing economic conditions.

9.23 Office development can make an important contribution to economic growth, employment creation and the regeneration of town centres. Although the amount of office floorspace within Tameside has increased in recent decades, the borough continues to have a comparatively limited office market. The delivery of additional office accommodation in suitable locations can support growth sectors, improve business choice and contribute to the vitality and viability of centres, particularly Ashton-under-Lyne and other key town centres.

9.24 New employment development should be located and designed to ensure compatibility with surrounding uses and to minimise adverse impacts on amenity, transport networks, infrastructure and the environment. Development proposals should support sustainable patterns of growth, make effective use of land and be accessible by a range of transport modes. In considering proposals, the council will seek to ensure that employment development contributes positively to place-making objectives whilst maintaining an attractive environment for investment and business growth.

Policy HSP J3: Assessing the Loss of Employment Land or Accommodation

The Council will seek to safeguard Existing Employment Areas identified in Policy HSP J1 and other employment sites and premises currently or most

recently used for employment purposes that contribute to the borough's employment land portfolio.

Proposals that would result in the loss of employment land, premises or employment capacity to non-employment uses will only be permitted where it can be clearly demonstrated that there is no current or reasonably foreseeable future demand for employment use.

Applications involving the loss of employment land, premises or employment capacity must demonstrate the acceptability of this through a detailed market appraisal which includes:

1. **A clear explanation of why the land or premises are no longer suitable, viable or capable of meeting modern employment requirements;**
2. **Evidence that existing business occupiers cannot be retained and that there is no reasonable prospect of securing alternative occupiers;**
3. **A detailed assessment of whether refurbishment, modernisation, intensification or redevelopment for employment purposes could enable the continued use of the site or premises for employment generating activities;**
4. **Evidence of a genuine and continuous marketing exercise for employment purposes over a minimum period of 12 months, undertaken at a realistic market value and through appropriate commercial agents and marketing platforms;**
5. **An assessment of the contribution of the site or premises makes to the supply, diversity, functionality and geographical distribution of employment land and premises within the borough; and**
6. **An assessment of the likely impact of the proposed loss on the wider employment area and on the borough's ability to maintain an adequate supply of employment land and premises to meet identified needs.**

Where it is clearly demonstrated that retention of the employment land or premises is not feasible, proposals will be expected to:

- **Retain part of the site, buildings or floorspace for employment-generating uses where practicable; or**
- **Incorporate replacement employment floorspace as part of a mixed-use redevelopment where appropriate.**



Where planning obligations are necessary to make development acceptable in planning terms and satisfy the relevant statutory tests, the Council may seek measures to mitigate the economic impacts arising from the loss of employment land or premises.

For the purposes of this policy, non-employment uses are those uses not identified as acceptable employment uses under Policy HSP J1.

Reasoned Justification

9.25 The purpose of this policy is to provide a framework for assessing proposals that would result in the loss of employment land, premises or employment capacity. The policy seeks to maintain a diverse range of employment sites and premises across the borough in order to support existing businesses, facilitate growth and provide opportunities for inward investment.

9.26 The Tameside Employment Land Study (2026) concluded that the majority of the borough's employment areas remain well occupied, continue to perform an important economic function and should be retained as part of Tameside's long-term employment land portfolio. The study identified ongoing demand for industrial, manufacturing, logistics, warehousing and related employment accommodation and recognised the importance of maintaining a varied supply of employment sites and premises capable of meeting changing business requirements.

9.27 Tameside has experienced a substantial net loss of industrial and warehousing floorspace over recent decades, much of which has resulted from redevelopment for alternative uses. Whilst redevelopment can bring wider benefits, the continued loss of viable employment land and premises could undermine the borough's ability to accommodate business growth, support inward investment and meet future economic needs. The policy therefore adopts a precautionary approach to the loss of employment land and premises.

9.28 The policy supports Places for Everyone Policy JP-J2: Employment Sites and Premises, which recognises the need to maintain a diverse portfolio of employment sites, ranging from modern premises in highly accessible locations to more affordable accommodation capable of supporting start-up, micro and small businesses. In addition to designated Existing Employment Areas, smaller employment sites and premises can make an important

contribution to local employment opportunities and business diversity and will therefore also be protected where they continue to fulfil an economic function.

9.29 Applicants will be expected to demonstrate that all reasonable opportunities for continued employment use have been explored before alternative uses are considered. This includes consideration of refurbishment, redevelopment, modernisation and intensification for employment purposes, together with evidence of a genuine marketing exercise. Marketing evidence provides an important indication of market demand and will assist the Council in determining whether there is a realistic prospect of the site or premises remaining in employment use.

9.30 Maintaining and enhancing the borough's employment land portfolio supports the objectives of the Council Plan 2026-2030 to promote prosperity, support business growth and provide opportunities for residents to access employment. It also supports the wider economic growth objectives of Places for Everyone and the National Planning Policy Framework.

Policy HSP J4: The Visitor Economy

The Council will support the sustainable growth of Tameside's visitor economy through the protection, enhancement and appropriate expansion of the borough's tourism, leisure, cultural, heritage and recreational assets.

Tameside's visitor economy is founded upon its distinctive combination of heritage, culture, countryside and recreational assets. The borough provides an important gateway to the Peak District National Park and benefits from an extensive network of canals, trails, parks, heritage attractions and recreational facilities that support tourism, leisure and outdoor recreation. Opportunities to enhance, connect and promote these assets will be supported in order to strengthen Tameside's role within the Greater Manchester and wider visitor economy.

The borough is also well placed to benefit from its proximity and excellent transport connections to major visitor attractions elsewhere in Greater

Manchester, including destinations in east Manchester such as the Etihad Stadium and Campus, Co-op Live Arena, and the National Cycling Centre.

The council will work with partners to promote local attractions, improve visitor infrastructure, and strengthen the borough's role within the Greater Manchester and wider regional tourism offer.

Development proposals which strengthen Tameside's visitor economy will be supported where they:

1. **Enhance the attractiveness, accessibility or sustainability of visitor destinations and attractions;**
2. **Support the provision of appropriate visitor accommodation, including hotels, guest accommodation and associated visitor infrastructure in sustainable and accessible locations that contributes to the borough's tourism offer;**
3. **Protect and make appropriate use of the borough's cultural, heritage, natural and recreational assets, including its canals, rivers, public rights of way, strategic recreation routes and wider countryside;**
4. **Improve the quality of visitor facilities, services and infrastructure;**
5. **Contribute to the vitality, viability and regeneration of town centres and other identified regeneration areas; and**
6. **Support the role of Tameside within the wider Greater Manchester visitor economy.**

The Council will also support opportunities to maximise local employment, skills, training and business opportunities associated with tourism, culture, leisure and the visitor economy.

Reasoned Justification

9.31 Tameside has many visitor and cultural attractions, such as Portland Basin Museum, Ashton-under-Lyne Market, Cheetham's Gallery, Stamford Park, Cheetham Park, Trans-Pennine-Trail, Pennine Bridleway, Huddersfield Narrow Canal, Peak Forest Canal and the river valleys. These existing attractions underpin the current visitor economy, but there is potential for them to generate more jobs and investment. Town centre regeneration has the potential to provide additional cultural attractions and showcase the cultural heritage of the borough's towns. The Borough is also well placed to capitalise on the proximity of the accessible natural environment through

enhancing the public rights of way network and other recreation routes, such as the canal network.

9.32 The visitor economy makes an important contribution to the borough's economy through supporting employment, attracting investment and enhancing the vitality of town centres and local communities. Activity associated with tourism, culture, heritage, leisure, food and drink, accommodation and recreation can generate economic benefits across a wide range of sectors and supports the wider objectives of sustainable growth and regeneration.

9.33 Create GM identifies culture as a key driver of place-making, economic growth and community wellbeing across Greater Manchester, whilst the Greater Manchester Visitor Economy Strategy seeks to strengthen the city-region's appeal as an international and national destination. Tameside's heritage assets, green infrastructure network, town centres, cultural attractions and proximity to major regional destinations place the borough in a strong position to contribute to these objectives.

9.34 Furthermore, creating linkages with destinations in Manchester also has the potential to generate jobs and investment. This could be particularly relevant to the Metrolink corridor between Manchester and Ashton-under-Lyne. This route allows access to multiple visitor, sporting, entertainment and cultural destinations and creates opportunities to attract additional visitor expenditure, overnight stays and investment into Tameside. The borough is also well placed to benefit from visitor activity associated with major sporting and entertainment destinations in east Manchester.

9.35 For the purposes of this policy, visitor economy development may include visitor attractions, cultural facilities, museums, galleries, theatres, heritage sites and interpretation, visitor accommodation, leisure facilities, outdoor recreation, food and drink uses and other development that supports tourism and visitor activity.

Policy HSP J5: Skills, Training, Apprenticeships and Local Labour Agreements

Development proposals should support inclusive economic growth by maximising opportunities for Tameside residents, businesses and training providers to benefit from investment, construction activity and subsequent employment generated by development.

Major development proposals will be expected to contribute to the delivery of employment, skills, training and apprenticeship opportunities proportionate to the scale, nature and anticipated workforce requirements of the development. This will be achieved through Local Labour Agreements, Employment and Skills Plans, planning obligations and other appropriate delivery mechanisms.

1. **<u>Employment and Skills Plans</u>**

The following will normally require an Employment and Skills Plan:

- **Residential developments of 50 dwellings or more;**
- **Non-residential developments providing 5,000 sq.m gross floorspace or more;**
- **Strategic employment sites;**
- **Major mixed-use developments; and**

The Council may also require an Employment and Skills Plan (ESP) where the nature of the proposed development is likely to generate significant employment opportunities.

The ESP shall identify, as appropriate:

a. **Forecast construction and end-user employment opportunities;**
b. **Measures to promote local recruitment and the use of local supply chains;**
c. **Apprenticeship, trainee, internship, T-Level industry placement, work experience and graduate opportunities;**
d. **Engagement with local education, skills and training providers, including further education colleges, universities, apprenticeship providers and employment support organisations;**
e. **Measures to support under-represented groups in accessing employment opportunities;**
f. **Arrangements for monitoring, reporting and review.**

2. Local Labour Agreements

Where justified by the scale and nature of development, applicants will be required to enter into a Local Labour Agreement (LLA) or equivalent employment and skills delivery mechanism.

The LLA shall seek to secure, where viable and proportionate:

a. **Advertising vacancies through locally agreed employment brokerage services;**
b. **Measures to maximise opportunities for Tameside residents and, where appropriate, Greater Manchester residents to access employment opportunities arising from the development;**
c. **Commitments to local procurement and supply chain engagement;**
d. **Apprenticeship and training opportunities linked to identified labour market needs;**
e. **Collaboration with local education providers and employment support agencies.**

3. Planning Obligations

Where the statutory tests for planning obligations are satisfied, the Council may use Section 106 agreements and other appropriate mechanisms to secure:

a. **Employment and Skills Plans;**
b. **Local Labour Agreements;**
c. **Apprenticeship and training commitments;**
d. **Financial contributions towards employment, skills, training, apprenticeship and workforce development initiatives where on-site provision is not practical or would not achieve the intended outcomes and where such contributions are necessary to secure or enhance the employment and skills opportunities arising from the development;**
e. **Monitoring and compliance arrangements.**

Contributions secured through planning obligations shall be directly related to the impacts and opportunities arising from the development and shall be fairly and reasonably related in scale and kind.

4. Strategic Employment Development

Proposals for strategic employment, logistics, manufacturing, advanced industry, digital, low-carbon and innovation sectors shall demonstrate how workforce development needs will be addressed and how employment, training and apprenticeship opportunities, including green, low carbon and digital skills development where relevant, will be made accessible to local residents.

5. Implementation

The Council will prepare and maintain guidance setting out thresholds, target outputs, monitoring arrangements and standard templates for Employment and Skills Plans and Local Labour Agreements. Targets will be kept under review to ensure they remain viable, evidence-based and responsive to labour market conditions.

Reasoned Justification

Supporting Prosperity and Inclusive Growth

9.36 The NPPF recognises that planning policies should support economic growth, productivity and prosperity, while ensuring sufficient provision is made for employment development and the workforce required to support it. Planning policies should address barriers to investment and support economic opportunities for local communities. National planning guidance also recognises that planning obligations may be used where necessary to make development acceptable in planning terms and where they satisfy the statutory tests of necessity, direct relationship and proportionality.

9.37 Tameside is expected to accommodate significant housing, employment and infrastructure growth over the plan period. This investment represents an opportunity not only to deliver new development but also to improve outcomes for residents through access to employment, skills development and apprenticeship opportunities. The Council Plan 2026-2030 identifies supporting prosperity, improving access to employment opportunities, and equipping residents with the skills needed to succeed as key priorities.

9.38 Development generates employment opportunities during both the construction and operational phases. Securing training, apprenticeship and local recruitment outcomes helps to ensure that the economic benefits

arising from development are shared more widely across the community. This can contribute to reducing economic inactivity, improving skills levels and enabling local residents to access the employment opportunities created by growth and investment.

9.39 The scale of planned housing, employment and infrastructure development within Tameside and across Greater Manchester will generate substantial demand for construction, technical, professional and operational skills throughout the plan period. The policy seeks to ensure that local residents are able to benefit from these opportunities and that development contributes to the creation of a skilled and resilient workforce.

Evidence Base

9.40 The Tameside Employment Land Study highlights the importance of supporting business growth, improving labour market performance and ensuring the availability of a suitably skilled workforce to meet future economic needs. The study identifies continuing demand across industrial, logistics, manufacturing and commercial sectors and emphasises the relationship between economic growth, workforce availability and skills development.

9.41 The Places for Everyone Joint Development Plan seeks to deliver sustainable economic growth, create employment opportunities and support prosperity across Greater Manchester. Delivery of major strategic development sites throughout Greater Manchester will require a skilled workforce and improved access to employment opportunities for local communities.

Justification for Local Labour Agreements and Employment and Skills Plans

9.42 Major development generates both temporary construction employment and permanent operational jobs. Without intervention, the economic benefits arising from development may not be fully captured by local communities. Employment and Skills Plans and Local Labour Agreements provide a recognised mechanism for linking development with local employment outcomes, helping residents access jobs, apprenticeships, training and career progression opportunities.

9.43 Employment and Skills Plans and Local Labour Agreements provide a structured framework for identifying and securing employment, training and apprenticeship opportunities associated with development. They help ensure



that workforce requirements are considered at an early stage and enable developers, employers, education providers and the Council to work together to maximise local economic benefits. The policy adopts a proportionate and flexible approach that reflects the scale and nature of development and allows site-specific measures to be secured where appropriate through planning obligations and other delivery mechanisms.

Skills Justification

9.44 Tameside's future economic growth will depend upon ensuring that residents have access to the skills required by both established and emerging employment sectors. Evidence from the Tameside Employment Land Study, the Local Skills Improvement Plan and Greater Manchester labour market analysis identifies continuing workforce needs across manufacturing, engineering, logistics, construction, health and social care, digital and low-carbon sectors. Key challenges include improving qualification levels, addressing skills shortages, increasing workforce participation, supporting progression into higher-skilled occupations and developing green and digital skills. The policy seeks to ensure that opportunities generated through development contribute towards addressing these challenges and improving access to employment, training and apprenticeship opportunities for local residents.

Workforce Development Challenges

9.45 Tameside faces a number of workforce development challenges that have implications for future economic growth and productivity. Evidence indicates that barriers to labour market participation, skills mismatches and constraints on progression into higher-skilled occupations continue to affect parts of the borough's workforce. In addition, demographic change and an ageing workforce are expected to increase demand for replacement workers across a range of sectors, including manufacturing, construction, health and social care and skilled trades. These factors reinforce the need to support workforce development and improve access to employment, training and skills opportunities.

9.46 Addressing these challenges will require a coordinated approach involving employers, training providers, Skills England, the Greater Manchester Combined Authority and local communities. Particular priority should be given to supporting people who face barriers to employment and



progression, including those with health conditions, residents with low qualifications, long-term unemployed people, older workers and young people not in education, employment or training. Ensuring that development contributes to employment, training and skills opportunities can help broaden access to the labour market, improve workforce resilience and support inclusive economic growth.

Development Generated Opportunities

9.47 Major development can create opportunities to improve workforce skills, facilitate access to training and apprenticeships, and strengthen links between employers, education providers and local communities. Employment, skills and training measures secured through development can help ensure that local residents, businesses and training providers are better able to benefit from investment and growth.

Planning Obligations and Delivery

9.48 The Council recognises that employment and skills obligations must comply with Regulation 122 of the Community Infrastructure Levy Regulations and paragraph 57 of the NPPF. Accordingly, obligations will only be sought where they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind.

9.49 The policy therefore provides a framework enabling site-specific negotiation of appropriate measures. Depending on the nature of development these may include direct apprenticeship delivery, work placements, local recruitment initiatives, supply chain commitments, brokerage arrangements, skills training programmes or financial contributions where equivalent outcomes cannot be delivered on-site.



10 People

Introduction

10.1 Promoting healthy communities and reducing health inequalities are key objectives of national and local policy. Tameside's Healthy Places Strategic Framework informed by the Joint Strategic Needs Assessment and other strategies around physical activity, obesity and health inequalities identifies a need to improve health outcomes and address persistent inequalities across the borough. Achieving these objectives requires close collaboration between planning authorities, Public Health, the NHS and other health partners through the Tameside Health and Wellbeing Board to ensure that the health impacts of development are fully considered in planning decisions.

10.2 National Planning Policy Framework (NPPF recognises that planning has an important role in creating healthy, inclusive and safe places. Development can have both positive and negative effects on physical and mental health and wellbeing, particularly where proposals are located in areas experiencing poor health outcomes or where certain uses become over-concentrated to an extent that adversely affects local communities. Planning policies should therefore support environments that promote social interaction, encourage healthy lifestyles, and are safe and accessible for all. This can be achieved through the provision of high-quality green infrastructure, sports and recreation facilities, access to healthy food, allotments, and layouts that encourage walking, cycling and active travel.

10.3 The built and natural environments are major determinants of health and wellbeing. Planning can support healthier behaviours and lifestyles through the delivery of well-designed neighbourhoods, sustainable patterns of development, good access to public transport, affordable housing, open space, sports and recreation opportunities, and convenient access to health, education and community facilities. National planning policy also emphasises the importance of a network of high-quality open spaces and opportunities for sport and physical activity in supporting the health and wellbeing of communities.

10.4 Places for Everyone (PfE) provides the strategic policy framework for creating healthy, green and sustainable communities across the nine Greater

Manchester districts. In particular, policies JP-G2 (Green Infrastructure) and JP-G6 (Urban Green Space) establish the strategic approach to the protection, enhancement and provision of green infrastructure and open space, with detailed local implementation to be progressed through individual Local Plans and informed by an appropriate evidence base. PfE policy JP-P6 (Health) further requires development proposals to support improved health outcomes and help reduce health inequalities. Where justified by the scale and nature of a proposal, applicants must undertake a Health Impact Assessment (HIA) to identify, assess and mitigate potential health impacts.

10.5 The People policies within this chapter build upon and complement this strategic framework, providing local specific requirements to support the delivery of healthier places and communities. In particular, Policy C7 Healthier Food Environments, supporting the creation of healthier places where healthier foods and lifestyles are encouraged to help improve the physical and mental wellbeing of communities.

Background and context

10.6 Health and wellbeing outcomes in Tameside are shaped by a combination of social, economic and environmental factors. Whilst life expectancy has improved over time, significant health inequalities persist across the borough, with residents living in the most deprived communities experiencing poorer health outcomes, higher levels of long-term illness and disability, and lower healthy life expectancy than those living in less deprived areas. The borough's growing and ageing population is expected to place increasing pressure on health, social care and community infrastructure, with implications for service capacity, accessibility and the ability of residents to maintain healthy and independent lives.

10.7 Tameside is also a diverse borough, with communities of different ethnicities, cultures, faiths and languages. Some ethnic minority communities experience disproportionate levels of certain health conditions, including cardiovascular disease and diabetes, and may face barriers in accessing services. Health outcomes can vary significantly between different groups and neighbourhoods. Addressing these disparities is a key priority for the Council and its partners, requiring a coordinated approach that considers the wider determinants of health, including access to housing, employment, education,

open space, active travel opportunities, community facilities and healthcare services.

10.8 The planning system has an important role in creating healthier places by influencing the quality and location of development and ensuring that communities have access to the services and infrastructure needed to support healthy lifestyles. Through the Healthy Places Strategic Framework and wider partnership working arrangements, the Council will continue to work collaboratively with health, education and infrastructure providers to understand local needs and align investment with planned growth. This includes promoting environments that support physical activity, social interaction, access to green infrastructure, and the delivery of community, cultural and recreational facilities that contribute positively to health and wellbeing.

10.9 Supporting the timely provision of health and education infrastructure is essential to ensuring that growth is sustainable and that existing services are not placed under unacceptable pressure. In accordance with PfE Policy JP-D1 (Developer Contributions), development will be expected to contribute, where appropriate, towards the delivery of infrastructure required to mitigate its impacts. The Council will continue to engage with the Greater Manchester Integrated Care Partnership, NHS organisations, education providers and other infrastructure partners to identify capacity requirements and ensure that sufficient health facilities, school places and educational provision are available to meet the needs of existing and future communities.

Policy HSP PE1: Development and Healthier Environments

Healthy Places

1. **Development must contribute positively to the health and wellbeing of existing and future communities and support the reduction of health inequalities, recognising the relationship between deprivation and poorer health outcomes, by:**
    a. **Minimising adverse impacts on health;**
    b. **Contributing to a healthy environment;**
    c. **Supporting healthy lifestyles; and**

d. **Ensuring good access to a full range of health, education and social facilities.**

Health Impact Assessments

2. **In support of PfE Policy JP-P6 (Health), where development proposals are likely to have significant implications for health and wellbeing, applicants will be required to undertake a Health Impact Assessment in accordance with the requirements below:**
    a. **A Comprehensive HIA will be required for:**
        i. **residential developments of over 100 dwellings; and**
        ii. **major mixed-use schemes that may have significant impacts on health and wellbeing of different population groups.**

    The HIA must assess:
    - **Housing affordability, quality and design;**
    - **Air quality and risk of air pollution;**
    - **Access to healthcare services and social infrastructure;**
    - **Access to open space, play and nature;**
    - **Accessibility, access to public transport and active travel;**
    - **Crime reduction and community safety;**
    - **Access to healthy food; and**
    - **Neighbourhood facilities, community infrastructure and social connection.**
3. **A Rapid Health Impact Assessment Matrix will be required for:**
    a. **Residential developments of 50 dwellings or more;**
    b. **Any developments due to their nature, location or proximity to sensitive receptors; and**
    c. **The following uses:**
        - **Hot food Takeaway (Sui Generis) or hybrid uses incorporating such uses;**
        - **Off-licences;**
        - **Gambling premises, including betting shops, casinos, adult gaming centres, bingo halls and amusement/ family entertainment arcades;**
        - **Payday loan shops; and**
        - **Proposals involving the sale of tobacco and vape products.**

Working with Partners

Health Impact Assessments (HIAs) should be undertaken at the earliest stage of the planning process, with applicants engaging early with the Council's Public Health Team and NHS partners.

The Council will work with its health partners to maintain and, where practicable, improve access to the full range of health services, including the co-location of health facilities with other community facilities, open space and sports facilities through multi-purpose buildings.

Reasoned Justification

10.10 New development in the borough can positively support physical activity, promote healthy weight and address health problems associated with obesity and other health issues. Development should particularly seek to improve opportunities and access to services for communities experiencing the greatest levels of disadvantage. Well-designed developments can encourage healthier lifestyles through opportunities for active travel, access to healthy food and the provision of open spaces, recreation and sports facilities. New development, including new housing, places additional demands on health, social care and education infrastructure and services.

10.11 Places for Everyone policy JP-P6 Health aims to tackle health inequalities which are having a significant impact on the ability of people to enjoy opportunities across Greater Manchester and to make a positive economic contribution. Obesity, smoking, the use of tobacco-based products and alcohol-related harm remain significant public health challenges. The area's ageing population is likely to increase demand on health and social care and may exacerbate these pressures over time. The policy seeks to ensure that development supports positive health and wellbeing outcomes and avoids and mitigates adverse health impacts. Health Impact Assessments (HIAs) can be used to identify and assess these impacts and inform the design of development proposals. In addition to developments subject to Environmental Impact Assessment (EIA) screening, HIAs may be required for proposals that, because of their scale, nature or location, are likely to have significant effects on the health and wellbeing of communities, particularly in areas with higher levels of deprivation and poorer health outcomes.

10.12 For certain proposals, applicants will be required to demonstrate that the proposal will not have an unacceptable adverse impact on health and wellbeing, either individually or cumulatively. The Council may require a Rapid or Comprehensive Health Impact Assessment, informed by relevant national and local evidence. Where necessary, mitigation measures or planning conditions will be used to minimise any identified impacts.

10.13 The Council seeks to manage concentrations of betting shops, adult gaming centres and amusement arcades where they would undermine the vitality of centres and where cumulative impacts on community wellbeing have been identified. These are identified as developments that may require a Health Impact Assessment due to the growing prevalence of gambling-related harm as gambling in Tameside. An estimated 3,000 adults are at risk of experiencing such harm, with a growing number of residents at risk. National evidence also highlights concerns among younger people, with Gambling Commission research indicating that around 30% of 11 to 17-year-olds have spent their own money on gambling activities.

10.14 The Tameside Safeguarding Children Partnership has raised concerns about problematic gambling among young people, with 14% of those aged 11-16 having spent money on gambling in the previous week[24]. Most common types of gambling were arcade machines followed by betting shops, however like many sectors of the economy, there is a significant shift to the online sector. According to Tameside's Citizen's Advice, some 18% of online gamblers in Britain are in debt, owing an average £10,000. Research by the Local Government Association[25] and the Office for Health Improvement and Disparities[26] indicates that a greater concentration of gambling venues can contribute to increased gambling activity and problem gambling, which is associated with poor health and mental health outcomes as well as higher levels of crime, deprivation and debt. The evidence recommends that measures to manage the prevalence of gambling premises should form part of a whole-Council approach, with planning policies playing a key role. This

[24] https://www.gamblingcommission.gov.uk/statistics-and-research/publication/young-people-and-gambling-2025-official-statistics
[25] https://www.gov.uk/government/publications/gambling-related-harms-evidence-review/gambling-related-harms-evidence-review-summary--2
[26] https://www.local.gov.uk/publications/tackling-gambling-related-harm-whole-council-approach

policy therefore supports Council's wider work with Public Health, Licensing and other partners to improve health and wellbeing across the borough.

Policy HSP PE2: Protection and Enhancement of Accessible Open Spaces

The Council will seek to protect and enhance publicly accessible open spaces that provide a wider public benefit, as shown on the Policies Map, to help protect local character, meet the needs of the borough's communities and deliver functional, environmental and wellbeing benefits for residents and visitors. These include the following:

- **Parks and Formal Gardens;**
- **Country Parks and Accessible Countryside;**
- **Amenity Greenspace and recreation grounds;**
- **Play Provision for Children and Teenagers (equipped play space);**
- **Civic Spaces;**
- **Churchyard, Cemeteries and Graveyards;**
- **Allotments and community growing spaces; and**
- **Green and Blue Corridors.**

Within the open space areas, as shown on the Policies Map, proposals involving the loss of, or alternative use, of open space will only be supported, where one of the following applies:

1. **The proposed development is ancillary to the principal use of the green space for recreation or amenity and does not adversely affect its use;**
2. **The open space will be replaced with an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements, prior to commencement of development;**
3. **It can be clearly demonstrated having regard to the Council's Open Space Assessment and standards within this plan, that loss of the open space in its existing format would not lead to a local deficiency of quantity, quality or accessibility of open space and the wider environmental and community value. Nor is the site capable, in an alternative format, of helping to meet any of Tameside's other open space standards which are deficient; or**
4. **The site has been allocated for alternative purposes in the development plan.**

This policy will also apply to similarly used areas of land that are not marked on the Policies Map, potentially because they are too small to be shown, may have come into existence since the adoption of this Plan, for example, or are located within the Green Belt.

These are the open spaces within Tameside which are valued for their visual quality, accessibility and wider public benefit, and are considered vital for recreation, leisure and cultural activities and events (including festivals), healthy lifestyles and mental well-being. They also contribute significantly to the borough's green infrastructure network through their role in maintaining openness, enhancing the character and environmental quality of places, supporting biodiversity and habitat connectivity, facilitating movement for people and wildlife, and providing links to wider areas of open land and countryside.

Reasoned Justification

10.15 National policy emphasises the importance of access to a network of high-quality open spaces for sport and physical activity for the health and well-being of the community. Open spaces are a critical component of sustainable communities, providing opportunities for recreation, leisure and cultural activities, as well as supporting healthy lifestyles and mental well-being. They also play an essential role in enhancing biodiversity, improving air quality and mitigating impacts of climate change.

10.16 This policy seeks to protect and enhance publicly accessible open spaces identified on the Policies Map, together with other land that performs a similar open space function but is not mapped. These spaces play an important role in meeting the recreational, health and well-being needs of local communities. They include parks and formal gardens, country parks and accessible countryside, amenity greenspaces and recreation grounds, civic spaces, play spaces and teenage equipped provision, churchyards, green and blue corridors, allotments and community growing spaces. Collectively they contribute to the borough's character and visual amenity, support biodiversity and often provide important links within the active travel network.

10.17 This policy seeks to prevent the unnecessary loss of open space. Development resulting in the loss of, or alternative use of, open space will only be supported where it is ancillary to the open space function and does

not undermine its use, where suitable replacement provision is secured, where there is a demonstrated surplus or no need for the site or the development plan has already identified the site for another purpose.

10.18 Applicants seeking to justify the loss of open space under criterion c) will be expected to demonstrate, with reference to the Council's latest Open Space Assessment and any subsequent evidence updates, that the proposal would not result in a deficiency of open space provision in terms of quantity, quality or accessibility and would not prejudice existing and future opportunities to address identified deficiencies in open space provision and would not prejudice wider environmental, recreational, community or green infrastructure objectives.

10.19 HSP PE2 aligns with the strategic approach set out in PfE Policy JP-G2 Green Infrastructure, which seeks to protect, manage and enhance the green infrastructure (GI) network across Greater Manchester. This approach is consistent with the NPPF, which supports the provision, protection and enhancement of open space. It also aligns with the National Framework of Green Infrastructure Standards, which promotes high quality, multi-functional, accessible and well-managed green spaces.

10.20 Tameside faces a range of social, environmental and health challenges. While some communities benefit from strong connectivity and access to high-quality green spaces, others experience higher levels of deprivation, poorer health outcomes and limited access to well-maintained open spaces. Protecting and enhancing open spaces will help address these inequalities by ensuring they continue to form a key part of the borough's green infrastructure network. In doing so, they support healthier lifestyles, improve environmental resilience, enhance biodiversity and strengthen connections to active travel and public transport networks.

10.21 The Council will protect green spaces of particular importance to local communities through the designation of 'Local Green Spaces' where they satisfy national policy criteria. No sites were identified or justified through the plan-making process. Existing open spaces will be protected through the relevant policies of the Plan.

Policy HSP PE3 Open Space Provision in New Developments

To meet local green space needs, residential development proposals will be required to contribute proportionately to the provision of open space in accordance with the following standards and to secure the management and maintenance of any open space provided for a minimum period of 20 years. This should be demonstrated within the Planning Statement or Design and Access Statement submitted with the application.

Where open space is to be provided on-site, applicants should demonstrate how the proposed open space will be delivered, managed and maintained in the long term, including details of ownership, stewardship and funding arrangements where appropriate.

Local Standards for Open Space and Play Provision

The required type, size and location of new or enhanced open space and play provision shall be determined having regard to Table 10.0, the Council's most recent Open Space Assessment, expected child yield, accessibility to existing facilities and the Fields in Trust (FiT) standards, where relevant. The provision of formal sports facilities, including playing fields, is addressed separately in HSP Policy PE5.

Table 10.0 Local Standards for Open Space and Play Provision

Type of Open Space or Play Provision	**Size requirements**	**Quantity: quantity of open space per 1, 000 population**	**Accessibility Standard:** **Walking distance**
Local Area of Play (LAP)	100 square metres	0.55	100 metres (about 1-minute walk from home)
Locally Equipped Area of Play (LEAP)	400 square metres	0.55	400 metres (about 5-minute walk from home)

Neighbourhood Equipped Area of Play (NEAP)	1000 square metres	0.55 (under 15)	1000 metres (about 15-minute walk from home)
Public amenity space (informal play space)	Local Greenspace: Over 2 Hectares Small greenspace: Less than 0.5 Hectares	0.60	Local Greenspace 300 metres (5-minute walk from home) Small Greenspace 200 metres(less than 5-minute walk from home)
Parks and Recreation Grounds	Neighbourhood Park: 0.4-2 Hectares	0.80	Neighbourhood Park 1000m (10-minute walk from home)
Natural Greenspace	-	1.80	1000 metres
Allotment/ community growing space	-	0.21	1000 metres

New Open Spaces and Contributions

In meeting the above requirements, open space and play provision should be provided on-site wherever practicable, appropriate and capable of meeting identified local needs and integrated with existing walking, wheeling and cycling routes. Where on-site provision is not practicable, suitable or capable of meeting identified local needs, an appropriate financial contribution towards off-site provision or enhancement of an existing facility may be acceptable.

Open space and play provision will only be considered to contribute towards meeting the standards where it is of sufficient quality, accessibility and



functionality to fulfil its intended purpose and meet the needs of existing and future users.

Play space should be designed, having regard where appropriate to community engagement and local needs, with the aim of creating safe, inclusive and accessible places for all. This should include equipment and facilities suitable for children with disabilities and other accessibility needs, opportunities for social and imaginative play, the integration of play with the natural environment and the provision of informal, non-sport-based spaces for older children and young people. Such spaces should provide a diverse range of social, recreational and leisure opportunities that meet the needs of teenagers and young people.

Reasoned Justification

10.22 Within new developments, open space provision should be an integral part of the proposal and be set out clearly in detail in the planning applications. The Council will liaise with developers to agree area-specific priorities for development having regard to open space needs and priorities within a community, based on the latest Open Space Assessment (OSA). The preference is for on-site provision where possible, with good connections into the local strategic recreation and public transport networks. However, in some cases the enhancement of an existing off-site open space may be more appropriate, and a commuted sum may be acceptable. In making this judgement, the Council will consider whether there is sufficient provision of publicly accessible open space in the area and will discuss and agree how the open spaces will be protected, managed and maintained in the future. The Council's Greenspaces team will assist in identifying opportunities for new or enhanced open space provision based on assessment findings.

10.23 Policy JP-G6 Urban Green Space reflects the national planning requirement that Local Planning Authorities should consider the scale, type and quality and distribution of accessible urban green space to support high quality of life by protecting and enhancing existing spaces and delivering new high quality urban green spaces. GMCA Guidance produced to accompany the PfE green infrastructure policy states that councils should consider setting numerical standards for GI provision through new developments. Paragraph 8.19 of PfE suggests that detailed standards may be set out in district local plans, taking account of local circumstances and opportunities. Additionally,

PfE Policy JP-D2 requires developers to provide, or contribute to, the provision of mitigation measures to make development acceptable in planning terms including any open space provision. These should be secured through section 106 contributions or section 178 agreements, to be agreed with the Council.

10.24 Tameside's Open Space Assessment (OSA) assesses the quantity of open space and compares them against the identified standards. The study considers the overall amount of open space in the borough to be adequate, however, found deficiencies in the quantity of local parks, amenity greenspace and play spaces. For residential development proposals, applicants will need to consider the current local provision by type, quantity and accessibility when determining the needs of that community and defining and agreeing the requirements for a development. They must set out how the standards have been addressed and complied with as part of the Planning Statement or Design and Access Statement accompanying the planning application.

10.25 The OSA reports that Tameside provides 13.56ha of greenspace per 1,000 population, but only 5.06ha is accessible (when countryside is excluded); this currently meets Natural England's 3ha standard. While the East of Tameside generally benefits from more rural access to the countryside and Pennine Uplands, provision is uneven, with areas such as Central Ashton (St Peter's ward) and South Hyde having very low levels of both publicly accessible open space, as well as low levels of private garden space.

10.26 In line with the national standard for open space provision, Tameside will seek to maintain a minimum of 4ha per 1,000 population. The borough's priority is to ensure that existing open space provision meets the needs of all sections of the community by creating age-friendly spaces for older residents, enhancing inclusive play and recreation opportunities for children and young people of all ages, and reducing barriers that prevent marginalised groups from enjoying these spaces. Open spaces are important for social interaction, as well as physical exercise and mental health. The borough's historic parks such as Stamford Park are also important assets attracting visitors and residents to Tameside and are protected through HSP Policy PL4 Historic Parks and Gardens.

10.27 Given the scale of proposed growth in Tameside over the Plan period, there is a need to provide open spaces and recreational facilities to remedy deficiencies identified in the Open Space Assessment. New open spaces should enhance the character or openness of the area or street, to help maintain the environmental quality, connect to the wider countryside or greenspaces and support biodiversity by improving wildlife corridors. Applicants should have regard to the assessment of character and provision set out in Policy S2(A-I), the Council's Character and Place Assessment and most recent Open Space Assessment (OSA). The latest Playing Pitch and Outdoor Sports Strategy should be used to consider whether new playing pitches or sports facilities are required within a new development based on existing provision and future needs in a particular community. It covers football, rugby, cricket, golf and hockey, tennis (including padel), athletics, archery and bowling provision. The protection of, and standards for, formal sports provision, including playing fields, is addressed separately in Policy HSP PE5 Indoor and Outdoor Sport and Recreational Facilities.

10.28 Research shows that certain demographics may experience additional barriers in accessing and enjoying open spaces and historically provision for teenagers has often focused on a limited range of facilities, which do not appeal equally to young people. Additionally, there is evidence that open spaces can create opportunities for social interaction, helping to support inclusion and cohesion for marginalised groups. The growing numbers of older residents, as well as children and young people, highlights the need for open spaces in Tameside to be managed and designed to suit the needs of a range of users. This includes dedicated play spaces, provision for teenagers and young people to meet the needs of all genders, social seating and areas of quiet contemplation. Well-sign posted facilities, including toilets, seating and cafes can make recreational areas more accessible and attractive to younger and older visitors by providing places to rest after physical activity. Retirement living should also incorporate sufficient on-site amenity space to support residents' health, wellbeing and quality of life.

10.29 The Council aims to ensure that all children have reasonable access to a variety of play spaces for recreation. To achieve this, the Council seeks to provide 0.55 hectares of play space per 1,000 residents. Current provision in the borough falls below national standards, and some areas lack smaller, equipped play spaces. Improving informal and natural play areas to create

more opportunities for physical activity for children and young people of all ages is therefore a top priority for Tameside.

10.30 This policy indicates that in new development the preference is for new play space to be provided on-site as an integral part of a scheme however, in certain circumstances, a commuted sum to a local play space or park is considered acceptable. On smaller developments, the emphasis is likely to be wholly on the provision of children's play space.

10.31 Proposals for new children's play spaces should have regard to the Fields in Trust (FIT) standards[27] which identify three tiers of children's play provision; Local Area of Play (LAP), Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Areas for Play (NEAPs). These standards ensure that provision is appropriately sized, accessible and suitable for the needs of the intended age group and seek to ensure that children have access to high quality, inclusive and accessible play opportunities close to home. The standards are set out in Table 10.1:

Table 10.1 Fields in Trust (FiT) Standards for Play Provision.

	LAP (Local Area for Play)	**LEAP (Locally Equipped Area for Play)**	**NEAP (Neighbourhood Equipped Area for Play)**
Accessibility (Walking Distance)	100 metres (about 1 minute walk from home)	400 metres (about 5-minute walk from home)	1000 metres (about 15-minute walk from home)
Age	Under 5 years	6-11 years	11 and over years
Type of Play	Small area or Informal Play close to home for very young children	Equipped Play (5+ pieces of play equipment) for young and independent children	Larger multi-use games area (8+ types of equipment/ ball games, sports equipment, skate parks and basketball courts serving a wider

[27] https://fieldsintrust.org/content/images/FIT-Standards-2024-Accessible-version.pdf

			catchment, aimed at older children and young people
Size	100 square metres	400 square metres	1000 square metres

10.32 Priority will be given to creating inclusive play spaces that incorporate equipment suitable for children with disabilities, areas for social interaction and natural environments, along with facilities for teenagers and young people that extend beyond traditional sports provision. Community involvement in designing of local spaces is valuable and is more likely to result in meeting local needs, being inclusive, safer and catering for different ages and abilities and will foster local pride and responsibility.

10.33 The 2025 Open Space Assessment (OSA) highlights the reduction of allotment provision in the borough over the last ten years and the irregular provision across the borough. Allotments and community food growing areas are valued local amenities and it is still important for the local community to have reasonable access to allotments and growing spaces. The OSA stresses that the health, well-being and social benefits of both gardening and food growing are well documented. They provide opportunities for social interaction, as well as local access to affordable fresh fruit and vegetables, benefitting both physical and mental health. In addition to protecting traditional allotments, there are also opportunities to encourage community-led food growing in 'non-traditional' spaces, such a communal space, balconies and 'meanwhile' growing spaces as part of new developments.

Policy HSP PE4: Strategic Recreation and Countryside Access

The Council will protect and enhance a safe, attractive and accessible network of high quality formal and informal strategic recreation routes extending through and beyond the borough, including canal towpaths, bridleways and rural routes. Opportunities will be sought to improve and connect the network, ensuring neighbourhoods are linked to jobs, shops, education facilities, services and open spaces, supporting health and well-being.

Where practicable, new development shall connect into and enhance the network of strategic recreation routes through measures that improve the quality, accessibility, attractiveness and usability of routes. Development should maximise opportunities for walking, cycling and wheeling, improve connections to public transport networks and interchanges and strengthen integration into the wider active travel and green infrastructure network.

In places, strategic recreation routes may share infrastructure with the borough's strategic walking, wheeling and cycling routes, as detailed in Policy T6. Where infrastructure is shared, such as on the bridleway network, the hierarchy of road users will apply, and the needs of pedestrians (especially children, older adults and disabled people) will be prioritised.

Existing strategic recreation routes as shown on the Policies Map include:

1. **Three Canals and River Trail – Ashton, Huddersfield Narrow and Peak Forest Canal;**
2. **Trans-Pennine Trail (TPT);**
3. **Pennine Bridleway;**
4. **Tameside Trail - Ashton, Stalybridge, Dukinfield, Hyde, Denton and Audenshaw;**
5. **Tame Valley Loop - Stalybridge, Mossley (via Greenfield) and Stalybridge; and**
6. **Greater Manchester Ringway.**

New and enhanced recreational routes and countryside areas will be supported, including:

- **Green in 15 (The Medlock Way) – cycle and pedestrian enhancements to the Medlock Valley;**
- **Hartshead Country Park- links into a new Country Park at the former industrial site (see PE5 (1)); and**
- **The Tameside Trails – six interconnected routes providing safe cycle routes into nature.**

Planning permission will not be granted for developments that would result in the permanent obstruction, closure or unacceptable severance of a strategic recreation route. Where a Public Right of Way falls within sites proposed for development, opportunities for local re-routing may be considered where this

would demonstrably improve the quality, convenience, accessibility and safety of the route for all users.

Further strategic routes will be identified through the Council's green infrastructure and active travel, transport and planning work. Where appropriate, developments will be expected to contribute to improving connections between neighbourhoods, greenspaces, the countryside and Country Parks, while supporting active travel and sustainable travel.

New development on sites located within a gap in the network will be required to provide the necessary infrastructure to connect and complete the route as part of the development, where this is reasonably related to and capable of being delivered through the development proposal. Where existing development patterns have resulted in indirect or poorly connected routes, proposals should improve permeability by providing new connections that are direct, safe, convenient and attractive for users.

Reasoned Justification

10.34 Tameside has a number of natural corridors which extend mostly continuously along rivers, canals, bridleways and disused railways running between open countryside into the heart of urban areas. They perform many valuable roles, including formal and informal recreation, footpath routes and corridors for the migration of wildlife; they often include school sites and green spaces connecting in a green web across the borough. It is important to improve access to them for users, to enhance biodiversity and wildlife through improvements to the infrastructure, in co-operation with landowners, where appropriate.

10.35 Long distance and nationally significant trails cross through Tameside, including the Pennine Bridleway, which runs north-south from the Peak District and is designed for the horse rider and mountain biker in mind and links tracks and lanes on the moorland slopes of Mossley, Stalybridge and Hollingworth and the Trans-Pennine Trail (TPT), running east-west which runs from Liverpool to Hull and is promoted as a footpath, bridleway and cycleway.

10.36 The Greater Manchester Green Infrastructure Strategy and PfE Policy JP-P7 Sport and Recreation seek to protect the region's Public Rights of Way network, while emphasising the need to expand opportunities for walking,

wheeling and cycling through a more connected system of formal and informal routes. This policy calls for identifying opportunities to create new strategic routes, while ensuring existing routes are protected and, where possible, enhanced. New developments located near or adjacent to a strategic route will be expected to connect into this network, if practicable.

10.37 Proposals should consider the potential impacts that development is likely to have on these areas and, if necessary, provide suitable mitigation or compensatory measures. There is also the opportunity for development to contribute positively to the enhancement of these important links to informal recreational areas. Development that affects these routes will only be permitted where an equivalent or better alternative is provided.

10.38 Existing strategic recreational routes will be protected and enhanced, and new strategic recreational routes developed, encouraging healthy lives and a borough in motion. More detail on Tameside's priorities for new or enhanced strategic walking, wheeling and cycling routes (those with a utility focus) are set out in Policy T6 Walking, Wheeling and Cycling.

10.39 In many places, Tameside's strategic recreational network may share infrastructure with the Borough's walking, wheeling and cycling network. One such example is the Trans Pennine Trail (TPT) at Hyde, where the National Cycle Network Route 62 shares a greenway from Haughton Dale to Godley. In such circumstances, conflict can arise between competing user groups, such as cyclists, walkers and the equestrian community.

10.40 Where conflict arises, the hierarchy of road users will be consistently applied, and the needs of pedestrians, particularly young people and older adults, will take priority over other modes. To ensure that all routes best support all users, the Council will engage with key stakeholders, such as the Walk Wheel Cycle Trust, British Horse Society, Canal and River Trust, and Transport for Greater Manchester.

Policy HSP PE5: Indoor and Outdoor Sport and Recreational Facilities.

A comprehensive range of both indoor and outdoor sports facilities positively contributes toward the health and wellbeing of the borough's population. The

Council will seek to protect, maintain and enhance both the quantity and quality of sports and recreational facilities to ensure that provision meets current and future needs.

This policy applies to both existing sites and facilities that have a recreational use or value and new proposed sites and facilities, irrespective of their ownership and management arrangements.

<u>New provision</u>

The Council will support proposals for new, replacement, improved or extended indoor and outdoor sport and recreation facilities that promote active lifestyles and contribute to meeting the current and future sporting and recreational needs of the borough. Development proposals should:

1. **Ensure appropriate mitigation to reduce any identified negative impacts on nearby residents and other sensitive receptors, including impacts on visual amenity, noise, traffic, lighting, ball-strike or other forms of disturbance. Mitigation may include appropriate layout and design measures, stand-off distances, quality landscaping, fencing, netting and other measures;**
2. **Ensure suitable arrangements, where appropriate, for parking and for access to and from the highway, including for any maintenance, and access to sustainable travel, including by public transport, walking, wheeling and cycling; and**
3. **Ensure that any changing rooms, club facilities and spectator amenities are appropriately located and designed.**

<u>Protecting existing provision</u>

Existing sports, leisure and recreation land and facilities, including playing fields and associated ancillary facilities, as identified on the Policies Map, will be protected, maintained and enhanced to support current and future recreational needs. Development proposals for non-recreational purposes will only be permitted where one of the following applies:

4. **The proposal is ancillary to the primary sport and recreational use of the site or buildings and would not prejudice its overall sport or recreational function or result in the loss of, or harm to the quantity, quality, accessibility or usability of the playing field or associated sport provision;**



5. **Equivalent or improved sport or recreational provision is made elsewhere, offering at least the same quantity, quality, accessibility, community benefit and management arrangements in a location that serves the intended catchment population;**
6. **The proposed development would not reduce the extent, capacity or functionality of existing playing fields or sports facilities or reduce the capacity to use, prejudice their current or future use, nor lead to the loss of associated facilities required to support sport and recreation;**
7. **It can be clearly demonstrated that the loss of playing field provision would not prejudice the ability of the area to meet current or future sports and recreational needs. Regard must be had to the Council's most up-to-date Playing Pitch and Outdoor Sports Strategy (PPOS), Open Space Assessment and any other relevant evidence. The site or facility must be located within an area where there is a surplus of provision, have no special significance to the interests of sport, and its loss must not undermine the Council's open space standards;**
8. **The proposed development would deliver alternative indoor or outdoor sport or recreational provision that provides equal or greater benefits than the playing field being lost, and those benefits clearly outweigh the loss, and any resulting prejudice of its continued use for sports and/or recreation; or**
9. **The site is already allocated for an alternative use in the plan.**

This policy will also apply to land that performs a similar sport or open space function but is not identified on the Policies Map, for example where a site is too small to be mapped, has come into use since the adoption of the Plan, or is located within the Green Belt.

Wherever practicable, replacement provision shall be provided directly by the developer and made available for use prior to the loss of the existing sport or recreational facility. Where this is not practicable, a financial contribution towards replacement provision may be accepted. Early consultation with Sport England is strongly recommended.

<u>Open Space Provision and Developer Contributions</u>

Development proposals that generate a need for new or improved open space, sport or recreation facilities will be expected to provide these on-site, wherever practicable and appropriate and where capable of meeting identified local

needs. On-site provision should be designed with the needs of future users, be accessible, safe and inclusive and part of the wider green and active travel network.

Where the Council is satisfied that on-site provision is not feasible or would not meet identified needs, a financial contribution will be required towards the provision, enhancement, expansion and the maintenance of off-site open space, sport or recreation facilities.

Strategic Sport and Recreation Hubs

Strategic Sport and Recreation Hubs represent the borough's principal locations for sport and recreation provision and will be safeguarded and enhanced as key destinations for sport, recreation and physical activity. The following locations are designated as Strategic Sport and Recreation Hubs of borough-wide importance, as shown in the Policies Map. These hubs accommodate a range of sports and recreational facilities that serve residents from across the borough and beyond. They play an important role in supporting participation in sport and physical activity, and in promoting health and wellbeing, and will be protected and enhanced as key destinations for sport and recreation:

- **Richmond Street Playing Fields, Ashton-under-Lyne;**
- **Blocksages Playing Fields, Dukinfield;**
- **Active Medlock, Medlock Street, Droylsden;**
- **King George V Playing Fields, Ashton-under-Lyne; and**
- **Ken Ward Sports Centre, Hyde.**
- **Key Sport and Recreation Centres**

The following centres are designated as Key Sport and Recreation Centres, as identified on the Policies Map. These centres primarily serve local communities and may provide for a particular sport or range of sporting and recreational facilities. Development proposals should protect and, where appropriate, enhance the quality, accessibility, capacity, flexibility and long-term sustainability of the centres:

- **Armadale Road Playing Fields, Dukinfield;**
- **King George V Playing Fields, Shepley Street, Audenshaw;**
- **Oxford Park, Ashton-under-Lyne;**
- **Stamford Park, Ashton-under-Lyne**
- **Granada Road Playing Fields, Denton;**



- **Haughton Green Playing Fields;**
- **Beyer's Peacock Park, Audenshaw;**
- **Butcher's Arms Ground, Droylsden;**
- **Dewsnap Lane Playing Fields, Dukinfield;**
- **The Copley Centre, Stalybridge;**
- **Garden Street Playing Fields, Hyde;**
- **Land at Victoria Street, Hyde;**
- **Land at Walker Lane, Hyde; and**
- **Land at Egmont Street, Mossley.**

Development proposals affecting these locations will be required to demonstrate how the site's sport and recreational function will be protected and, where possible, enhanced. This may include the retention and improvement of facilities, the provision of upgraded sports infrastructure, such as changing facilities, lighting and access routes.

Reasoned Justification

10.41 Tameside offers a variety of recreational, sport and leisure facilities which are designed to accommodate a wide range of activities. The availability of sports facilities varies in quality and quantity across the borough. There is a need to protect existing sports facilities provision where it meets needs and to address the quantitative shortfalls in provision and, where possible, enhance the quality and management of sites[28]. Recreation, sport and leisure facilities benefit residents by offering the opportunity for physical exercise, social and community development and improved mental well-being. Leisure uses also support the local economy, create jobs for residents and bring in visitors as well as broadening spend in the borough. PfE Policy JP-P7 Sport and Recreation seeks to protect and enhance a network of high quality, accessible sports and recreation facilities that supports increased participation in physical activity and recreation for all ages.

10.42 The quality of local recreational facilities varies across Tameside and opportunities should be maximised to enhance existing provision and deliver new facilities where deficiencies exist. New leisure and sport facilities should be suitably located and well-designed to ensure that schemes do not have an unacceptable adverse impact on their surroundings. Wherever practicable,

[28] Tameside Playing Pitch Strategy 2015

replacement provision should be delivered directly from the developer and made available before the existing facility is lost. In exceptional circumstances, a financial contribution towards equivalent provision may be acceptable. Early consultation with Sport England is advised.

10.43 Development will only be supported where robust evidence demonstrates that the site is surplus to recreational requirements, as identified in the Council's latest Playing Pitch and Outdoor Sports Strategy (PPOS). The site must be in a catchment with an excess of playing field provision, have no special significance to sport and not contribute to Tameside's open space standards.

10.44 Access to outdoor sport and leisure opportunities is vital to the health and well-being of the borough's residents. Tameside's Physical Activity Strategy highlights that levels of physical activity among adults has increased with the majority meeting the Chief Medical Officer's guidelines of at least 150 minutes of moderate physical exercise per week[29]. However physical inactivity remains a significant challenge, with 31% of adults in Tameside classed as inactive and 58% of children not achieving recommended activity levels. Children from lower income families, people from minority ethnic communities and girls are less likely to be physically active than the population average. Tameside's Physical Activity Strategy identifies a number of priority groups for intervention, including lower-income families, people with disabilities, Asian communities, and adults aged 55 to 74. The Strategy seeks to increase participation in physical activity through collaborative working across the Council and in partnership with external organisations.

10.45 Tameside's 'Sport and Recreation Hubs' are defined in the latest Tameside Playing Pitch Strategy as those of borough-wide importance, where users are willing to travel to access the range and high quality of facilities and likely to be multi-sport. The financial, social and sporting benefits of these strategic sites are significant; guidance is provided by Sport England on the development of Community Leisure Hubs as inclusive and accessible spaces, with the opportunity for complementary community services. Next in the hierarchy are Key Sport and Recreation Centres, which primarily serve local communities and cater for a specific sport. These centres play an important

[29] https://assets.publishing.service.gov.uk/media/5d839543ed915d52428dc134/uk-chief-medical-officers-physical-activity-guidelines.pdf

role in providing accessible opportunities for sport, physical activity and recreation. Targeted investment will be supported to improve the quality, accessibility and flexibility and long-term sustainability of facilities, ensuring they continue to meet current and future needs.

10.46 A review of Tameside's Playing Pitch Strategy is underway to ensure compliance with PfE Policy JP-P7 and national planning policy. The Playing Pitch and Outdoor Sports Strategy (PPOS) will assess Tameside's current and future need for winter and summer grass sports pitches and facilities, including football, rugby union and league, cricket, hockey, tennis, bowls athletics, archery and golf. This will inform policy and an action plan for the protection and enhancement of sports provision and highlight opportunities for new facilities to support planned growth. The strategy will also refine the key priorities for future investment, focusing on upgrading pitches, adding single-sex changing rooms, improving accessibility and quality and ensuring compliance with competition standards.

10.47 Tameside's Built Facility Strategy seeks to enhance indoor leisure and sports provision while supporting economic growth. The Strategy will guide future investment to ensure that residents have access to affordable, high-quality facilities that meet current and future sport and recreational needs.

10.48 New sport and recreational facilities should be suitably located and well-designed to ensure that schemes do not have an unacceptable adverse impact on their surroundings and that any negative impacts are mitigated against to avoid impact on residents. Proposals will also be assessed against the design policies, as set out in Place Chapter 12.

10.49 Development proposals should demonstrate that adequate open space provision will be made to meet the needs generated by the development, having regard to the Council's Infrastructure Development Plan (IDP) and relevant evidence.

Policy HSP PE6: Peak District National Park

The Council recognises the Peak District National Park as a nationally important asset whose special qualities make a significant contribution to the character, environment and distinctiveness of Tameside.

The Council will therefore support the conservation and enhancement of the Peak District National Park and its setting. Development proposals that would adversely affect the Park's natural beauty, wildlife, cultural heritage, tranquillity or other special qualities will not be supported.

Where development has the potential to affect the Peak District National Park or its setting, applicants should demonstrate how those effects have been considered and responded to.

Reasoned Justification

10.50 Containing some of the country's most beautiful landscapes, the Peak District National Park directly borders Tameside to the north-eastern corner of the borough and is clearly visible from much of Tameside's eastern fringe. National planning policy emphasises the importance of conserving and enhancing the scenic beauty and landscape of designated areas such as National Parks, which have the highest status of protection in relation to these issues. Development within the setting of the National Park should be sensitively located and designed to minimise impacts on the designated areas, while seeking opportunities to enhance and restore associated landscapes.

10.51 When considering development which has the potential to have a negative effect on the setting of the Peak District National Park, the Council will consult the National Park Authority and will have regard to the purposes in terms of its special qualities of natural beauty, wildlife and cultural heritage. The land within Tameside is important in terms of the setting of the National Park; issues relate to nature recovery, biodiversity and managing and mitigating visitor pressures into the Park. Proposals that negatively impact the purposes of the National Park in relation to its special qualities are unlikely to be supported.

10.52 Tameside's border with the Peak District National Park is characterised as Pennine Foothills and Open Moorlands, a transitional zone, as set out in the Greater Manchester Landscape Character and Sensitivity Assessment[30]. Development proposals should, where relevant, take consideration of the valued characteristics of the National Park and the special landscape

[30] https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

qualities. This includes features within the built and natural environment, including nationally designated features as set out in the Peak District National Park Core Strategy Development Plan Document 2011[31] and Peak District National Park Management Plan.

Policy HSP PE7: Early Years Provision, Schools and Post-16 Education Facilities

Improvements in the quality, suitability, accessibility and capacity of Early Years Provision, Schools and Post-16 Education facilities will be supported. New Early Years Provision, School and Post-16 Education facilities shall:

1. **Be highly accessible to their intended catchments, particularly by walking, wheeling, cycling and public transport;**
2. **Be located, designed and managed to minimise the impacts of associated traffic and car parking on the surrounding area;**
3. **Provide high quality indoor and outdoor facilities suitable for the intended number, age range, abilities and needs of students; and**
4. **Wherever practicable and appropriate, provide for the community use of playing fields and other facilities outside normal operating hours.**

A flexible approach will be taken to the reuse and redevelopment of redundant education sites, particularly where this would support the provision or improvement of education facilities elsewhere in Tameside. Such sites may be protected for educational use where this is necessary to secure an appropriate scale and distribution of education facilities to meet future needs.

Applicants should demonstrate, through engagement with the Local Education Authority, the likely impact of development on education provision and how any identified need for additional school places or educational facilities will be addressed in accordance with Places for Everyone Policy JP-D1 and other relevant policies of this plan.

Reasoned Justification

10.53 High-quality, accessible and inclusive education facilities are essential to support sustainable communities and improve educational outcomes across

[31] https://www.peakdistrict.gov.uk/planning/policies-and-guides/core-strategy

Tameside, ensuring that learners of all needs can access safe, supportive and enriching learning environments. Locating new facilities within or close to their catchment areas, and ensuring they are well integrated into walking, cycling, and public transport routes, reduces reliance on private vehicles, minimises congestion and promotes healthier travel choices. The NPPF highlights the importance of planning for community facilities, including education, through strategic policies. It supports the provision of sufficient school places to meet the needs of existing and growing communities and recognises education facilities as a key component of sustainable neighbourhoods.

10.54 In new development, the design and management of educational facilities should minimise traffic and parking impacts to protect residential amenity and support safe and attractive neighbourhoods. Also, where the opportunity arises, the enhancement of indoor and outdoor sports facilities at schools and colleges will be encouraged to meet the needs of all students and to support a broad curriculum, including physical activity and outdoor learning. The Council will assess educational requirements arising from development using the latest available evidence, including the Infrastructure Delivery Plan (IDP), pupil forecasts, school capacity assessments and other relevant education infrastructure evidence. Where a need for additional education provision is identified, developers may be required to contribute towards, or provide, appropriate facilities in accordance with national policy and relevant Council guidance.

10.55 Where appropriate, Tameside will also encourage the community use of school playing fields and other facilities to strengthen social cohesion and promote active lifestyles.

Policy HSP PE8: Provision of Health and Social Care Facilities

Improvements in the quality and accessibility and capacity of health and social care facilities will be supported. Where it would improve health outcomes whilst maintaining an appropriate level of accessibility for local residents, the consolidation of primary healthcare facilities, such as GP practices, and their integration with other health and social care facilities will be supported.



Primary healthcare facilities will be expected to be co-located with other public facilities where possible, in order to provide a stronger focus for public services within local communities, support integrated service delivery and promote linked trips.

Developers of major residential developments should engage with the Greater Manchester NHS Integrated Care Board (ICB) and healthcare providers at the earliest opportunity to assess healthcare service and infrastructure requirements arising from development. Where a need is identified, proposals should demonstrate how these requirements will be addressed, having regard to the scale and nature of the development and the additional demand it is expected to generate, in accordance with PfE polices JP-D1, JP-D2 and other relevant policies of this Plan.

Reasoned Justification

10.56 Access to high-quality health and social care facilities is essential for improving health outcomes and supporting inclusive, sustainable communities. Encouraging the merging of primary healthcare services, such as GP practices, with other health and social care facilities can deliver more integrated services, improve efficiency, and enhance patient experience. This approach aligns with national health strategies promoting collaborative care and multi-disciplinary hubs. This aligns with national planning policy which requires LPAs to work proactively with delivery partners and statutory bodies to plan for required facilities, including hospitals and health infrastructure.

10.57 Co-locating primary healthcare facilities with other public services strengthens community focal points, reduces the need for multiple journeys, and supports linked trips, contributing to sustainable travel patterns. Early engagement with the NHS Integrated Care Board (ICB) and health providers ensures that new developments meet identified healthcare needs and respond to local population growth and demographic changes.

10.58 Development proposals will be expected to demonstrate how additional health requirements arising from the development have been met, having regard to needs identified in the Council's Infrastructure Development Plan (IDP).

10.59 This policy supports the objectives of the NPPF and local health strategies by promoting accessible, integrated facilities that improve health and well-being while reducing inequalities.

Policy HSP PE9: Tameside General Hospital

The continued enhancement of Tameside General Hospital's role as both a key local facility for the borough's residents and as a provider of integrated hospital and community services within the Greater Manchester Integrated Care System will be supported. Proposals that support the modernisation, redevelopment or expansion of Tameside General Hospital will be supported where they accord with the following criteria:

1. **Form part of a comprehensive development and infrastructure strategy that will ensure the ongoing evolution of the Hospital estate is well coordinated and managed, while maximising opportunities for a more sustainable site;**
2. **Encourage a greater proportion of staff, patients and visitors to access the hospital via public transport, cycling, walking and wheeling;**
3. **Minimise the adverse impacts of traffic and car parking on the surrounding community; and**
4. **Support the continued provision, improvement and integration of healthcare services, facilities and supporting infrastructure to meet the needs of existing and future communities.**

Reasoned Justification

10.60 The continued enhancement of Tameside General Hospital is essential to meeting the health and well-being of the borough's residents and supporting the delivery of integrated health and community services under the Greater Manchester Integrated Care System, in line with national planning policy.

10.61 The Hospital provides acute hospital services from the site in Ashton-under-Lyne, including accident and emergency and urgent care, medical and surgical care both for inpatients and outpatients, diagnostic tests, maternity services and neonatal care and paediatric services. The Integrated Care Foundation Trust also provides community healthcare services, delivered in

the intermediate care facility and 13 community premises throughout the Tameside and Glossop Integrated Care Foundation Trust communities.

10.62 As outlined in the Trust's Strategic Plan 2023-2026[32], the Tameside General Hospital site in Ashton employs over 2,500 staff as part of the wider Trust workforce of more than 4,000. NHS Greater Manchester Property Services is working towards making the site more sustainable and is collaborating with the Council to ensure all Trust's assets are managed effectively.

10.63 Promoting access by public transport, cycling and walking is consistent with national and local policies to reduce car dependency, improve air quality and encourage healthier travel choices. This approach will help manage congestion and reduce the environmental impact of hospital operations. Minimising the negative effects of traffic and car parking on surrounding residents is critical to maintaining local amenity and safeguarding local residential areas and supporting the NHS Trust and the Council's wider objectives for sustainable development and climate resilience.

32 https://www.tamesideandglossopicft.nhs.uk/application/files/3817/0688/5577/Tameside_Strategy_2023-2026_-_FINAL.pdf

11 Travel

Introduction

11.1 Improving travel options and infrastructure are key to tackling issues of social exclusion and deprivation and are an important driver of growth and economic ambition in the Borough. Travel accessibility and availability creates greater opportunities for social mobility, access to employment and services. It supports healthy lifestyles through promoting active travel, improving air quality and contributing to the transition towards Net Zero. Together with Greater Manchester partners, the council is committed to the Bee Network – our shared vision for an integrated transport network across Greater Manchester. The transport policy and delivery context has evolved significantly across Greater Manchester in recent times. Through the Bee Network, Greater Manchester is delivering an integrated public transport and active travel network encompassing bus, Metrolink, rail, walking, wheeling and cycling infrastructure. Tameside is uniquely placed within this transformation, benefiting from Metrolink services, high-frequency bus corridors, 13 rail stations and inclusion within the first phase of Bee Network Rail. The Local Plan seeks to maximise the opportunities arising from this investment by directing growth towards locations accessible and supporting a shift towards more sustainable forms of travel.

11.2 Homes, Spaces, Places has been prepared within the strategic planning framework established by Places for Everyone (PfE). Through the Examination in Public, the Places for Everyone Inspectors considered the strategic transport evidence, including transport modelling, the distribution of growth and supporting mitigation measures, and concluded that the plan was sound. As Homes, Spaces, Places does not fundamentally alter the scale or broad distribution of growth established through PfE, the Local Plan builds upon this established strategic framework whilst providing locally specific policies and priorities for Tameside.

11.3 Policies to support these ambitions are, at a strategic scale, set out in the Connected Places chapter of Places for Everyone. For example, PfE Policy JP-C1: An Integrated Network sets out how a range of measures will deliver an accessible, low carbon Greater Manchester with world-class connectivity. PfE Policy JP-C5: Streets for All sets out the approach to designing and managing streets so that they make a positive contribution to the quality of

place and support high levels of walking, cycling and public transport use. Whilst PfE Policy JP-C8: Transport Requirements of New Development, establishes the policy framework for the location and design of new development that enables and encourages walking, cycling and public transport use to reduce the negative effects of car dependency. However, whilst PfE establishes the strategic transport framework for Greater Manchester, further local policy detail is required to reflect Tameside's specific transport challenges, opportunities and investment priorities, including delivery of the Bee Network, improving accessibility and supporting sustainable growth.

11.4 Since adoption of the UDP in 2004, substantial transport investment has been delivered across the Borough, including the extension of Metrolink to Ashton-under-Lyne and progression of the A57 Link Roads Scheme. As a result, the focus of this Local Plan is not on safeguarding historic schemes but on supporting the next generation of transport investment needed to deliver sustainable growth, improve accessibility, reduce transport-related inequalities and support the continued development of the Bee Network.

11.5 Where infrastructure projects have progressed to completion or are consented and committed, supporting policies are no longer considered necessary. However, HSP promotes new transport priorities and, where identified, promote new transport projects and schemes.

11.6 The Plan has been informed by extensive transport evidence prepared jointly with Transport for Greater Manchester, National Highways and the Local Highway Authority. Consistent with the conclusions reached through Places for Everyone, this evidence demonstrates that the planned growth strategy can be accommodated within the transport network, supported by continued investment in the Bee Network, active travel infrastructure and targeted highway improvements where necessary.

National Trends and Local Context

11.7 Notably the 2021 census highlights Tameside is above both the regional and national average for the number of households with no access to a car or van (Tameside 26.1%, NW 24.7%, and England 23.5%). Although in terms of how people travelled to work, the census revealed that driving or travelling as a passenger in a car or van was above the regional and national averages (Tameside 57.1%, NW 54.3%, and England 48.4%). And correspondingly

public transport use was above the regional average, but below that for England (Tameside 7.6%, NW 6%, and England 8.2%).

11.8 Whilst levels of household car ownership in parts of the Borough remain relatively low, private car use continues to account for the majority of commuting journeys. At the same time, significant numbers of residents travel beyond the Borough for employment, particularly to Manchester and other Greater Manchester centres. These trends demonstrate the importance of maintaining strong transport connectivity whilst improving opportunities for people to travel by public transport, walking and cycling. Delivery of the Bee Network and Greater Manchester's Right Mix ambition will play a key role in achieving this transition.

11.9 The other key characteristic of the census travel to work data is that 24.6% of Tameside residents in employment classified themselves as mainly working from home. Although the data was captured during the COVID-19 pandemic it does show a level significantly above the historic level.

11.10 Data from the 2021 census provides an insight into travel behaviour in Tameside. The following excerpt from the ONS data visualisation for travel to workflows indicates that Tameside has a net outward commuting flow of just over 16,000 people. For example, more Tameside residents travel to Manchester to work than travel from Manchester to work in Tameside highlighting the importance of having excellent transport connectivity within Tameside and Greater Manchester.



Figure 11.0 Workplace flow data represent usual residents aged 16 and over who were working in the week before Census Day (Source: ONS).

11.11 Although Tameside benefits from strong strategic transport connections, parts of the highway network experience significant congestion, particularly during peak periods. This can affect journey time reliability, economic productivity and accessibility. The Local Plan therefore seeks to support development patterns that reduce the need to travel by private car, whilst complementing investment in public transport, active travel and strategic transport infrastructure.

Policy HSP T1: General Approach

The Council will maintain, manage and where necessary improve transportation infrastructure as part of a balanced sustainable transportation strategy that is in accordance with the objectives of Transport for Greater Manchester's Local Transport Plan.

The borough's transport system will become increasingly sustainable, whilst providing safe and efficient access to, from and within Tameside, enabling access to employment, services and leisure, whilst also assisting in attracting investment.

Development will be supported where it:

1. **Through its location, density and mix of uses helps reduce the need to travel;**
2. **Supports a shift towards public transport, walking, wheeling and cycling;**
3. **Minimises adverse impacts on transport networks; and**
4. **Delivers transport infrastructure and services in a timely manner to support sustainable travel behaviour.**

Reasoned Justification

11.12 This policy approach sets out how the Council will promote sustainable transport through the management of development. Fundamental to supporting this will be the implementation of PfE Policy JP-H4: Density of New Housing and the continued growth and improvement of the Bee Network, Greater Manchester's integrated transport system.

11.13 PfE Policy JP-H4 seeks to focus higher density new development in locations that are more accessible by walking, cycling and public transport. It is important to note that PfE JP-H4 sets minimum densities and therefore

opportunity to exceed these may exist. This is welcomed, particularly where they would support the regeneration of designated centres subject to other material planning considerations.

11.14 The Bee Network represents the principal mechanism through which Greater Manchester will achieve its Right Mix ambitions, connecting residents to employment, education and services whilst reducing reliance on private car travel. Bus franchising has already seen improvements to service reliability and punctuality. In addition, the Bee Network will be further enhanced through the plans set out in the Draft Rapid Transit Strategy.

11.15 For Tameside this will mean enhanced services on Metrolink and the implementation of Bee Network rail on the Victoria to Stalybridge, Piccadilly to Hadfield/Glossop, and Piccadilly to Rose Hill Marple rail lines by the end of 2026. This expansion and improvement to the Bee Network is critical to achieve the Right Mix in Tameside.

11.16 Achieving the Right Mix is important to supporting sustainable economic growth. Improved public transport and active travel connections increase access to employment opportunities, widen labour market catchments and improve connectivity between residents, businesses and key economic centres across Greater Manchester. Given existing levels of congestion, limited space and the Victorian constraints of our towns, it simply is not credible to expand the size of the labour pool by relying on driving alone. Extensive peer-reviewed studies and evidence from the Office for National Statistics (ONS) repeatedly suggests a strong relationship between sustainable transport connectivity and higher growth and higher wages.

11.17 Evidence shows that by baking active travel into journeys, even taking the first and last mile by walking, wheeling or cycling, residents are likely to see benefits to their cardiovascular health and mental wellbeing. Sustainable transport means a reduction in air pollution and corresponding public health benefits, particularly for young people across the borough. A sustainable transport system is also more affordable and represents better value for public money, with zero-emission electric buses in the borough reporting per-mile operating costs a third lower than before joining the Bee Network.



Policy HSP T2: Trunk Road Developments

The Council will safeguard the alignment of the remaining section of the Hollingworth and Tintwistle Bypass, as previously proposed by Highways England as a trunk road scheme, from the intersection with the A57 Link Road to the Derbyshire border as shown on the Policies Map.

Development proposals that would prejudice the future implementation of transport interventions within the safeguarded corridor will not be supported unless it can be demonstrated that they would not compromise the ability to deliver future improvements to the route.

Reasoned Justification

11.18 The A57 Link Road Scheme, formerly known as the Mottram Moor Link Road and A57(T) to A57 Link Road, received development consent in 2022 and construction commenced in 2025. The scheme will improve connectivity on the Trans-Pennine corridor and reduce traffic through Mottram-in-Longdendale.

11.19 The safeguarded alignment shown on the Policies Map relates to the remaining section of the former Hollingworth and Tintwistle Bypass corridor previously identified within the Tameside UDP. Although no commitment currently exists to deliver a specific scheme along this alignment, the corridor continues to be recognised within the Greater Manchester Local Transport Plan as a potential long-term transport intervention.

11.20 The purpose of safeguarding the route is to ensure that future transport options are not prejudiced by incremental development that could sterilise the corridor or constrain future decision making. Retention of the safeguarding does not represent a commitment to deliver a particular scheme. Rather, it provides flexibility for future governments, transport authorities and infrastructure providers to consider options for addressing transport and connectivity challenges along the A628 Trans-Pennine corridor should the need arise.

11.21 Whilst the Local Plan places significant emphasis on the Bee Network, public transport and active travel, it is also important to protect strategically significant transport corridors where there remains a reasonable prospect

that future interventions may be required to support regional connectivity, resilience and economic growth.

Policy HSP T3: Rail Infrastructure

The Council will support, and where appropriate, facilitate the enhancement and expansion of rail infrastructure across the borough. Particular support will be given to proposals that:

1. **Improve accessibility, capacity, reliability and passenger experience at existing stations;**
2. **Deliver new rail stations and enhance public transport connectivity;**
3. **Support the delivery and expansion of Bee Network Rail;**
4. **Improve integration between rail, bus, Metrolink, walking and cycling networks; and**
5. **Support wider regeneration and sustainable development objectives.**

Priority schemes include:

6. **New Ashton Moss West (Droylsden) station east of Littlemoss Road Bridge and west of the M60, as identified within PfE Policy JP Allocation 27 – Ashton Moss West;**
7. **New Dukinfield, Dewsnap station;**
8. **High-quality interchanges and travel hubs, improving connectivity between transport modes at Ashton-under-Lyne and Stalybridge;**
9. **A new fully accessible and electrified Mossley Station; and**
10. **Accessibility and connectivity improvements at Hattersley station, including the Godley Green Hattersley bridge connection and step-free platform access.**

The Council will continue to work with Transport for Greater Manchester, Network Rail and Government alongside other partners to support the delivery of Northern Powerhouse Rail and future rail capacity improvements.

Land required for strategic rail infrastructure, including the safeguarded sites shown on the Policies Map, will be protected from development that would prejudice the delivery of future rail improvements:

11. **Land parallel to the Glossop Line between Fairfield Station and Guide Bridge; and**
12. **Guide Bridge Sidings.**

Reasoned Justification

11.22 The rail network forms a critical part of Greater Manchester's ambition to deliver the Bee Network and achieve the Right Mix. Rail provides fast, reliable and sustainable access to employment, education, services and leisure opportunities within Tameside, Greater Manchester and the wider North.

11.23 The Greater Manchester Local Transport Plan sets out an ambition to develop a rail network that is high-capacity, reliable, resilient, accessible and fully integrated with other rail-based services and the wider transport network. For Tameside, the Greater Manchester Transport Strategy 2040 Implementation Plan identifies a number of rail infrastructure improvements on Map 3: Tameside Local Implementation Plan Schemes. These include new stations such as Ashton Moss West and accessibility improvements to Hattersley Station, including a Godley Green – Hattersley bridge connection and step-free platform access. In terms of Strategic Transport Interventions these are set out in the Greater Manchester Transport Strategy delivery plan maps, 1 to 3.

11.24 There is a need to support further improvements and investment in the rail network. This approach will support the strategy of delivering sustainable development, where the need to travel by private car is reduced, by providing a high quality, reliable and accessible integrated public transport network, with rail as a key element. The introduction of Bee Network Rail represents a transformational change in public transport provision across Greater Manchester. Through integrated ticketing, simplified fares and closer integration with buses, Metrolink, walking and cycling networks, Bee Network Rail will help make sustainable travel a more attractive alternative to private car travel.

11.25 Rail investment also plays an important role in supporting the Local Plan's spatial strategy. The borough's rail stations provide opportunities to accommodate growth in highly accessible locations, helping to connect people to jobs, services and education whilst supporting the wider objectives of the Bee Network and Greater Manchester's Right Mix ambition.

11.26 Alongside this the Council will work with partners to deliver high-quality interchanges and travel hubs to truly integrate sustainable transport modes at Ashton-under-Lyne and Stalybridge. Ashton-under-Lyne and Stalybridge are key transport gateways for the borough and play an important role in supporting sustainable growth. The delivery of high-quality interchanges and mobility hubs will improve connectivity between transport modes and help unlock the wider regeneration ambitions associated with the proposed Ashton and Stalybridge Mayoral Development Corporation.

11.27 As well as improving rail links at the city region level, the Council is committed to improving rail links between Tameside and the broader, national rail network. With partners at Network Rail, Mossley Station will be relocated as part of the TransPennine Rail Upgrade, with a new, fully accessible and fully electrified station, providing transformative speed and capacity improvements.

11.28 The Council will also continue to work with Transport for Greater Manchester to develop potential route options for Northern Powerhouse Rail, safeguarding land as necessary to avoid prejudicing future route options and infrastructure requirements. This will provide dedicated track for high-speed intercity services, releasing capacity on suburban lines for Bee Network Rail and freight services.

11.29 Continued investment in rail infrastructure is essential to accommodate future growth, improve connectivity and support a shift towards more sustainable travel patterns. Increased capacity and improved service reliability will help connect residents to employment opportunities, support economic growth and reduce reliance on the private car, consistent with Greater Manchester's Right Mix ambitions and the wider objectives of the Bee Network.

Policy HSP T4: Rapid Transit

The Council will support, and where appropriate, facilitate the expansion of the rapid transit network serving the borough, including the delivery of future Bee Network infrastructure. Where necessary land will be safeguarded from inappropriate development to support future rapid transit infrastructure at:



1. **Land east of the Ashton Moss Curve, to support a junction with the existing Piccadilly - Ashton Metrolink line; and**
2. **The former Guide Bridge to Oldham railway junction, east of the M60.**

Development proposals that would prejudice the delivery of future rapid transit infrastructure within these safeguarded areas will not be supported.

Reasoned Justification

11.30 Rapid transit provides fast, frequent and reliable public transport connections for medium-distance journeys. Within Greater Manchester this includes Metrolink services, bus rapid transit corridors and certain rail-based transit services.

11.31 The current vision for an expanded rapid transit network is set out in the draft Greater Manchester Rapid Transit Strategy. This was published in 2024 and is being used to inform the refresh of the GM 2040 Transport Strategy; it will help to shape the next iteration of the Five-Year Delivery Plan covering the period 2027 to 2032.

11.32 Rapid transit forms a key element of the Bee Network and is fundamental to achieving Greater Manchester's Right Mix ambitions. Increasing the number of journeys made by rapid transit will be essential to supporting growth whilst reducing congestion, carbon emissions and reliance on private car travel.

11.33 As well as supporting the 'Right Mix', rapid transit is envisaged as being transformational by providing opportunities for connecting everyone with jobs, education, healthcare and leisure opportunities. For Tameside this means providing an important component of the transport infrastructure required to support the Local Plan's strategy, including regeneration and growth within the Eastern Growth Cluster. Improved rapid transit connectivity can help connect communities to employment, education, healthcare and leisure opportunities whilst making sustainable travel a more attractive option.

11.34 The Council will continue to work closely with Transport for Greater Manchester to develop options for tram-train Metrolink services between Ashton-under-Lyne and Stockport using the Denton rail corridor. This represents a potentially transformational opportunity for Tameside and

Greater Manchester, creating a new orbital rapid transit connection which would improve connectivity between the east and south of the city region without requiring travel via Manchester city centre.

11.35 Such a connection has the potential to significantly improve access to key destinations including Stockport, Manchester Airport and major employment locations, whilst supporting regeneration, widening labour market catchments and reducing reliance on private car travel. Improved orbital public transport connectivity could also help reduce pressure on parts of the M60 corridor, which experiences congestion.

11.36 To avoid prejudicing future delivery options, land will be safeguarded at critical locations required to facilitate future connections between the Metrolink and heavy rail networks, including land east of the Ashton Moss Curve and the former Guide Bridge to Oldham railway junction east of the M60.

Policy HSP T5: Facilities for Buses

The Council will support and, where appropriate, facilitate the provision of high quality, safe and accessible bus passenger waiting and interchange facilities, in association with Transport for Greater Manchester.

Measures which improve bus journey time reliability, passenger experience and network efficiency, including bus priority measures, bus lanes and Quality Bus Transit corridors, will be supported where appropriate.

Reasoned Justification

11.37 Bus is the most important element of the public transport network, bus travel accounts for 80% of the public transport journeys in Greater Manchester. At the last census over 70% of travel to work by public transport was by bus. Consequently, it plays a key role in reducing congestion whilst also improving accessibility for people who have no access to a car (Census 2021 data from the Office of National Statistics (ONS) recorded this as 26% of households in Tameside). Supporting the delivery of improved bus infrastructure is essential in tackling transport related issues of inequality and reducing barriers to social mobility.

11.38 The introduction of bus franchising and the creation of the Bee Network represent the most significant change to bus services in Greater Manchester for several decades. Through greater control over routes, fares, service standards, network coordination and integration with other transport modes, the Bee Network provides an opportunity to improve the attractiveness and accessibility of bus travel across Tameside.

11.39 The improvement of bus facilities is also a cornerstone of the Greater Manchester Transport Strategy 2040 'Right Mix' aim of achieving 50% of journeys being made by sustainable modes in Greater Manchester by 2040. The consultation draft refresh of the LTP maintains our shared Greater Manchester commitment to the Right Mix, whilst recognising that the target of 50% of journeys to be made by public transport or active travel is a headline figure. In high-density urban centres, the share of journeys made by private vehicle is expected to fall below 50%, offsetting parts of the city region where limited public transport options may lead to private vehicle share exceeding 50%.

11.40 Buses play a particularly important role in supporting the Local Plan's spatial strategy, providing access to employment, education, healthcare and local services, particularly for communities not directly served by rail or Metrolink infrastructure. Improving bus connectivity will therefore be important to supporting sustainable growth across the borough.

11.41 The GM Transport Strategy 2040 Implementation Plan for Tameside highlights the challenge of modal shift which is required to achieve this, with 69% of all journeys starting in Tameside being made by either a car or a van. Therefore, improving the quality of bus services and infrastructure is key to increasing bus patronage and this overarching policy goal. In addition, the GM Bus Strategy, GM Transport Strategy 2040 Implementation Plan for Tameside identifies two Quality Bus Transit corridors, one north connecting Ashton-under-Lyne to Rochdale, via Oldham, and one south connecting Ashton-under-Lyne to Stockport, via Hyde by 2027.

11.42 The proposed Ashton-under-Lyne to Rochdale and Ashton-under-Lyne to Stockport corridors have the potential to significantly improve connectivity between major centres, support regeneration opportunities and provide a realistic alternative to private car travel for a wide range of journeys. Improved bus priority and reliability measures will help make bus travel more

attractive, supporting both the Bee Network and Greater Manchester's Right Mix ambitions.

Policy HSP T6: Walking, Wheeling and Cycling

A boroughwide network of walking, wheeling and cycling routes will be developed and enhanced and both new development and transport infrastructure schemes shall contribute to the delivery of this network, to support a significant increase in the proportion of journeys made by walking, wheeling and cycling.

Where necessary, development of the network will be co-ordinated with neighbouring authorities and Transport for Greater Manchester to improve cross boundary linkages and assist with the completion of the Bee Network, national cycle network and Greater Manchester Strategic Cycle Network, utilising off highway routes where appropriate. This includes:

1. **Ashton-under-Lyne to Oldham Strategic Cycle Network, with a new Park Bridge viaduct to create an easy, direct route for those walking, wheeling and cycling;**
2. **Ashton-under-Lyne to Stockport Strategic Cycle Network, building on the Tameside Active Neighbourhoods Phase 1 scheme.;**
3. **Green in 15 (The Medlock Way), connecting people to nature along the Medlock Valley.;**
4. **Maintaining and enhancing the National Cycle Network (routes 626 and 62) to ensure safe, consistent and high-quality journeys; and**
5. **Protecting and enhancing our Public Rights of Way particularly where they support strategic networks such as the GM Ringway. Where Public Rights of Way fall within sites proposed for development, opportunities for local re-routing will be subject to consideration where this would improve quality, convenience and safety for users.**

Reasoned Justification

11.43 The Greater Manchester Local Transport Plan has a clear ambition to create a comprehensive network of on and off-road walking and cycling routes that make it easy and safe for people to walk and cycle to key local destinations. This approach reflects the national ambitions set out in Cycling and Walking

Investment Strategy (CWIS1, CWIS2 and future CWIS3) and the aims set out in national planning policy. Walking, wheeling and cycling form a core component of the Bee Network and are fundamental to achieving Greater Manchester's Right Mix ambitions. They play an important role in improving accessibility, supporting healthier lifestyles and reducing reliance on private car travel.

11.44 The Greater Manchester Transport Strategy 2040 Implementation Plan for Tameside sets out a series of outcomes that the Council wishes to see achieved by 2026:

- Increasing the number of neighbourhood journeys made by foot and by bicycle;
- Enhanced connections to/from and within Tameside's town centres, employment sites and key destinations by foot, bicycle, and public transport to support regeneration;
- Streets in Tameside will be clean, green and relieve local communities from the impacts of congestion; and
- Streets in Tameside are safe, well maintained and in good condition for all people who live in or travel within Tameside and current and future assets are looked after.

11.45 Improvements to walking, wheeling and cycling infrastructure also support the Local Plan's spatial strategy by improving access to town centres, public transport interchanges, employment locations and local services. By enabling a greater proportion of short-distance trips to be undertaken by active modes, these improvements help support sustainable growth whilst reducing pressure on the highway network.

11.46 The Implementation Plan also highlights that increasing levels of walking and cycling will also be required in order to achieve the 2040 Right Mix target, whereby 50% of all journeys within GM are made by sustainable modes. Additionally, increased walking and cycling can also deliver improvements to quality of life, through producing health benefits, assisting in reducing air pollution and addressing issues of lack of car ownership.

11.47 Despite the benefits of walking, wheeling and cycling, a number of barriers continue to limit uptake across parts of the borough. These include severance caused by major roads, traffic volumes and speeds, accessibility issues, gaps in network continuity and the quality of existing infrastructure.

Addressing these barriers is essential if active travel is to become a realistic choice for everyday journeys. New development will be expected to contribute towards the delivery of improvements where appropriate.

11.48 The Council will continue to work with Transport for Greater Manchester and neighbouring authorities to deliver the emerging Strategic Cycle Network. This includes the proposed Park Bridge viaduct, which would create a high-quality walking, wheeling and cycling connection between Ashton-under-Lyne and Oldham. The scheme has the potential to transform connectivity between the two boroughs, overcoming long-standing accessibility barriers and creating a direct, attractive and accessible route for everyday journeys.

11.49 The Ashton-under-Lyne to Stockport Strategic Cycle Network will provide a key orbital active travel route connecting communities, employment areas, public transport interchanges and local centres. Building upon the Tameside Active Neighbourhoods programme, the route will help provide a realistic alternative to private car travel for a range of shorter and medium-distance trips.

11.50 As well as delivering new flagship strategic orbital links, the Council is also committed to maintaining and improving the existing Public Rights of Way network and National Cycle Network routes, which provide residents and visitors with recreational and commuting options across the borough. Key strategic routes include the NCN 626 (Ashton to Oldham); the NCN 62 (Denton – Godley – Hattersley); the GM Ringway - Greater Manchester's 200-mile walking trail; and The Medlock Way (Green in 15), a series of Public Rights of Way, footpaths and public parks, connecting communities to the Medlock. These routes not only support everyday travel but also contribute towards wider health, wellbeing, recreation and environmental objectives whilst helping connect communities to greenspaces across the borough. For more detail on strategic recreational routes, which in places may share infrastructure with the strategic walking, wheeling and cycling network, refer to policy PE4.

Policy HSP T7: Freight Movement and Deliveries

The Council will ensure traffic management measures are taken to prevent the use of unsuitable roads by heavy lorries where necessary, particularly within

residential areas, and to maximise the use of the strategic highway network for this purpose.

New freight and logistics facilities will be supported where they are appropriately located within existing or proposed employment areas and do not adversely affect the operation of the local highway network, surrounding businesses or residential amenity.

Reasoned Justification

11.51 Freight and logistics play a critical role in supporting Tameside's economy, enabling the movement of goods, supporting local businesses and connecting the borough's employment areas to regional, national and international markets. Places for Everyone Policy JP-C7: Freight and Logistics provides the strategic policy framework for the sector. However, local policy is required to reflect the specific characteristics of Tameside's employment locations, strategic transport corridors and adjoining residential communities.

11.52 Growth in online retailing and home deliveries has increased demand for local freight and logistics facilities. Appropriately located logistics uses can improve efficiency, reduce delivery distances and support local employment opportunities. However, such uses must be carefully located and designed to ensure that impacts on the surrounding highway network and neighbouring uses are appropriately managed.

11.53 Heavy Goods Vehicles form an essential component of modern supply chains and will continue to play a key role in supporting economic activity. However, freight movements can also create impacts relating to congestion, air quality, noise, road safety and residential amenity where vehicles are required to use unsuitable local roads. These impacts are particularly pronounced where freight traffic passes through residential areas or locations that experience high levels of walking, wheeling and cycling activity.

11.54 The Council will therefore seek to encourage the use of the strategic highway network for freight movements wherever possible and will work with partners to implement traffic management measures where necessary. This approach seeks to balance the operational needs of businesses with the need to protect local communities and support wider objectives relating to road safety, place quality and sustainable transport.

Policy HSP T8: Parking

New development will be subject to the provision and design standards; set out within Appendix C of this plan. The Parking For All standards have taken into account the aim of achieving the Right Mix 2040 ambition of 50% of all trips being made by either public transport or by active travel. The zonal approach reflects the availability of sustainable transport modes.

The standards vary between different uses. For those types of development that are not listed within the tables and where parking is proposed above or below the standards, the appropriate level of parking will be determined on a case-by-case basis, having regard to:

1. **The accessibility of the development;**
2. **Likely demand for different types of parking, informed by the type, mix and use of the development;**
3. **Similarities to the development types for which standards are already identified within the table;**
4. **The availability of convenient, safe on and off-street parking both within and near to the development; and**
5. **Levels of car ownership in proximity to the development.**

Reasoned Justification

11.55 The National Planning Policy (NPPF) makes it clear that there are a number of considerations that need to be taken into account when setting local parking standards. These include the accessibility of the development, the type/mix/use of development, the availability and opportunities for public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging ultra-low emission vehicles. Taking this and the policy aims of achieving the Right Mix 2040 into account, careful consideration has been given to the setting of revised parking standards. The differential zonal system of parking standards reflects areas with good public transport access which includes for example town centres and public transport hubs.

11.56 The Parking for All standards are intended to support the delivery of sustainable development by recognising that parking demand varies significantly according to accessibility. Locations with good access to public transport, walking and cycling infrastructure are better able to support lower

levels of parking provision than locations where access to alternative travel options is more limited.

11.57 The zonal approach also reflects continuing investment in the Bee Network. As public transport accessibility improves and opportunities for walking, wheeling and cycling increase, the need for car-based travel may reduce in some locations, allowing development to make more efficient use of land whilst continuing to meet operational parking requirements. The approach also supports the Plans spatial strategy by encouraging development in locations that are well connected to public transport and local services. This helps maximise the benefits of existing and planned transport investment whilst supporting Greater Manchester's Right Mix ambitions.

Policy HSP T9: EV Charging Infrastructure

The Council will support the development and implementation of a network of electric vehicle charging points across Tameside, with publicly accessible charging infrastructure focused in safe, convenient and accessible locations, including the use of cross-pavement charging solutions where appropriate. Proposals should have regard to the council's Electric Vehicle Strategy when designing their schemes.

Reasoned Justification

11.58 The transition to electric vehicles complements, rather than replaces, wider efforts to increase travel by public transport, walking, wheeling and cycling. Whilst reducing the environmental impact of private vehicle trips, EV charging infrastructure also supports the decarbonisation of journeys that continue to be made by car, particularly in areas where access to alternative travel options may be more limited.

11.59 Therefore a need exists to develop electric vehicle (EV) charging infrastructure across the borough. Although changes to Building Regulations will bring more capacity where new development or refurbishment takes place, there are still large areas of Tameside that face difficulties with installing or accessing EV charging provision, particularly for properties with on-street parking, as well as properties in more remote parts of the Borough that may be some distance away from a public charging point.

11.60 The electrification of our transport sector is critical for both inclusive growth and our Net Zero obligations. Transport accounts for approximately 33% of CO2 emissions in Tameside and fuel costs constitute a greater relative share of spend for residents, given incomes in the borough are below the national average. Electric vehicles can also reduce operating costs when compared with conventional petrol and diesel vehicles, helping support more affordable travel choices.

11.61 The provision of EV charging infrastructure should be viewed alongside wider investment in public transport, walking and cycling. Together these measures will help support the transition to a lower-carbon transport system whilst ensuring residents, businesses and visitors have access to a range of sustainable travel options.

11.62 As identified in Tameside's Electric Vehicle Strategy 2025-2030, limited charging infrastructure is a key barrier to electrification. The Strategy therefore seeks to expand access to publicly available charging facilities across the borough, with particular focus on locations where residents may not have access to private off-street parking. Delivering a comprehensive and accessible charging network will support the transition to low-emission vehicles whilst helping ensure that the benefits of electrification are available to all communities across the borough.

12 Places

Introduction

12.1 The historic environment is one of Tameside's most precious, finite assets, contributing to the borough's cultural and social identity, economy and sense of place; key elements of which include:

- Transport routes such as former packhorse trails and turnpike roads and the canal and rail networks and their supporting infrastructure.
- Pre-urban agricultural buildings, weavers' cottages and settlements.
- Buildings and structures associated with industry, textiles production, hatting and other forms of manufacturing.
- Coal mining, metal working and foundries.
- Dense gridiron terraced streets and the juxtaposition with large villas set within spacious gardens.
- Designated centres, market squares, public buildings, places of worship and buildings and places of education, learning, leisure and entertainment.
- Formal parks, gardens and memorials.
- Other buildings, sites and areas considered to have historic significance.

12.2 Those buildings, monuments, sites, places, areas or landscapes within the wider historic environment, identified as having a degree of significance meriting consideration in planning decisions, are defined as heritage assets. Heritage assets are either designated or non-designated.

12.3 Designated heritage assets include, for example scheduled monuments, listed buildings, registered parks and gardens included on the National Heritage List for England, and conservation areas. While non-designated assets are those identified locally having a degree of local heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

12.4 PfE Policy JP-P2 establishes a positive strategy for the conservation and enjoyment of Tameside's historic environment, which is further endorsed by HSP's Vision for the borough to be a place where cultural and built heritage are cherished. To realise this, the council will assess the impact of development on the significance of the borough's heritage assets, including

development within their setting, and ensure that great weight is given to their conservation when determining planning applications.

12.5 This Plan also advocates good design that creates sustainable, safe, inclusive and accessible places, and champions development that makes a positive contribution to the character, heritage and identity of Tameside. Good urban design creates better places in which to live and work and helps make development acceptable to communities, including addressing how people perceive and use their environment. Good urban design can also improve physical and mental health and wellbeing by ensuring developments:

- Function well and add to the quality of an area.
- Are visually attractive because of good architecture, layout and landscaping.
- Are sympathetic to local character and history.
- Establish or maintain a sense of place by creating attractive places to live, work and visit.
- Optimise the use of land and sustain a mix of development type.

Policy HSP PL1: Archaeology and Scheduled Monuments

The Council will protect and conserve the borough's heritage assets of archaeological interest, having regard to their significance.

Development that would result in substantial harm to, or the total loss of significance of, a scheduled monument, nationally important archaeological remains, or a non-designated heritage asset of archaeological interest demonstrably of equivalent significance to a scheduled monument, will be regarded as wholly exceptional and will require clear and convincing justification in accordance with national planning policy.

Development affecting, or with the potential to affect heritage assets of archaeological interest, will be supported where:

1. **The significance of any archaeological remains has been established through consultation of the Greater Manchester Historic Environment Record and, where required, the submission of an appropriate desk-based assessment and/or archaeological field evaluation;**

2. **The application is supported by the submission of a Statement of Significance which clearly describes and assesses the significance of the scheduled or archaeological remains, including its character, appearance, special interest and setting, and evaluates the likely impact of the proposal on that significance;**
3. **The significance of archaeological remains is understood and informs the design, layout and delivery of the development. Archaeological significance should be conserved in a manner proportionate to its importance, including through preservation in situ where appropriate. Development proposals should demonstrate how the design of the scheme has sought to avoid or minimise harm to archaeological remains. Any unavoidable harm to, or loss of, archaeological remains must be clearly justified and appropriately mitigated;**
4. **Where the loss or removal of archaeological remains is unavoidable, a detailed methodology for investigation, excavation, recording, reporting and archiving, both prior to and during development, must be provided and secured; and**
5. **Where appropriate, measures are incorporated to facilitate the conservation, accessibility and interpretation of archaeological remains, having regard to their educational, recreational and tourism value, including opportunities for public engagement.**

Reasoned Justification

12.6 Archaeological remains are an irreplaceable component of Tameside's historic environment. They provide important evidence of the borough's past and contribute to local character, distinctiveness and sense of place, while also delivering educational, cultural, recreational and tourism benefits. Archaeological remains may survive as standing structures, earthworks, buried remains or historic landscapes and can be either designated or non-designated heritage assets.

Scheduled Monuments

12.7 Scheduled monuments represent the most nationally important archaeological sites and monuments and are afforded statutory protection under the Ancient Monuments and Archaeological Areas Act 1979. Scheduling is the selection of nationally important archaeological sites and is carefully restricted to the most nationally important examples of each type of

monument and to those for which this type of designation provides the most appropriate protection. Scheduled monuments are a finite and irreplaceable resource and should be conserved in a manner appropriate to their significance.

12.8 Scheduling provides statutory protection and also ensures that nationally important archaeological sites are fully considered through the planning system. Scheduled monuments are not always ancient or readily visible. Some contain standing buildings, structures or ruins, whilst others survive only as below ground archaeological remains. In many cases it is the buried archaeology that is of national importance. Protection extends to all parts of the scheduled area unless specifically excluded. Information on scheduled monuments is available through the National Heritage List for England maintained by Historic England.

12.9 Tameside contains four scheduled monuments:

- Buckton Castle, a ringwork and site of 17th century beacon, Stalybridge;
- Round cairn west of Hollingworth Hall Moor, Longdendale;
- Post-medieval glassworks, Denton; and
- Section of an early medieval boundary ditch known as the Nico Ditch, Audenshaw.

12.10 Works affecting a scheduled monument may require Scheduled Monument Consent, from the Secretary of State for Digital, Culture, Media and Sport, via Historic England and applies in addition to any requirement for planning permission. The granting of planning permission does not remove the need to obtain Scheduled Monument Consent, where required.

Areas of Unknown or Suspected Archaeological Importance

12.11 Not all archaeological remains are designated. Significant archaeological assets can survive below ground without formal designation, and their presence, extent and significance may not be fully understood until development proposals come forward. National planning policy recognises that some non-designated heritage assets of archaeological interest may be demonstrably of equivalent significance to scheduled monuments and should be subject to a comparable level of consideration in the planning process. Such assets, together with archaeological remains of regional and

local significance, form an important component of the borough's historic environment.

12.12 Early identification of archaeological interest is essential to ensure that the significance of archaeological remains is properly understood before development proposals are designed and determined**.** Consultation of the Greater Manchester Historic Environment Record (HER), the Tameside Historic Environment Assessment (2025) and other relevant evidence sources should inform the preparation of development proposals. Depending on the archaeological potential of a site and the nature of the proposed development, applicants may be required to submit a desk-based assessment and, where appropriate, the results of archaeological field evaluation to establish the nature, extent and significance of archaeological remains.

Development Proposals

12.13 Development proposals should be informed by an understanding of archaeological significance from the earliest stages of the design process. Site layouts, landscaping, foundation solutions, drainage works, service routes and construction methods should seek to avoid or minimise harm to archaeological remains. Preservation in situ will be expected where justified by the significance of the asset and where this can be achieved through an appropriate design response. Proposals should demonstrate how archaeological considerations have influenced the design, layout and delivery of the development, including opportunities to retain significant remains, reduce the extent of ground disturbance, and incorporate archaeological features into new development where appropriate. Such an approach can help conserve archaeological significance whilst contributing to local distinctiveness, placemaking and a better understanding of the borough's historic environment.

12.14 Applications affecting heritage assets of archaeological interest should be supported by a Statement of Significance describing the significance of the asset, including its archaeological interest, character, special interest and setting where relevant, together with an assessment of the likely effects of the proposed development.

12.15 Scheduled monuments, nationally important archaeological remains and non-designated heritage assets demonstrably of equivalent significance



represent irreplaceable resources. In accordance with national policy, substantial harm to, or total loss of significance of, such assets should be wholly exceptional and require clear and convincing justification.

12.16 Where harm to, or loss of, archaeological remains cannot be avoided, applicants will be expected to provide clear justification and appropriate mitigation proportionate to the significance of the asset affected. Mitigation measures may include archaeological investigation, excavation, recording, post-excavation assessment, analysis, publication where appropriate, and long-term archiving. Such measures should be undertaken in accordance with an agreed written scheme of investigation and secured through planning conditions or legal agreements where appropriate.

12.17 The most appropriate approach to the investigation, conservation, preservation or recording of archaeological remains will depend on the significance of the asset, the nature and scale of the proposed development, national policy requirements and advice from the Council's archaeological advisers.

12.18 Where appropriate, development proposals should incorporate measures that improve public understanding, appreciation and access to the borough's archaeological heritage. This may include the retention and interpretation of archaeological remains, interpretation boards, digital resources, public realm enhancements, and educational, cultural, recreational or tourism benefits that contribute to local distinctiveness and placemaking.

Policy HSP PL2: Listed Buildings – Alternative Uses, Additions, Demolition and Development within their Setting

The Council will protect, conserve and enhance listed buildings and their setting, in a manner appropriate to their significance.

1. <u>Understanding Significance and Information Requirements</u>

Development affecting a listed building, its curtilage and/or setting will be supported only where applicants demonstrate, through proportionate evidence and assessment, a clear understanding of the significance of the heritage asset and the likely effects of the proposal upon that significance. Applications must be accompanied by:

a. **A Statement of Significance that describes the significance of the heritage asset, including the contribution made by its setting;**
b. **An assessment of the potential impacts of the proposal on the significance of the heritage asset and how harm has been avoided, minimised or justified;**
c. **Evidence that consultation of the Greater Manchester Historic Environment Record, relevant national and local heritage guidance, and any necessary specialist advice have informed the proposal;**
d. **Any other assessments, surveys, investigations and reports necessary to justify the proposed works and their impacts, including archaeological assessments, field evaluations, structural and / or condition surveys, viability evidence where a proposal relies upon viability considerations to justify harm to significance; and**
e. **Submission of protected species surveys and mitigation measures, where relevant.**

2. **<u>Alternative Uses</u>**

Alternative uses of listed buildings will be supported where:

a. **The original or existing use is no longer viable or does not represent the optimum viable use of the heritage asset; and**
b. **The proposed use would secure the long term occupation, conservation and optimum viable use of the heritage asset.**

3. **<u>Repairs, Alterations and Extensions</u>**

Repairs, alterations, extensions and additions to listed buildings will be supported where they:

a. **Preserve or enhance the significance, character, appearance and historic fabric of the listed building;**
b. **Respect its architectural style, form, proportions, design features, traditional materials, craftmanship;**
c. **Respond appropriately to the significance of the heritage asset and either:**
    i. **are modest and subordinate to the original building in terms of scale, massing, form and siting, and are designed to complement its architectural character, historic fabric and significance through the use of appropriate detailing and materials; or**

ii. **comprise a high-quality contemporary design that responds positively to the significance of the heritage asset and demonstrates how the relationship between old and new enhances understanding and appreciation of the asset.**

4. **Archaeological and Ecological Considerations**

Where relevant:

a. **measures should be incorporated to conserve, improve accessibility to and interpret the archaeological remains; and**
b. **any use of a heritage asset by protected species should be appropriately assessed and mitigated in accordance with Policy HSP E3: Biodiversity and Geodiversity and other relevant legislation.**

5. **Development within the Setting of a Listed Building**

Development within the setting of a listed building will be supported where it:

a. **preserves and, where possible enhances, the significance and setting of the listed building;**
b. **demonstrates a high standard of contextual design; and**
c. **does not detract from the significance of the listed building through its scale, massing, form, siting, proportions, detailing or materials.**

6. **Demolition and Loss**

There will be a presumption in favour of the retention, repair and reuse of listed buildings.

Proposals resulting in harm to the significance of a listed building will be assessed having regard to the significance of the heritage asset and whether the proposal would result in less than substantial harm, substantial harm or total loss, in accordance with national planning policy.

Where demolition, substantial harm or total loss is proposed, proposals will only be supported where:

a. **The harm or loss is clearly justified;**
b. **The proposal delivers public benefits that outweigh the harm or loss having regard to national planning policy;**

c. **Appropriate recording of the heritage asset prior to demolition has been undertaken;**
d. **A viable and acceptable scheme for the future reuse of the site has been secured and can be implemented within a reasonable timeframe; and**
e. **Measures are incorporated, where appropriate, to facilitate the interpretation of the heritage asset and its significance.**

Reasoned Justification

Listed Buildings

12.19 Tameside has over 330 listings on the National Heritage List for England, covering a wide range of building grades (Grade I, II* and II). Some listings include more than one building or structure. These designated heritage assets vary from agricultural buildings, weavers' cottages, period houses, places for worship, schools and places of learning, pubs, civic buildings and mills to small features such as water troughs, telephone kiosks, canal locks, gates, walls, railings and memorials.

12.20 Listed buildings are nationally important, but they also play a vital role in shaping the character, appearance and identity of Tameside. The Council will seek to ensure that listed buildings are conserved in a manner appropriate to their significance and celebrated for the wider social, cultural, economic and environmental benefits that heritage conservation can bring.

Understanding Listing

12.21 A building or structure is listed when it is recognised for its special architectural or historic interest at the national level and is included on the National Heritage List for England. Listing gives it legal protection and ensures that proposals affecting the asset are considered through the planning system. The listing covers the whole building, including the interior, unless specific exclusions are identified in the list description. Listing may also extend to the following where they form part of the listed building for statutory purposes:

- Other attached structures and fixtures;
- Later extensions and additions; and

- Pre-1948 buildings within the curtilage (the land attached to the listed building).

12.22 The significance of a listed building should be understood before proposals are developed. A proportionate assessment of significance enables applicants and decision-makers to understand how a proposal may affect the special architectural or historic interest of a heritage asset and helps identify opportunities to avoid or minimise harm. Applicants should consult the Greater Manchester Historic Environment Record (HER), relevant national and local heritage guidance and, where necessary, seek specialist advice to inform development proposals. Depending on the nature and complexity of the proposal, supporting information may include a Statement of Significance, structural surveys, archaeological assessments, viability evidence, protected species surveys and other specialist reports.

12.23 In assessing proposals affecting listed buildings, the degree of harm to significance will be carefully considered, having regard to whether the proposal would result in less than substantial harm, substantial harm or total loss, and weighed against any public benefits in accordance with national policy.

Change of Use

12.24 The optimum viable use of a listed building may not necessarily be the most financially valuable use, but the use that is most compatible with the conservation of the asset whilst securing its long-term occupation and maintenance. The Council will support alternative viable uses that are consistent with the building's conservation and safeguard its significance for future generations. In some cases, the existing use may no longer be viable or may not represent the optimum viable use of the building.

Repairs

12.25 The significance of listed buildings is often derived from the survival of historic fabric, traditional materials, architectural detailing and craftsmanship. Repair and maintenance should therefore prioritise the retention of original fabric wherever practicable and utilise materials and techniques that are appropriate to the age, character and significance of the building.

12.26 Routine maintenance usually does not require listed building consent, but repairs often do, especially if they involve fixing damage or decay which, if ill-



considered or poorly executed, can harm the building's significance. The Council will support repairs that use traditional materials and methods that contribute positively to the building's conservation in line with national policy.

Additions, Alterations and Extensions

12.27 Listing does not mean a building must remain unchanged. However, even small changes can have a cumulative impact. The Council will support well-designed additions, alterations and extensions that preserve or enhance the significance of the listed building. High quality traditional or complementary design may be appropriate where it responds positively to the significance of the asset, remains subordinate where necessary, and enables a clear distinction between historic and modern elements. Proposals that are overly dominant in terms of their scale, massing, siting, form or design, or which erode the significance of the asset will not be supported.

12.28 In assessing proposals, the Council will have regard to the significance of the heritage asset and the degree of harm arising from the proposal, balanced against any public benefits, in accordance with national planning policy.

Archaeological and Ecological Considerations

12.29 Listed buildings and their curtilage may contain archaeological remains or provide habitat for protected species. Historic buildings frequently support biodiversity interests, including bat roosts and nesting birds. Development proposals should ensure that archaeological and ecological considerations are identified and taken into account from the earliest stages of project design.

12.30 Where archaeological remains are present, opportunities should be taken to conserve, investigate, record and interpret those remains in a manner proportionate to their significance. Where necessary, appropriate assessment, mitigation and management measures should be secured through planning conditions or other mechanisms.

12.31 Development proposals affecting protected species or their habitats should be supported by appropriate survey information and mitigation measures where required, in accordance with Policy HSP E3: Biodiversity and Geodiversity and relevant legislation.

Demolition

12.32 This policy sets out a presumption in favour of retention, repair and reuse of listed buildings. Any proposal resulting in harm to the significance of a listed buildings will be assessed having regard to the significance of the asset concerned and the degree of harm arising. Given the irreplaceable nature of listed buildings, proposals involving substantial harm or total loss should be supported by clear and convincing justification, in accordance with national planning policy.

12.33 Where demolition is exceptionally justified, applicants will be expected to make appropriate provision for the recording of the asset and, where appropriate, for the interpretation of its significance to ensure that its historic, cultural and educational value is not entirely lost. The Council will also seek to ensure that a viable and acceptable scheme for the future use or redevelopment of the site has been secured, so that any loss delivers clear public benefits and contributes positively to the character and appearance of the area.

Development within the Setting

12.34 The setting of a listed building, especially if it reflects its original context, can make an important contribution to its significance and is not limited to land immediately surrounding the asset. Setting may include views to, from and across a listed building its relationship with neighbouring buildings, historic street patterns, spaces, landscape features, and the way in which the asset is experienced. Development proposals should demonstrate how the significance of the listed building and its setting have informed the design and layout of the proposal. The Council will carefully assess development within the setting of listed buildings, balancing the need for change against the importance of conserving significance. High quality, contextually designed development can preserve and, where appropriate, enhance the contribution that setting makes to the significance of a listed building whilst supporting local character, distinctiveness and placemaking.

Policy HSP PL3: Conservation Areas – Managing Development Within or Adjoining

The Council will protect, conserve and enhance conservation areas and any new conservation areas designated during the Plan period, in a manner appropriate to their significance.

Development within a Conservation Area or affecting its setting will only be supported where applicants provide clear evidence and justification, informed by a proportionate understanding of the significance of the conservation area, demonstrating that:

1. **The proposal has been informed by the Greater Manchester Historic Environment Record, the Tameside Historic Environment Assessment (2025), relevant Conservation Area Appraisals and Management Plans where available, and other relevant national and local heritage guidance;**
2. **Where appropriate, an archaeological desk-based assessment and/or field evaluation has been submitted;**
3. **The application is supported by a proportionate Statement of Significance which describes and assess the architectural, historic, archaeological and communal significance of the Conservation Area including its setting, identifies key features which contribute to that significance, and explains how the proposal has responded to that understanding;**
4. **Heritage assets are retained, repaired, conserved and reused wherever practicable in accordance with HSP Policies PL2 (Listed Buildings) and PL6 (Non-Designated Heritage Assets);**
5. **The proposal preserves or enhances the character, appearance and significance of the Conservation Area through appropriate siting, layout, scale and massing, design, materials and landscaping, having regard to local distinctiveness, townscape character, important views, open spaces, heritage assets and features of historic interest, including those identified within relevant Conservation Area appraisals and Management Plans where available;**
6. **The proposal supports heritage-led regeneration by securing the repair, restoration, sensitive adaptation, reuse or long-term stewardship of heritage assets and historic spaces, where consistent with their significance, and contributes positively to local identity, place-making, economic vitality, townscape and environmental quality; and**

7. **Where a proposal would result in harm to the significance of a Conservation Area or a heritage asset within it, clear and convincing justification must be provided. Any harm must be clearly justified and outweighed by public benefits of the proposal, in accordance with national planning policy. Where appropriate, proposals should demonstrate how they secure the optimum viable use and long-term conservation of the heritage asset.**

Reasoned Justification

Conservation Areas

12.35 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. They are designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 and are recognised as designated heritage assets. Designation confers formal recognition under legislation and plan policy, ensuring that conservation areas are given appropriate weight in plan-making and decision taking processes. This status strengthens the ability of Tameside, as the local planning authority, to manage change and protect our heritage assets effectively.

12.36 Conservation Areas make an important contribution to Tameside's historic environment, local distinctiveness, cultural identity and sense of place. They reflect the historic development of the borough's towns, villages, industrial settlements and landscapes. Their significance derives not only from individual buildings but also from the collective contribution of streets, spaces, landmarks, trees, boundary treatments, views, archaeological remains and other features which together create a distinctive historic character and appearance.

12.37 Conservation Area designation therefore provides protection for the wider historic environment, including:

- Historic street patterns, layouts and spaces;
- Groups of buildings and townscape character;
- Architectural styles, local vernacular, boundary treatments, detailing and materials;
- Non-designated heritage assets and locally significant buildings;
- Trees, gardens, open spaces and landscape features;

- Important views, vistas and landmarks; and
- Features that contribute to the area's significance and setting.

12.38 Conservation Areas also contribute to sustainable development by encouraging the retention, repair, adaptation and reuse of existing buildings, reducing waste and embodied carbon associated with demolition and replacement. The conservation and enhancement of historic green space, mature trees and landscape features will also support biodiversity, climate resilience and wider environmental objectives.

12.39 Conservation areas vary widely in types and scale, encompassing rural hamlets and villages, through to urban neighbourhoods, town centres, industrial areas and historic transport corridors. As the time of adoption, Tameside contains nine designated conservation areas, reflecting the borough's rich and varied heritage:

- Ashton Town Centre;
- Carrbrook;
- Copley;
- Fairfield;
- Millbrook;
- Mottram-in-Longdendale;
- Portland Basin;
- St Anne's, Haughton; and
- Stalybridge Town Centre.

12.40 Stalybridge Town Centre Conservation Area is included on Historic England's Heritage at Risk Register. The Council will continue to work with landowners, partners, communities and Historic England to support initiatives that secure the long-term conservation, regeneration and enhancement of the Conservation Area and its heritage assets.

Understanding Significance

12.41 Proposals affecting a conservation area, including development within its setting, should be informed by a proportionate understanding of its significance. The level of information required should reflect the importance of the heritage asset and the nature and extent of the proposed works.

12.42 Applicants should engage with relevant and up-to-date evidence at an early stage in the design process. This may include information contained within

the Greater Manchester Historic Environment Record, the Tameside Historic Environment Assessment, Conservation Area Appraisals, Management Plans and other relevant heritage evidence and guidance.

12.43 Where archaeological interest may be affected, applicants may be required to submit appropriate supporting information, including archaeological desk-based assessments and, where necessary, field evaluation. Early investigation helps ensure that heritage significance is properly understood and informs the development of proposals from the outset.

12.44 Planning applications affecting Conservation Areas should normally be accompanied by a proportionate Statement of Significance. The statement should identify and assess the significance of the Conservation Area and any affected heritage assets, including their setting, explain how significance has informed the design process and demonstrate how potential impacts have been avoided, minimised or mitigated.

Design, Character and Appearance

12.45 The character and appearance of a Conservation Area can be affected by both large-scale development and the cumulative effects of incremental change. Alterations to buildings, shopfronts, boundaries, signage, materials, surfacing, landscaping and public realm features can gradually erode significance where they fail to respond positively to local character.

12.46 Development proposals should therefore demonstrate how they respond to the defining characteristics of the Conservation Area. Regard should be given to scale, massing, layout, density, height, building lines, materials, local architectural vernacular and detailing, landscaping, public realm, important views and the wider townscape context.

12.47 High-quality contemporary design can make a positive contribution to Conservation Areas where it is informed by a clear understanding of local character and significance. Such proposals should respect local distinctiveness and respond positively to the significance of the area whilst remaining of their time.

12.48 Development affecting the setting of a Conservation Area can have an impact on its significance even where it is located outside the designated boundary. Applicants should consider how proposals may affect important views, approaches, relationships between heritage assets and the wider



historic context that contributes to significance. The council will support new development that enhances or better reveals the significance of the Conservation Area in line with national planning policy.

Retention, Repair and Reuse

12.49 Historic buildings and features make a significant contribution to the character, appearance and significance of Conservation Areas. Their retention and repair will generally be preferable to replacement or demolition. Proposals should seek to incorporate and conserve historic fabric wherever practicable.

12.50 The Council recognises that the sensitive adaptation and reuse of heritage assets can help secure their long-term conservation while supporting sustainable growth and investment. Proposals that bring vacant, underused or at-risk heritage assets back into beneficial use will be supported where they preserve or enhance significance.

Heritage-Led Regeneration and Partnership Working

12.51 Conservation Areas can act as a catalyst for regeneration, investment and place-making. Heritage-led regeneration can improve environmental quality, strengthen local identity, support economic vitality and reinforce the distinct character of towns, villages and neighbourhoods. The Council will support proposals that secure the repair, restoration, sensitive adaptation, reuse and long-term stewardship of heritage assets and historic spaces, provided that such works are consistent with their significance. Partnership working with landowners, businesses, communities, Historic England and other stakeholders will be encouraged to secure positive outcomes for the historic environment.

Harm and Public Benefit

12.52 Conservation Areas are an irreplaceable resource and should be conserved in a manner appropriate to their significance. Development proposals should seek to avoid harm, wherever possible, through sensitive design and careful site planning.

12.53 Where proposals would result in harm to the significance of a Conservation Area or any heritage asset within it, applicants will be expected to provide clear and convincing justification. The Council will assess proposals in

accordance with national planning policy, having regard to the significance of the heritage asset, the nature and extent of the harm, and the public benefits that would result from the development.

12.54 Public benefits may include, but are not limited to, securing the optimum viable use of a heritage asset, delivering its repair and long-term conservation, enhancing public access and understanding, or contributing to wider economic, social or environmental objectives. Any claimed public benefits should be clearly evidenced and proportionate to the level of harm identified.

Additional Planning Controls

12.55 Additional planning controls apply within Conservation Areas to help manage change and safeguard their special character and appearance. As a result, some forms of development that may not require planning permission elsewhere may require permission within a Conservation Area.

12.56 Permitted development rights are also different in Conservation Areas, meaning that planning permission may be required for some forms of development that would not be required outside of a Conservation Area. Including for example:

- External alterations to residential properties (e.g. extensions, dormers and external cladding or rendering).
- Modest floorspace increases for industrial and warehouse buildings.
- Restrictions on change of use (e.g. retail or agricultural to residential).
- Limitations on commercial features (e.g. click and collect).

12.57 Article 4 Directions may be used where the exercise of permitted development rights would threaten the character and appearance of a Conservation Area.

12.58 At the point of the plan's adoption there are two Article 4 Directions in places within Conservation Areas in the borough. However, the council may consider introducing Article 4 Directions during the plan period where there is evidence that incremental change is causing harm to significance.

Designation of New Conservation Areas

12.59 During the Local Plan period, the Council may designate new Conservation Areas where areas are identified as possessing special architectural or historic

interest that warrants designation. Designation will only occur where an area demonstrably meets this threshold in accordance with relevant good practice guidance, ensuring that the concept of conservation is not diluted by designating areas lacking such significance. Any designation will be supported by a detailed assessment of significance and informed by relevant evidence including the Greater Manchester Historic Environment Record and the Tameside Historic Environment Assessment (2025), engagement with stakeholders, and consultation with local communities.

Potential areas identified through the Tameside Historic Environment Assessment 2025 may be considered during the Plan period:

- Hat Works, Heaton Street, Denton
- Town Hall and Park, Dukinfield
- Great Norbury Street, Hyde
- St Thomas's Church, Lunn Road, Hyde
- Broadbottom
- Roughtown, Mossley
- Mottram Road, Stalybridge
- Park Bridge, Ashton-under-Lyne
- Canal Network

Policy HSP PL4: Historic Parks and Gardens – Managing Development

Registered and locally significant historic parks and gardens are important heritage assets that contribute to the cultural, historical, and landscape character of the borough. They provide visual amenity, recreational opportunities and a sense of place for communities. The Council will protect, conserve and enhance these assets in a manner appropriate to their significance.

<u>Registered Historic Parks and Gardens</u>

Development within, adjoining or affecting the setting of a Registered Historic Park and Garden will only be supported where clear evidence and justification demonstrate that:

1. **The proposal preserves, conserves and, where possible, enhances the significance of the Registered Historic Park and Garden and its setting.**
2. **Development proposals achieve a high standard of design that responds positively to the historic, architectural, archaeological and landscape significance of the asset, including important views, vistas, landscape features, planting patterns, water features and boundary treatments.**
3. **Where appropriate, proposals conserve and enhance opportunities for public access, interpretation, understanding and enjoyment of the historic park or garden.**
4. **Development proposals demonstrate how adverse impacts on the significance, setting, features and character of the historic park or garden have been avoided, minimised or mitigated through design, layout, landscaping, management measures or other appropriate interventions, having regard to the significance of the asset.**
5. **Where a proposal would result in harm to the significance of a Registered Park and Garden, or to any feature that contributes to its significance, clear and convincing justification must be provided. The Council will assess the proposal in accordance with national planning policy relating to designated heritage assets. Where appropriate, proposals should demonstrate how public benefit will be achieved and how the proposal secures the optimum viable use and long-term conservation of the heritage asset.**

<u>Locally Significant Historic Parks and Gardens</u>

Development affecting a locally significant historic park and garden will be supported where:

6. **The proposal is informed by an understanding of the asset's significance and preserves, conserves or enhances its local historic significance and setting.**
7. **Development proposals achieve a high standard of design that responds positively to the historic and landscape character of the asset.**
8. **Where appropriate, proposals conserve and enhance opportunities for public access, interpretation, understanding and enjoyment of the asset.**
9. **Development proposals demonstrate how adverse impacts on the significance of the locally significant historic park or garden have been avoided, minimised or mitigated; and**
10. **Where a proposal would result in harm to the significance of a locally significant historic park or garden, clear and convincing justification must**

be provided. The Council will apply a balanced judgement, having regard to the scale of any harm or loss and the significance of the heritage asset. Where appropriate, applicants should demonstrate how public benefits have been taken into account and how the proposal contributes to the long-term conservation of the asset.

For the purposes of applying this policy, applications relating to playing fields and sports facilities located within historic parks and gardens should also have regard to Policy HSP PE5: Indoor and Outdoor Sport and Recreational Facilities.

Reasoned Justification

Registered Historic Parks and Gardens

12.60 Established under the National Heritage Act 1983, Registered Historic Parks and Gardens are nationally recognised, designed landscapes of special historic interest. They form an important part of Tameside's historic environment and contribute significantly to the borough's cultural heritage, landscape character, biodiversity, recreation, health and wellbeing and sense of place. Registered Historic Parks and Gardens may comprise public parks, the grounds of historic houses, cemeteries, institutional landscapes, designed open spaces and other planned landscapes of historic significance.

12.61 Although registration does not introduce a separate consent regime in the same way as listed buildings or scheduled monuments, Registered Historic Parks and Gardens are included within the definition of a designated heritage asset in national planning policy making them a material consideration in the plan making and decision taking processes. Registered Historic Parks and Gardens are irreplaceable assets and should be conserved in a manner appropriate to their significance. Development proposals affecting a Registered Historic Park and Garden should therefore take account of its significance, including the contribution made by its setting. As Registered Historic Parks and Gardens often have designated heritage assets within them, separate listed buildings consents will be required when works are proposed to them.

12.62 The Council will, therefore, take into consideration the historic interest of Stamford Park, a Grade II Registered Park or Garden, when determining any applications for development which may affect its historic interest.

Understanding Significance

12.63 The significance of Registered Historic Parks and Gardens is often derived from a combination of historic, archaeological, artistic, architectural, landscape and communal interests. Their value extends beyond individual features and can include the relationship between built and natural elements, historic landform, planting patterns, water features, views, vistas, boundary treatments, monuments, structures and spaces.

12.64 Development proposals should be informed by an appropriate understanding of the significance of the designated heritage asset and its setting. The level of information submitted in support of an application should be proportionate to the significance of the asset and the nature and extent of the proposed works.

12.65 Development proposals should have regard to the contribution these elements make to the significance of the asset and seek to conserve and enhance them where appropriate. Opportunities to secure biodiversity and environmental enhancements alongside heritage conservation will be supported where they are compatible with, and do not adversely affect, the significance of the asset.

12.66 Regard should be given to the conservation of historic layout and design, planting schemes, specimen trees, avenues, water features, boundary treatments, built structures, designed views, vistas and other elements that contribute to the significance of the asset. Development proposals should demonstrate how these features have informed the design process and how they will be conserved and, where appropriate, enhanced.

Design and Landscape Character

12.67 Historic parks and gardens often derive their significance from the quality of their landscape design and the way in which individual features combine to create a coherent historic environment. Development proposals should respond positively to the historic, architectural, archaeological and landscape significance of the asset and seek to preserve or enhance its character and appearance.

12.68 Development affecting the setting of a registered historic park and garden can impact upon its significance, even where the development site lies outside the designated boundary. Consideration should therefore be given

to the impact of proposals upon important views, approaches, spatial relationships, landscape character and wider setting.

Public Access, Interpretation and Enjoyment

12.69 Historic parks and gardens are often important public assets that contribute to recreation, education, health and wellbeing. Opportunities to improve public access, interpretation and appreciation can make a positive contribution to their long-term conservation.

12.70 Proposals that provide opportunities for learning, interpretation, heritage engagement and public access will be supported where these are compatible with the significance of the asset and do not result in unacceptable harm.

Avoiding, Minimising and Mitigating Harm

12.71 Development proposals should seek to avoid harm to the significance of the asset, wherever possible. The design process should identify opportunities to conserve important features and ensure that development is appropriately located, designed and landscaped.

12.72 Where impacts cannot be entirely avoided, proposals should demonstrate how harm to the asset has been minimised through design amendments, layout changes, landscaping solutions, management measures or other appropriate mitigation. Applicants should clearly explain how alternative options have been considered and why the proposed approach represents the most appropriate solution.

Biodiversity, Green Infrastructure and Environmental Enhancement

12.73 Historic parks and gardens often make an important contribution to green infrastructure and environmental quality. Trees, water bodies, grassland, woodland and other landscape features can contribute both to heritage significance and ecological value.

12.74 Opportunities to secure environmental enhancement, biodiversity improvement and climate resilience alongside heritage conservation will be supported where they are compatible with, and do not adversely affect, the significance of the heritage asset.



Harm, Public Benefits and Long-Term Conservation

12.75 Registered historic parks and gardens are designated heritage assets and should be afforded a level of protection proportionate to their significance. Development proposals that would result in harm to significance must be supported by clear and convincing justification.

12.76 In assessing such proposals, the Council will have regard to national planning policy relating to designated heritage assets, including the need to weigh harm against any public benefits arising from the proposal.

12.77 Public benefits may include securing the repair and restoration of heritage features, improving public access and understanding, supporting heritage-led regeneration, enhancing environmental quality, strengthening community wellbeing or providing other social, economic or environmental benefits.

12.78 Where appropriate, proposals should demonstrate how they contribute towards the optimum viable use, sustainable management and long-term conservation of the heritage asset.

Locally Significant Historic Parks and Gardens

12.79 In addition to nationally designated registered historic parks and gardens, Tameside contains a number of parks and gardens that make an important contribution to the borough's local heritage, landscape character and community identity. These assets may not meet the threshold for national designation but are recognised for their local historic, landscape, aesthetic or communal value.

12.80 Examples of locally significant historic parks and gardens include Victoria Park in Denton, Dukinfield Park, Hyde Park and Cheetham's Park in Stalybridge. Such assets contribute to local distinctiveness, recreation provision and the quality of the public realm.

12.81 Locally significant historic parks and gardens are non-designated heritage assets. Development proposals affecting these assets should be informed by an understanding of their significance and should seek to preserve, conserve and, where appropriate, enhance their historic, landscape and communal value.

12.82 Development proposals should demonstrate how opportunities to avoid, minimise or mitigate harm have been considered throughout the design process and how the significance of the asset has informed the proposal.

12.83 Where development would result in harm to the significance of a locally significant historic park or garden, applicants should provide clear justification. In determining applications, the Council will apply a balanced judgement having regard to the scale of any harm or loss and the significance of the asset, taking account of any public benefits and opportunities for long-term conservation.

Sports and Recreation Uses

12.84 Many historic parks and gardens continue to perform an important recreational function and accommodate sports facilities, informal recreation and community activities. Such uses can contribute positively to the sustainable management and continued enjoyment of these assets where they are appropriately designed and managed.

12.85 Applications relating to playing fields, sports facilities and associated development within historic parks and gardens should have regard to Policy HSP PE5: Indoor and Outdoor Sport and Recreational Facilities, alongside the requirements of this policy.

Policy HSP PL5: Designated Heritage Assets – Retrofit, Energy Efficiency and Renewable Energy

The Council will support the sensitive retrofit, adaptation, upgrade and reuse of designated heritage assets, including the installation of measures that improve energy efficiency, reduce carbon emissions and incorporate renewable or low carbon energy technologies, where proposals conserve significance and contribute towards climate change mitigation in accordance with national policy, best practice guidance.

Historic buildings and those of traditional construction should achieve an appropriate balance between improving energy efficiency and reducing carbon emissions whilst conserving their significance and fabric by ensuring that:

1. **The proposal is informed by an understanding of the significance of the heritage asset, including the contribution made by its setting where relevant. As a minimum the Historic Environment Record should be consulted and the heritage asset assessed using appropriate expertise where necessary;**
2. **Appropriate evidence and justification must be provided demonstrating that the proposed measures will contribute to climate change mitigation and deliver meaningful and long-term improvements in energy efficiency, carbon reduction and, where relevant, environmental performance;**
3. **The proposal achieves a high standard of design that responds positively to the significance, character, appearance and setting of the heritage asset, avoids maladaptation, and minimises or mitigates harm through its scale, siting, detailing, materials and appearance;**
4. **The intervention is reversible, where practicable, if it becomes unnecessary or undesirable in the future. Where reversibility cannot reasonably be achieved, proposals should demonstrate how harm to historic fabric and significance has been minimised and why the intervention is necessary;**
5. **Any residual harm to the significance of a designated heritage asset is clearly and convincingly justified. In assessing proposals, the Council will consider the degree of harm and the public benefits arising from the proposal, including improvements in energy efficiency, carbon reduction and climate change mitigation, having regard to national planning policy; and**
6. **Any impacts on protected species, designated wildlife sites, habitats and ecological networks are appropriately assessed, avoided, minimised or mitigated and, where possible, opportunities are taken to secure biodiversity enhancement in accordance with Policies HSP E3 and HSP E4.**

Reasoned Justification

Historic Buildings and Climate Change

12.86 Designated heritage assets, including scheduled monuments, listed buildings, registered parks and gardens and conservation areas are irreplaceable resources that should be conserved in a manner appropriate to their significance. At the same time, climate change presents a considerable challenge for the continued use of heritage assets, their resilience and the long term conservation of the wider historic environment.

12.87 The Council recognises that improving energy efficiency, reducing carbon emissions and adapting buildings to a changing climate are important objectives which can often be achieved alongside the conservation of heritage significance. The continued use, maintenance, repair and adaptation of designated heritage assets can contribute to environmental sustainability by retaining embodied carbon, reducing construction waste and supporting the efficient use of existing resources.

12.88 Appropriate retrofit can contribute to the long-term conservation and viable use of heritage assets and support the transition towards UK's Net Zero target by 2050. The UK Government's 2019 commitment to Net Zero requires emissions to be reduced across all sectors of the economy. Low and zero-carbon technologies that generate electricity or heat with minimal carbon emissions can play an important role in achieving this objective.

12.89 Whilst historic buildings may be perceived as less energy efficient than modern buildings, many possess characteristics that contribute to their long-term sustainability and resilience. Traditional construction methods and materials can enable historic buildings to manage moisture effectively and adapt to changing environmental conditions. Retrofit measures should therefore adopt a whole-building approach, ensuring that improvements to energy performance are compatible with the building's construction, significance and long-term conservation.

Understanding Significance and Retrofit

12.90 Successful retrofit proposals should be informed by an understanding of the significance of the heritage asset and, where relevant, the contribution made by its setting. The level of assessment required should be proportionate to the significance of the asset and the scale of the proposed works.

12.91 As a minimum, applicants should consult the Greater Manchester Historic Environment Record (HER) and have regard to available conservation evidence, guidance and advice. More complex proposals may require specialist heritage, architectural or building performance expertise to understand the significance, construction and condition of the asset and identify appropriate retrofit solutions.

12.92 A whole-building approach should be adopted wherever possible. Understanding how a building functions is particularly important for



traditionally constructed buildings. Proposals should consider the age, condition, materials, construction methods and use of the building so that energy efficiency measures are compatible with its significance and long-term conservation.

Energy Efficiency and Renewable Energy Measures

12.93 Improving the energy performance of historic buildings can contribute to climate change mitigation, climate resilience, reduced carbon emissions and the long-term viable use of designated heritage assets. Energy efficiency improvements and renewable energy technologies should be proportionate to the significance of the heritage asset and designed to minimise harm to its special architectural, historic and evidential interest.

12.94 Measures that are reversible, retain historic fabric and are sensitively integrated into the building and its setting are likely to achieve both conservation and environmental objectives. Depending on the characteristics of the asset appropriate measures may include:

- Maintenance and repair works;
- Upgrades to existing services;
- Draught-proofing and secondary glazing;
- Loft, roof and floor insulation;
- Efficient heating systems and controls;
- Solar slates or photovoltaic panels;
- Air source and ground source heat pumps;
- District heating connections; and
- Other low-carbon technologies.

12.95 The suitability of any intervention will depend on the significance, construction, condition, setting and use of the building. Proposals should avoid maladaptation and demonstrate that any impacts on significance have been minimised through sensitive design, siting, scale, detailing and material choice.

Decision Making

12.96 National planning policy recognises that heritage assets are an irreplaceable resource and that any harm to their significance requires clear and convincing justification. The Council will therefore balance the benefits arising from climate change mitigation, carbon reduction and improved

environmental performance against any harm to the significance of a designated heritage asset, having regard to the National Planning Policy Framework and relevant legislation.

12.97 Applications should demonstrate the environmental benefits of the proposed measures, their suitability for the building, and how impacts on historic fabric, character and setting have been avoided, minimised or mitigated. Energy efficiency improvements and renewable energy measures affecting designated heritage assets should be tailored to the individual characteristics of the asset and informed by relevant best practice guidance and specialist advice where appropriate. This may include guidance produced by Historic England and other recognised organisations relating to the retrofit of historic buildings, climate change adaptation and the installation of renewable energy technologies within historic environments.

12.98 Policy HSP PL5 provides a positive framework for the retrofit and adaptation of designated heritage assets. It seeks to ensure that heritage assets continue to contribute to a low-carbon future while conserving the qualities that make them significant. By encouraging sensitive energy efficiency improvements and renewable energy measures, the policy supports the long-term conservation, viability and sustainable use of Tameside's historic environment.

Policy HSP PL6: Non-Designated Heritage Assets

The Council will sustain, conserve and enhance the significance of non-designated heritage assets and their setting in a manner appropriate to their significance.

The sensitive repair, adaptation and reuse of non-designated heritage assets will be supported where it secures their long-term conservation and viability whilst respecting their significance.

<u>Identification of Assets</u>

1. **Non-designated heritage assets will be identified by the Council through:**
    a. **the Greater Manchester Historic Environment Record;**
    b. **the Tameside Historic Environment Assessment 2025;**
    c. **conservation area appraisals and other relevant evidence;**

d. **a local list of non-designated heritage assets;**
e. **decisions on planning applications; and**
f. **engagement with local communities, heritage organisations and stakeholders.**

<u>Assessment Criteria</u>

2. **Candidates for inclusion as a non-designated heritage asset should demonstrate one or more of the following characteristics:**
    a. **asset type;**
    b. **age;**
    c. **historic interest;**
    d. **local interest;**
    e. **architectural or aesthetic interest;**
    f. **social or communal value;**
    g. **landmark status;**
    h. **group value;**
    i. **rarity; or**
    j. **archaeological interest.**

<u>Development Management</u>

3. **Once identified, non-designated heritage assets will be considered through the development management process. The level of information and assessment required will be proportionate to the significance of the asset and the likely impact of the proposal; and**
4. **Development affecting a non-designated heritage asset will be supported where clear evidence and justification demonstrate that:**
    a. **the significance of the heritage asset, including any contribution made by its setting, has been properly understood and considered in the design and development of the proposal;**
    b. **the proposal conserves, sustains or enhances the significance of the asset and its setting.**
    c. **the proposal contributes positively to local character, distinctiveness and sense of place.**
    d. **a high standard of design has been achieved, responding positively to the significance, character, appearance and setting of the asset.**
    e. **opportunities to secure the repair, restoration, adaptation or reuse of the asset, including for residential, employment, community or other**

appropriate uses, have been fully considered where these would support its long-term conservation and viable use;

f. any harm or loss of significance arising from the proposal has been avoided or minimised wherever possible and is clearly justified.

5. Where relevant, proposals should also have regard to the principles set out in Policy HSP PL2: Listed Buildings, particularly in relation to the assessment of significance, supporting information requirements, heritage-led design, repair, conservation and the sustainable reuse of heritage assets;

6. In determining applications affecting non-designated heritage assets, the Council will apply a balanced judgement having regard to the significance of the asset and the scale of any harm or loss arising from the proposal, in accordance with national planning policy.

Reasoned Justification

Non-designated Heritage Assets and Planning Decisions

12.99 Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes which have been identified as having a degree of heritage significance, that merits consideration in planning decisions, but which do not meet the criteria for designation. These assets form an important part of Tameside's historic environment and contribute positively to local character, distinctiveness and sense of place. As part of the Plan's positive strategy for the conservation and enjoyment of the historic environment, the Council will consider the impact of development proposals on non-designated heritage assets and their settings. In accordance with national policy, the conservation of a non-designated heritage asset is a material consideration in determining planning applications.

12.100 The Council will seek to sustain, conserve and where appropriate enhance the significance of non-designated heritage assets whilst supporting viable and sustainable uses that are compatible with their conservation. Conserving locally significant heritage assets can make an important contribution to community identity, place-making, regeneration and economic vitality.

12.101 Once identified, non-designated heritage assets will be considered through the development management process in accordance with national planning policy. The level of information and assessment required should be

proportionate to the significance of the asset and the nature and scale of the proposed development.

Understanding Significance

12.102 The significance of the non-designated heritage asset may derive from its architectural, historic, archaeological, artistic or communal value, and from the contribution made by its setting. Understanding significance is an important first step in the preparation and assessment of development proposals affecting heritage assets.

12.103 Applicants should provide information proportionate to the significance of the asset and the likely impact of the proposal to demonstrate how heritage considerations have informed the design and evolution of the scheme. This will assist in identifying opportunities to sustain and enhance significance while avoiding or minimising harm.

12.104 Development proposals should be informed by an understanding of the heritage asset's contribution to local character, distinctiveness and sense of place, together with any wider historic, architectural or cultural value that it may possess.

Identification of a Non-Designated Heritage Asset

12.105 The Council will prepare and maintain a Local Heritage List, in collaboration with local communities, stakeholders and relevant heritage organisations. The list will help identify locally significant heritage assets that contribute to Tameside's historic environment and local identity. Non-designated heritage assets may be identified through a variety of sources, including:

- the Greater Manchester Historic Environment Record;
- the Tameside Historic Environment Assessment (2025);
- Conservation Area Appraisals and other evidence studies;
- the Local Heritage List;
- planning applications and development management processes; and
- engagement with local communities, heritage organisations and other stakeholders.

12.106 Historic England advises that non-designated heritage assets may also be identified during the determination of planning applications where new evidence comes forward. Any assets identified in this way should be assessed



against the Council's selection criteria and recorded through the Local Heritage List and the Historic Environment Record.

Assessment and Selection Criteria

12.107 To ensure a consistent, proportionate and transparent approach to the identification of non-designated heritage assets, the Council will apply selection criteria developed through the Greater Manchester Archaeological Advisory Service (GMAAS) Local Heritage Listing Project. The criteria provide a robust and evidence-based framework for assessing the significance of locally important heritage assets and their contribution to Tameside's historic environment. Potential candidates will be assessed against criteria set out in Table 12.0 to ensure that relevant historic environment policies within national planning policy, Places for Everyone and the Tameside HSP Local Plan are applied consistently.

12.108 Assets may be identified because of their age, architectural, historic, archaeological, aesthetic, communal or landmark value, their rarity, group value, building type or contribution to local character and distinctiveness. Not all criteria will be relevant in every case, and significance may derive from one characteristic or a combination of several factors.

12.109 The Council will apply the following assessment criteria proportionately, recognising that locally significant heritage assets can include a wide variety of buildings, structures, sites, monuments, landscapes and places from different periods of Tameside's history.

Table 12.0 Local Heritage List criteria

Criteria	**Description**
Building Type	For example, but not limited to: • Homes (Weavers Cottages, Victorian Villas, Edwardian Villas and examples of the Arts and Crafts Movement, and Inter-war) • Industry (mills, foundries and works) • Commercial (Shops and public houses) • Education and Learning (schools, technical colleges and libraries)

	• Social and Communal (places of worship, museums, galleries and monuments) • Transport Infrastructure (bridges, former toll houses) • Civic Buildings (town halls and courthouses).
Age	• Pre-1850: Survives without substantial alteration, retaining original historic fabric, layout, and form. • 1850–1944: Demonstrates traditional materials and construction techniques, innovation, distinctive local characteristics, architectural design, or aesthetic interest; provides historic social, economic, or cultural value; or serves as a positive local landmark. • 1945 onwards: Narrower selection; must be an exceptional example of innovation, distinct architectural design, or aesthetic interest, and reflect social, economic, or communal value contributing to local distinctiveness.
Architectural Interest	Buildings and structures of an architectural design, decoration and craftsmanship contribute positively to their environment and derive value from their proportions, materials and construction.
Historic Interest	A building, object or place that is connected with Tameside, Greater Manchester or the North West's social, economic and cultural growth and development, or is concerned with a person or event that plays a significant role in local or regional cultural heritage. Local heritage assets will be considered from all periods. However, particular attention will be given to buildings that pre-date 1919 and therefore contribute to the pre-industrial and principal industrial eras under which settlements, villages and towns within the borough were established. Nevertheless, there are many 20th century buildings of impeccable design that must be considered due to their own cultural merits.
Local Interest	People and events - buildings and landscapes associated with influential people and events that represent strongly

	Tameside as a place distinct from other areas of the region or even within Greater Manchester.
Landmark Status	A recognisable building, structure, monument or feature with strong historical, architectural, or cultural associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.
Aesthetic Interest	The appearance of buildings, monuments, places and landscapes, including groups or individual buildings together form a set piece or characterise a townscape. Particular attention will be given to style, design, materials, composition and layout.
Group Value	The collective value of a townscape or landscape where individually buildings, structures or features have limited value on their own, yet together comprise a common theme important to the growth of Tameside or with attractive planning or functional relationships.
Social or communal value	A building, site, or place that fosters a strong sense of local identity, collective memory and belonging, and connects people to their past or to a particular residential, commercial, historical, religious or interest group.
Rarity	Assets can be considered rare if they exhibit an unusual design or an early example of new technology or use of building materials.
Archaeological Interest	Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them. Archaeological interest may also derive from evidence of earlier phases of development, such as concealed timber framing within a building that was later re-fronted in stone or brick (as an example).

Conserving, Repairing and Reusing Non-Designated Heritage Assets

12.110 The sensitive repair, restoration, adaptation and reuse of non-designated heritage assets can play an important role in securing their long-term conservation and viability. Bringing heritage assets back into active and

beneficial use can help prevent deterioration, reinforce local character and support wider regeneration objectives.

12.111 Development proposals affecting non-designated heritage assets should seek to conserve their significance and, where appropriate, enhance their contribution to their surroundings. A high standard of design should be achieved which responds positively to the character, appearance and setting of the asset and helps maintain local distinctiveness.

12.112 Where relevant, applicants should consider opportunities to retain historic fabric, secure repairs, improve the condition of heritage assets and support their continued use for residential, employment, community or other appropriate purposes. Proposals should seek to avoid harm wherever possible through sensitive design, siting and layout. Where harm cannot be avoided, applicants should demonstrate how it has been minimised and provide clear justification for any residual impact on significance.

12.113 Whilst non-designated heritage assets do not benefit from the same statutory protections as designated heritage assets, many of the principles of good conservation practice remain relevant. Applicants may therefore find the approach set out in Policy HSP PL2 useful when considering matters, such as significance, heritage-led design, repair, conservation and sustainable reuse.

Decision Making and Balanced Judgement

12.114 National planning policy requires local planning authorities to apply a balanced judgement when considering the impact of a proposal on the significance of a non-designated heritage asset. In making this judgement, the Council will have regard to the significance of the asset and the scale of any harm or loss arising from the proposal.

12.115 Where development would affect a non-designated heritage asset, the Council will weigh the significance of the asset against the public benefits of the proposal, taking account of the extent to which the proposal conserves, sustains or enhances significance and contributes positively to local character and place-making.

12.116 Policy HSP PL6 seeks to ensure that non-designated heritage assets continue to contribute to Tameside's historic environment and local identity. By recognising and conserving locally significant heritage assets, the policy

supports the sustainable management of the borough's historic environment while allowing appropriate change that respects and reinforces local distinctiveness.

Policy HSP PL7: Landscapes, Townscape and Urban Form

The Council will support new development that respects, conserves and, where possible, enhances the distinct natural and built environment of Tameside, contributing positively to local character, distinctiveness and sense of place.

Development proposals should demonstrate that they:

1. **respond positively to the character, appearance and setting of the surrounding area, taking account of landscape character, topography, settlement pattern, waterways, townscape qualities, local building vernacular, materials and heritage assets;**
2. **respect and, where appropriate, enhance important views, landmarks, gateways, skylines, landscape features and townscape characteristics that contribute to local identity and sense of place;**
3. **achieve a high-quality design appropriate to their context in terms of scale, massing, height, layout, density, building form, materials and detailing;**
4. **integrate green and blue infrastructure into the design and layout of development, strengthening connections to parks, open spaces, waterways and the wider green and blue infrastructure network, including opportunities identified through the Greater Manchester Local Nature Recovery Strategy, where appropriate;**
5. **contribute to attractive, legible and well-connected places that support sustainable movement and reinforce the relationship between movement and place;**
6. **conserve and enhance the significance of the historic environment, including designated and non-designated heritage assets and their settings;**
7. **create safe, accessible and inclusive environments that can be used and enjoyed by all members of the community;**
8. **protect and enhance the quality of streets, public spaces and the public realm, supporting opportunities for regeneration, investment, health and wellbeing;**

9. **applications for new development should, where relevant, have regard to and be informed by the following (or any successor document):**
    - **Places for Everyone Policies JP-G1-G9;**
    - **Greater Manchester Landscape and Character Sensitivity Assessment (2018);**
    - **HSP Policy PL8 Design and Amenity;**
    - **HSP Policy PL12 Design and the Waterside;**
    - **The Greater Manchester Historic Environment Record (HER);**
    - **Tameside Historic Environment Assessment (2025); and**
    - **Tameside Character and Place Assessment (2026).**

To achieve a well-designed borough with a strong local identity, urban design codes will be prepared for key areas and corridors of the borough. These codes will reflect local character and distinctiveness on matters including layout, movement, scale, massing, materials, building form, public realm, green and blue infrastructure, and will set out fundamental principles to guide development and inform detailed design.

Reasoned Justification

Landscape Character and Setting

12.117 Tameside's natural landscape has played a fundamental role in shaping its historic and modern development. The borough's topography, waterways, and natural resources have influenced settlement patterns, transport networks, industrial development, and building design, creating a distinctive local character and sense of place. Landscape character is often closely linked to heritage significance, with landscape setting, key views and local distinctiveness contributing to the significance and appreciation of heritage assets.

12.118 The Greater Manchester Landscape Character and Sensitivity Assessment (2018) provides an evidence base for understanding landscape character and sensitivity across the borough. Development proposals should respond positively to the characteristics and special qualities of the relevant Landscape Character, having regard to factors including:

- Topography, geology, and drainage
- Land use and field patterns
- Semi-natural habitats and woodland cover

- Archaeology and cultural heritage
- Settlement form, road pattern, and rights of way
- Views and perceptual qualities

12.119 Tameside's landscape typologies include:

- Open Moorlands and Pennine Foothills of the east;
- Incised Urban Fringe Valleys that extend through central and southern areas of the borough; and
- Mossland and Lowland Farmland to the Northwest.

12.120 These landscapes make an important contribution to local identity, ecological value and environmental quality.

12.121 Landscape sensitivity varies according to the characteristics of the area, with nature of development pressures and the presence of green and blue infrastructure. Conserving and enhancing landscape character is important in maintaining the borough's ecological, cultural, and visual value. Consideration should also be given to the contribution that tranquillity, dark skies and environmental quality can make to landscape character, biodiversity and the enjoyment of valued landscapes.

Historic Environment and Townscape Character

12.122 The Greater Manchester Historic Environment Record (HER) and the Tameside Historic Environment Assessment (2025) provide important evidence on the borough's historic environment, from prehistoric activity through to its industrial and post-industrial development. These resources help to identify heritage assets, historic landscapes, archaeological remains and other characteristics that contributes to local distinctiveness and sense of place.

12.123 The Tameside Character and Place Assessment identifies the distinctive townscape patterns, landscape setting and settlement forms that define different parts of the borough. These characteristics have been shaped by topography, historic development, building materials and land-use over time.

12.124 Western parts of the borough display the characteristics of South Lancashire mill towns; including red brick mills, terraced housing and grid-iron street patterns, while eastern areas rise into the Pennine foothills, where gritstone buildings, rural settlements and upland landscapes make a distinctive

contribution to local character. Together, these features help define the identity of individual places and should inform the design of new development.

12.125 Local distinctiveness arises from the interaction of landscape, heritage, buildings, public spaces, natural features and patterns of movement. Development proposals should seek to understand and respond positively to these characteristics, reinforcing the qualities that make places recognisable, attractive and unique to Tameside.

Well Designed Places

12.126 National policy places great emphasis on achieving well-designed places that are visually attractive, sympathetic to distinctive local character and history, and create a strong sense of place. To align with national policy and local evidence the Council will seek high-quality development that responds positively to its context and surroundings and contribute to attractive, sustainable and resilient communities.

12.127 New development should be informed by an understanding of local context and should respond appropriately to considerations such as scale, massing, height, layout, density, building form, materials and detailing. Development should also seek to respect important views, landmarks, gateways, skylines, landscape features and townscape characteristics which contribute to the identity of an area.

12.128 Good design can support regeneration, reinforce local distinctiveness and improve the quality of the public realm. Development should therefore contribute positively to the character and appearance of streets, spaces and neighbourhoods, helping to create places that are attractive, functional and enduring.

Green and Blue Infrastructure

12.129 Green and blue infrastructure forms an integral part of Tameside's landscape and townscape character. Parks, open spaces, waterways, street trees, habitats and ecological corridors provide a range of environmental, social and economic benefits and contribute significantly to local distinctiveness and quality of life.

12.130 Development proposals should seek to integrate green and blue infrastructure into their design and layout from the outset. Opportunities should be taken to strengthen connections to parks, open spaces, waterways and the wider green and blue infrastructure network, helping to support biodiversity, improve climate resilience, manage surface water and enhance the visual quality of developments.

12.131 Development should also have regard, where appropriate, to opportunities identified through the Greater Manchester Local Nature Recovery Strategy and seek to contribute towards nature recovery and ecological connectivity across the borough.

Movement, Connectivity and Place

12.132 The relationship between movement and place is fundamental to successful placemaking. New development should create attractive, legible and well-connected environments that support walking, wheeling, cycling and access to public transport, whilst contributing positively to the character and function of the surrounding area.

12.133 The design of streets, routes and public spaces should prioritise people and create safe, inclusive and accessible environments that can be used and enjoyed by all members of the community. Well-connected places can encourage healthier lifestyles, reduce reliance on private vehicles and support more sustainable patterns of development.

Design Coding

12.134 To support the delivery of well-designed places, the Council will prepare design codes for key areas and strategic corridors across the borough. Design codes will provide locally specific guidance on matters including movement, layout, scale, massing, building form, public realm, green and blue infrastructure, landscaping and materials.

12.135 Design codes will help ensure that new development responds positively to local character and distinctiveness whilst providing greater certainty for applicants, decision-makers and communities. Through this approach, the Council will seek to deliver high-quality development that reinforces Tameside's unique landscape, townscape and historic character whilst supporting sustainable growth and regeneration.



Policy HSP PL8: Design and Amenity

The Council will require all development to achieve high-quality design that provides a good standard of amenity for future occupiers and users, while safeguarding the amenity of neighbouring residents, properties, and spaces. Development should reflect the principles of well-designed places as set out in the National Design Guide and the Tameside Character and Place Assessment (or any successor documents), ensuring proposals are consistent with its key characteristics:

1. **Context and Identity – Development proposals must:**
    a. **respond positively to and enhance local landscape, townscape, and heritage significance, reinforcing the distinctive character and sense of place of the surrounding area;**
    b. **create attractive and distinctive places that reflect Tameside's unique character, through the sensitive use of local vernacular, architectural styles, materials, and features where appropriate;**
    c. **conserve and where possible enhance historic buildings, boundary treatments, landscape features and other elements of local interest, incorporating them into the design of new development;**
    d. **where justified by exceptional design quality, innovative design approaches or the use of contrasting materials, proposal may be supported where they depart from the prevailing character, appearance, or street pattern of the surrounding area. Such proposals must demonstrate how they respond to local context and achieve a high standard of design, supported by a clear and robust justification within the submitted Design and Access Statement.**
2. **Built Form and Layout - Development proposals must:**
    a. **provide an effective layout that promotes efficient use of land, integrates with existing street patterns, movement routes and building lines, while retaining and enhancing important views where opportunities exist;**
    b. **respond positively to the proportions, scale, height, rhythm and massing of neighbouring buildings and the surrounding area;**
    c. **deliver a coherent pattern of development that integrates with existing streets and spaces within the wider settlement structure;**

d. **ensure that infill, backland, garden, and tandem development is designed to avoid unacceptable impacts on neighbouring amenity; and**
e. **maintain spacing and separation distances between residential uses and non-residential uses, sufficient to safeguard privacy, outlook, daylight and amenity, having regard to privacy distances as set out within Tables 12.1 and 12.2 of policy HSP PL8 and Table 12.3 of policy PL9, where applicable.**

3. **Movement and Accessibility – Development proposals must:**
   a. **ensure places are accessible and easy to move around, through legible, connected layouts that prioritise sustainable transport modes, including walking, wheeling, cycling and public transport;**
   b. **provide safe and suitable access arrangements to and from the highway network for all users, ensuring that development does not result in unacceptable impacts on highway safety or the operation of the surrounding transport network;**
   c. **respond positively to the local movement hierarchy by providing attractive, direct and convenient connections to key routes, services, facilities and public transport, with priority given to walking, wheeling, cycling and public transport movements where appropriate;**
   d. **incorporate 'Active Design' and 'Streets for All' principles and guidance, where relevant to the scale and nature of the development; and**
   e. **provide car and cycle parking in accordance with policy HSP T8: Parking, ensuring that parking areas are well-designed, secure, and do not dominate frontages or undermine the quality of the public realm.**

4. **Nature and Environment – Development proposals must:**
   a. **integrate with blue and green infrastructure networks whilst protecting, enhancing and, where possible, delivering biodiversity net gain and nature recovery outcomes;**
   b. **provide hard and soft landscaping, tree planting, screening, boundary treatments and materials appropriate to the scale, design and character of the development whilst retaining and incorporating existing trees, hedgerows and landscape features wherever practicable;**



c. **respond positively to climate change through sustainable design, the efficient use of resources, reduction of carbon emissions, and measures that improve resilience to the effects of climate change in accordance with PfE policies JP-S1 to JP-S6 and policy JP-P1: Sustainable Places;**
d. **Demonstrate that land instability, contamination, flood risk and other site-specific constraints, including former mining activity where relevant, have been identified through appropriate investigation and assessment, and will be addressed through suitable mitigation measures;**
e. **Provide an appropriate, undeveloped buffer between new development and the top of the bank of a main river and/or de-culvert watercourses where appropriate, to improve biodiversity, support the water environment and reduce overall flood risk; and**
f. **Ensure development does not give rise to, or suffer from unacceptable levels of noise, vibration, dust, fumes, water, light or pollution.**

5. **Public Spaces and Safety – Development proposals should:**
   a. **provide high-quality streets and public spaces that are safe, inclusive and support social interaction and contribute positively to local character in accordance with policy HSP PL13 Design of Public Realm and Urban Spaces;**
   b. **ensure development is designed to promote safety through natural surveillance, and to reduce opportunities for crime, fear of crime, and anti-social behaviour;**
   c. **avoid blank frontages and inactive facades at ground level.**
   d. **locate principal entrances on streets or communal spaces, rather than private areas such as car parks; and**
   e. **clearly define communal areas and ensure that refuse storage, serving and utility areas are appropriately designed, screened and accessible.**
6. **Uses, functionality and safeguarding – Development proposals must:**
   a. **support a mix of complementary uses that contribute to vibrant, multifunctional and inclusive places;**
   b. **ensure that development does not give rise to unacceptable risks to public safety associated with hazardous substances or installations**

and, where required, is supported by consultation with the Health and Safety Executive; and

c. development that would adversely affect the operational integrity, safety or safeguarding requirements of Manchester Airport including associated radar and navigation infrastructure will not be permitted.

7. Resources and Lifespan – Development proposals should:

a. promote efficient and resilient use of energy, water, and materials;

b. ensure developments are adaptable, resilient, and designed for longevity; and

c. demonstrate that proposals would not prejudice the comprehensive development or efficient use of wider or adjoining land.

Application of Standards

The standards and guidelines set out within this Policy, including Tables 12.1 and 12.2, will normally apply when assessing development proposals. Alternative approaches may be acceptable where applicants can demonstrate, having regard to the specific characteristics of the site and surrounding context, that an equivalent or better standard of design and amenity would be achieved.

Residential Development

8. Residential development must also be designed to:

a. provide functional, healthy and sustainable homes that meet the diverse needs of current and future residents;

b. provide adequate private or shared outdoor amenity space, including gardens, terraces and balconies, appropriate to the size and type of dwelling;

c. clearly define and locate communal areas where required by the type and scale of the residential development;

d. meet national described space standards and Building Regulations Part M4(2) Accessible and Adaptable standards, in accordance with Places for Everyone Policy JP-H3: Type, Size and Design of New Housing;

e. ensure 5% of new homes within major market-led developments meet Part M4(3)(a) Wheelchair Adaptable Standards, in accordance with HSP Policy H3: Meeting Specific Housing Needs;

f. **where appropriate, include public outdoor amenity space and play equipment in accordance with HSP Policy PE3: Open Space Provision in New Developments;**
g. **orientate dwellings towards primary frontages, including streets, rivers, canals and areas of open space, to create active frontages and natural surveillance;**
h. **provide refuse and recycling storage that is appropriately sized, secure and accessible. Storage should be located to the side or rear of the dwelling, wherever practicable, to minimise visual impact and avoid detracting from the street scene. Where this is not practicable, storage must be sensitively integrated into the design of the development and must not dominate the frontage or detract from the overall appearance of the scheme;**
i. **provide natural surveillance of streets and public spaces through the arrangement of dwellings, habitable rooms and entrances. Habitable rooms should be provided with appropriately sized windows that ensure adequate outlook, natural light, and ventilation;**
j. **development proposals, including infill, backland and tandem development, must respond positively to the character of the surrounding area by respecting established plot patterns and widths, building lines, orientation, scale, massing and materials. Development must also provide appropriate access, parking and outdoor amenity space and avoid the sterilisation of adjoining land; and**
k. **design and orientate homes to maximise natural daylight and sunlight, minimise overlooking, and safeguard the privacy and amenity of neighbouring residents, including users of private gardens and outdoor amenity spaces. Habitable room window relationships shall accord with the minimum privacy distances set out in Table 12.1 Residential Development - Minimum Privacy Distances.**

Table 12.1 Residential Development - Minimum Privacy Distances

Habitable room to habitable room	21 metres
(1 to 2 & 2 to 2 storey)	14 metres on street frontages
	14 metres between bungalows
Habitable room window to blank wall	14 metres to two storey wall

	10 metres to single storey wall
	A reduction may be permitted if the affected window is not the main source of natural light to the room
Steep slopes	1 metre extra (to A or B) for every 1 metre in height difference between facing buildings
3 or more storeys	3 metres extra (to A or B) for every storey to a maximum 36 metres.
Infill sites	Variation of these guidelines may be acceptable on infill sites where existing spacing should be considered
Oblique overlooking **(Habitable room window to habitable room window)**	1 metre reduction (from A or B) in distance for every 10-degree reduction in angle from 90-degrees between facing buildings

Employment Development

9. Employment developments must also be designed to:

- **a. be capable of adaptation to changing employment sectors and operational requirements over time;**
- **b. safeguard the amenity of existing neighbouring occupiers.**
- **c. demonstrate that no unacceptable impacts will arise from hours of operation, noise, lighting, servicing activities or other operational effects including through the provision of appropriate separation distances;**
- **d. where development proposals are likely to be affected by existing employment uses, or where they may introduce a potentially sensitive use into such an area, the Agent of Change principle shall apply. The onus will be on the applicant to provide suitable mitigation to ensure that existing lawful uses are not subject to unreasonable restrictions on their operation as a result of the development;**

e. **ensure that plant, open storage and service areas are screened and located away from sensitive receptors wherever practicable;**
f. **consult the Health and Safety Executive where required by the nature or location of the development including where development is proposed within consultation zones around major hazard sites; and**
g. **have regard to the employment development privacy distances and natural light standards set out in Table 12.2 Employment Development – Minimum Privacy Distances.**

Table 12.2 Employment Development – Minimum Privacy Distances

Employment building (up to 6 metres in height) with no windows to habitable room window	14 metres setback
Employment building (up to 6 metres in height) with windows to habitable room window	21 metres setback
Any employment building over 6 metres in height	Relevant setback as above plus 7 metres for every 3 metres of height or part thereof
Where there is a steep slope between the buildings and the new employment building is higher	One metre of extra setback for every one metre difference in height between the buildings
Where the buildings do not directly face one another	There may be a one metre reduction in distance for every 10-degree reduction in angle from 90-degrees between facing buildings

<u>Retail, Commercial, Leisure, Entertainment, Cultural, Community and Similar Use Development</u>

10. **Development must also be designed to:**
    a. **the scale, intensity and operation of the proposed use, including customer activity, servicing and deliveries, would not result in unacceptable adverse impacts on the amenity of neighbouring occupiers;**

b. the operation of the use would not prejudice the continued occupation, use and enjoyment of nearby sensitive uses, including residential properties, schools, healthcare facilities and community facilities;

c. where development proposals are likely to be affected by existing retail, commercial, leisure, entertainment, cultural, community or other established uses, or where they may introduce a potentially sensitive use into such an area, the Agent of Change principle shall apply. The onus will be on the applicant to provide suitable mitigation to ensure that existing lawful uses are not subject to unreasonable restrictions on their operation as a result of the development; and

d. any ancillary plant, extraction equipment, flues, servicing areas, storage areas, refuse facilities or other operational infrastructure required to support the use are appropriately located and designed so as not to cause unacceptable harm to the amenity of neighbouring occupiers.

Reasoned Justification

12.136 Delivering high-quality design is essential to creating sustainable, attractive, and inclusive places across Tameside. These characteristics contribute to a strong sense of place across the borough and provide the context within which new development should be designed. Well-designed places are a core objective of the National Planning Policy Framework and are supported by the National Design Guide. High-quality design contributes to functionality, sustainability, social inclusion, economic growth and community well-being.

12.137 This policy consolidates and replaces the design principles, layout standards and amenity guidance previously contained within the Council's former Urban Design Supplementary Planning Document, ensuring that key design and amenity requirements continue to form part of the development plan and can be applied consistently in the determination of planning applications. The policy is also informed by the Tameside Character and Place Assessment, which provides a borough-wide and neighbourhood level understanding of landscape and townscape character, urban morphology and place identity. The Assessment identifies the characteristics that

contribute to Tameside's distinctiveness and provides an evidence base to inform context-responsive development across the borough.

12.138 Tameside's identity is shaped by its industrial heritage, natural landscapes, and historic stone-built villages and varied landscape. Development proposals should be informed by a thorough understanding of local character and context, including heritage assets, building lines, roofscape, street pattern, topography, views, landscape features, scale, rhythm and massing, architectural style and materials. Proposals should respond positively to the local character and distinctiveness, contributing to a coherent sense of place while supporting innovation and regeneration. Poorly designed development can erode local identity and result in homogenised places, whereas high-quality design helps foster civic pride, strengthen community cohesion, and enhance the attractiveness of the borough for residents, visitors and businesses.

12.139 High-quality design is particularly important in creating successful homes and neighbourhoods where people want to live. Safe, inclusive and accessible environments can help regenerate areas experiencing economic and social decline, promote physical activity and social interaction, support mental well-being and encourage active and connected communities. This policy seeks to ensure that all development contributes positively to the built and natural environment and delivers lasting benefits for current and future generations.

12.140 While development should generally respond positively to local character, opportunities for high-quality contemporary architecture can enhance the built environment and contribute positively to local distinctiveness. Innovative design approaches may therefore be appropriate where they demonstrate exceptional design quality and a clear understanding of local context. Responding positively to local character does not necessarily require the replication of existing architectural styles or materials. Contemporary development may be appropriate where it can clearly demonstrate how it responds positively to its context and contributes positively to the quality of the built environment.

Amenity Considerations

12.141 Amenity refers to the overall quality and character of an area and its impact on enjoyment, health, and well-being. Poor amenity can lead to high vacancy

rates and underused spaces. It is a material consideration in planning decisions. New development must provide a good standard of amenity for future occupants while safeguarding the amenity of neighbouring properties and spaces. The standards and distances contained within this policy provide a consistent framework for assessing design quality and amenity impacts across a wide range of development proposals. They are intended to assist applicants and decision-makers in achieving high-quality development and reasonable living and working conditions whilst recognising that site-specific circumstances can vary. Alternative approaches may be acceptable where applicants can demonstrate that an equivalent or better standard of design and amenity would be achieved having regard to the characteristics of the site and surrounding area.

12.142 The privacy and separation distances contained within Tables 12.1 and 12.2 provide a practical framework for safeguarding privacy, outlook, natural light and amenity. They are derived from long-established design principles previously contained within the Council's Urban Design Supplementary Planning Document and have been incorporated into the development plan to provide clarity and consistency for applicants and decision-makers. The standards are not intended to operate as inflexible requirements and will be applied having regard to the provisions of the policy and the specific characteristics of the site and surrounding area.

12.143 Infill, backland, garden and tandem development can make an important contribution towards the efficient use of land and the delivery of new homes within existing settlements. However, if poorly designed, such development can result in cramped layouts, poor relationships between buildings, inadequate access arrangements, reduced privacy and harm to the amenity of existing and future occupiers. Proposals should therefore respond positively to their surroundings whilst maintaining appropriate standards of design and amenity and avoiding the sterilisation of adjoining land. Proposals should also achieve safe and suitable access arrangements and provide adequate outdoor amenity space appropriate to the scale and nature of the development.



Policy Principles

12.144 All development should achieve a high standard of design quality, in accordance with the ten characteristics of well-designed places set out in the National Design Guide (or any future updates):

1. **Context** – Enhance surroundings and respond positively to local landscape, townscape, and heritage assets.
2. **Identity** – Create attractive, distinctive places that reflect Tameside's unique character.
3. **Built Form** – Deliver coherent patterns of development integrated with existing streets and spaces.
4. **Movement** – Ensure accessibility and prioritise sustainable transport.
5. **Nature** – Protect and enhance natural features and biodiversity.
6. **Public Spaces** – Provide safe, inclusive spaces that encourage community interaction.
7. **Uses** – Support mixed and integrated uses for vibrant, multifunctional places.
8. **Homes and Buildings** – Design functional, healthy, and sustainable buildings that meet diverse needs.
9. **Resources** – Promote efficient and resilient use of energy, water, and materials.
10. **Lifespan** – Ensure developments are adaptable and built to last.

Implementation

12.145 Design considerations should be integrated from the earliest stages of the development process, and applicants are encouraged to engage in pre-application discussions with the Council to help achieve good design outcomes. Design and Access Statements should clearly demonstrate how proposals have responded to the requirements of this policy and incorporated the principles of high-quality design, responding to its site and surrounding context. Additional tools, such as design codes, should be used where appropriate, particularly for major or complex developments, to provide a clear framework for the form, layout and design of development.

12.146 Development proposals should consider flood risk, water management and sustainable drainage measures from the earliest stages of the design process in accordance with Places for Everyone policy JP-S4 Flood Risk and the Water Environment and local plan policy HSP E2: Surface Water and Water

Efficiency. Opportunities should be taken to integrate sustainable drainage systems with landscaping, tree planting and green infrastructure to support climate resilience, biodiversity enhancement and placemaking.

12.147 Where relevant, development proposals should have regard to aerodrome safeguarding requirements and demonstrate that they would not adversely affect the operational integrity, safety or efficiency of Manchester Airport or associated radar infrastructure. Proposals within safeguarded areas may require consultation with Manchester Airport as part of the planning application process.

12.148 Applicants should also refer to up-to-date guidance, including Conservation Area appraisals, the Tameside Character and Place Assessment, neighbourhood plans, any future supplementary plan and the Streets for All Design Guide (TfGM), which sets out principles for creating inclusive, visually appealing, and sustainable streets.

Safe Spaces and Buildings

12.149 The design of buildings, streets and public spaces can also influence perceptions of safety and security. Active frontages, natural surveillance, clear definition between public and private spaces and well-overlooked routes can help create places that are safe, inclusive and welcoming for all users.

Employment development

12.150 Employment development makes an important contribution to Tameside's economy by supporting business growth, investment and job creation. The design, layout and operation of employment uses can, however, have significant effects on neighbouring occupiers and the wider environment. Careful consideration is therefore required to ensure that employment development is compatible with surrounding uses, particularly where proposals are located close to existing residential communities or other sensitive receptors.

12.151 Employment areas are increasingly accommodating a diverse range of businesses with differing operational requirements. New employment development should therefore be designed to be adaptable and capable of responding to changing business needs over time. Buildings, service areas and site layouts that offer flexibility can support long-term economic

resilience and help ensure that employment land continues to meet market demands throughout the plan period.

12.152 The operation of employment uses can give rise to impacts such as noise, lighting, servicing activity, vehicle movements and external storage. The design and layout of development should minimise such impacts through appropriate siting, screening, boundary treatments, building design and separation distances. These measures help to safeguard the amenity of neighbouring occupiers while maintaining the effective operation of businesses.

12.153 In some circumstances, new development may be proposed close to existing employment activities or, alternatively, introduce sensitive uses into established employment areas. In such cases, the Agent of Change principle is particularly important. This places responsibility on the applicant introducing the new development to provide appropriate mitigation so that existing lawful businesses are not subject to unreasonable restrictions on their operation. Applying this principle supports business investment and protects the long-term viability of established employment areas.

12.154 The separation distances set out in Table 12.2 provide a framework for assessing the relationship between employment and residential development and seek to ensure that adequate standards of privacy, outlook, natural light and amenity are achieved. Whilst these standards will normally apply, site-specific circumstances may justify alternative approaches where applicants can demonstrate that an equivalent or improved design and amenity outcome would be delivered.

12.155 The Agent of Change principle also applies where development is proposed in proximity to established retail, commercial, leisure, entertainment, cultural or community uses. These activities contribute to the vitality and viability of centres and neighbourhoods and may generate a degree of noise, activity or servicing which forms part of their normal operation. The principle ensures that responsibility for mitigating potential conflicts rests with the incoming development and helps protect the continued operation of existing lawful uses.

Policy HSP PL9: Design of Residential Additions, Alterations and Extensions

The Council will support extensions, alterations and additions to existing dwellings where they are designed sensitively and do not result in unacceptable harm to the host dwelling, neighbouring occupiers or the character of the surrounding area. Proposals should demonstrate that they:

1. **protect neighbouring amenity by avoiding significant adverse effects arising from loss of light, overlooking, visual intrusion, loss of privacy or overbearing impact. Development must protect the reasonable enjoyment of neighbouring private gardens and outdoor amenity spaces and maintain privacy distances between habitable room windows in accordance with Table 12.3 Householder Development – Minimum Separation Distances for Privacy, Daylight and Sunlight**
2. **respect scale and proportionality by ensuring that extensions, alterations and additions, remain subordinate to the original dwelling in terms of scale, height, footprint and massing and do not dominate the host dwelling;**
3. **respond to the host dwelling and the street scene through appropriate design, materials, roof form, detailing, fenestration and building lines that relate positively to the existing dwelling and maintain the character of the surrounding area;**
4. **maintain functional living conditions by retaining an appropriate level of private or communal outdoor amenity space, proportionate to the size and type of the dwelling, and retaining and protecting important trees and hedgerows, as part of the completed development; and**
5. **ensure practical servicing arrangements by retaining sufficient parking, where appropriate and without dominating the frontage. Refuse storage should not be located at the front of the dwelling. Where it is not possible to locate storage to the side or rear, a well-designed store that does not dominate the frontage or detract from the appearance of the development may be considered.**

<u>Detailed Design Criteria:</u>

6. **Rear Extensions:**
    a. **should be subordinate to the existing dwelling and respect its scale, massing, roof form, materials and architectural character. Ridge heights should not exceed those of the existing dwelling.**

b. **Single-storey extensions, including conservatories, must not infringe a 60° line taken from the centre of the nearest ground-floor habitable room window of an adjacent property.**
c. **Two-storey extensions, including additions above existing extensions, must not infringe a 60° line taken from the centre of the nearest ground-floor habitable room window and a 45° line from the centre of the nearest ground floor or first-floor habitable room window (whichever is closest to the common boundary) of an adjacent property.**
d. **A relaxation of criteria b) and c) may be considered where the affected window is not the primary window serving the habitable room.**
e. **New windows within side elevations facing a shared boundary will not be permitted unless it can be demonstrated that unacceptable overlooking, loss of privacy or loss of amenity would not arise. Where conservatories are located on or close to a shared boundary, any side-facing glazing should be obscure glazed to protect neighbouring privacy.**
f. **Flat roofs will generally only be supported where they reflect the design and character of the existing dwelling or form an appropriate and subordinate design feature.**

7. **Side Extensions:**
   a. **should be subordinate to the host dwelling in terms of scale, massing, height, design, materials and respect the architectural style, materials and character of the host dwelling and that of the surrounding area;**
   b. **Where exceeding beyond a single-storey, side extensions should be set back from the principal elevation by at least 1m at upper floor level, or 0.5m at both ground and upper floor levels, unless it can be demonstrated that an alternative design would not result in a terracing effect;**
   c. **should not normally exceed one half of the width of the original dwelling and should maintain a minimum 1 metre setback from the side boundary. Exceptions may be acceptable where it can be demonstrated that the proposal would avoid creating a terracing effect, and retain satisfactory access for maintenance, servicing and refuse storage.**

d. **ridge heights should not exceed those of the existing dwelling and roof forms should complement the host dwelling.**
e. **On corner plots, side extensions should respect the character of the street scene and maintain the prominence of the side elevation, where it contributes positively to the street frontage.**

8. **Front Extensions, Including porches:**
   a. **must be proportionate to the host dwelling and respect its architectural style, materials and the character of the host dwelling and the surrounding area.**
   b. **must not disrupt established building lines, dominate the principal elevation of the host dwelling, detract from the street scene, result in unacceptable impacts on neighbouring amenity or adversely affect access, parking or highway safety.**
9. **Dormer Extensions:**
   a. **must preserve or enhance the character and appearance of the host dwelling, roofscape, street scene and wider area, and do not appear visually dominant or incongruous within the existing roof form;**
   b. **should respect the architectural style, materials, roofscape and character of the host dwelling and surrounding area;**
   c. **should remain proportionate and subservient to the host roof and not disrupt the established pattern, rhythm and character of surrounding development;**
   d. **must not introduce design features that would erode local distinctiveness or create an undesirable precedent that could cumulatively harm the character and appearance of the street scene;**
   e. **should not exceed one-third of the roof slope on principal elevations or two-thirds of the roof slope on rear elevations;**
   f. **should be set back from the eaves by at least 1 metre, unless an alternative approach can be justified by the architectural design of the building and would not result in harm to its character or appearance;**
   g. **should align vertically with existing fenestration, where appropriate, and utilise materials that complement the existing roof and dwelling; and**
   h. **where dormers are proposed on principal elevations or as flat-roofed dormers, applicants should demonstrate that they represent an**



appropriate and high-quality design solution having regard to the character of the host building, street scene and wider area.

10. **Roof Alterations:**
    a. **Increased roof pitch or roof height may be acceptable where they:**
        i. **reflect the character of the surrounding street scene and do not harm the appearance of the roofscape;**
        ii. **do not result in an inappropriate scale or massing; and**
        iii. **do not disrupt established rooflines.**
11. **Balconies and Juliet Balconies:**
    a. **must avoid undue loss of privacy, and**
    b. **must not dominate the façade.**
12. **Additional Guidance:**
    a. **Proposals that result in the substantial remodelling or reconstruction of a building will not be treated as householder development and may instead be considered against other relevant policies of the local plan.**
    b. **Applicants should have regard to the most up-to-date guidance, including the Tameside Character and Place Assessment (or any successor document).**
    c. **Householders are encouraged to incorporate measures that support biodiversity enhancement such as bat or bird boxes, swift bricks, hedgehog-friendly boundary treatments, and native species planting.**

<u>Definitions - For the purposes of this policy:</u>

- **Habitable rooms are defined as living rooms, dining rooms, kitchens, bedrooms, home offices, conservatories and any other rooms intended for day-to-day occupation. This includes open plan layouts where such functions combine within a single space.**
- **Private gardens are defined as outdoor spaces provided for the use of the occupants, whether for solo private use or shared communal use, and which contribute to the residential amenity of the dwelling(s).**

The distances set out in Table 12.2 will normally apply. Alternative approaches may be acceptable where applicants can demonstrate that an equivalent or better standard of privacy, outlook, daylight and residential amenity would be achieved having regard to the specific characteristics of the site and surrounding context.

Table 12.3 Householder Development – Minimum Separation Distances for Privacy, Daylight and Sunlight

A. Habitable room window to habitable room window for 2 or more storey extension**	14 metres between habitable room windows (extension to extension) 18 metres between habitable room windows in extension and existing unextended dwelling.
B. Habitable room window to habitable room window for single storey extensions & bungalows**	14 metres (extension to extension) 18 metres (between habitable room in extension and existing unextended dwelling).
C. Habitable room window to blank wall**	14 metres to two storey blank wall 10 metres to single storey blank wall.
D. Steep Slopes	For A-C, the relevant distance may be increased by 1 metre for every 1 metre in height difference between facing buildings.
E. 3 or more storeys	For A or C, the relevant distance may be increased by 3 metres extra for every storey, up to a maximum separation distance of 36 metres.
F. Oblique overlooking (habitable room window to habitable room window)	For A-C, the relevant distance may be reduced by 1 metre for every 10-degree reduction in angle from a 90- degrees between facing buildings.

****A, B and C: A reduced distance may be acceptable where the affected window is not the principal source of natural light to the room.**

Reasoned Justification

12.156 This policy incorporates key design and amenity principles previously contained within the Council's former Urban Design Supplementary Planning Document. Bringing these principles into the development plan ensures that applicants, residents and decision-makers have clarity regarding the

standards expected when assessing proposals for residential additions, alterations and extensions.

12.157 Across the district, residential neighbourhoods display a rich diversity of character, with many areas possessing distinctive features that should be safeguarded or enhanced. The Council's commitment to supporting well-designed proposals is founded on the principles of sustainable development, the preservation of local character, and the protection of residential amenity. To support the delivery of high-quality design, the Council has prepared the Tameside Character and Place Assessment, applicants will be expected to have regard to its findings and recommendations and demonstrate how these have informed the design of their proposals.

12.158 Extensions and alterations play an important role in allowing existing housing stock to adapt and improve for the needs of occupiers. While extensions and alterations to dwellings are often modest in scale, they can have a considerable impact on both residential amenity and the character of the surrounding area. Proposals should respect the design features of the host building and respond positively to the local context.

12.159 Dormer extensions and roof alterations can provide additional living accommodation and make effective use of existing housing stock. However, because they are often highly visible within the roofscape, poorly designed proposals can appear visually dominant, disrupt established roof forms and harm the character of individual buildings and wider streetscene. The policy therefore seeks to ensure that such additions remain proportionate, well integrated and responsive to the architectural character of the host dwelling and surrounding area.

12.160 Particular care will be required on corner plots, where side elevations often form an important part of the public street scene and contribute to the character and openness of an area.

12.161 The Council encourages innovative and creative design solutions, provided proposals demonstrate high-quality design and comply with the following principles. Poorly designed extensions can harm the character of an area, reduce visual amenity, and negatively impact neighbouring properties.

12.162 The privacy and separation distances set out in Table 12.2 are intended to provide a consistent framework for assessing the relationship between



buildings and protecting residential amenity. The standards are not intended to operate as inflexible requirements in every circumstance and will be applied having regard to the provisions of the policy and the specific characteristics of the site and surrounding area. The standards will be considered alongside site-specific circumstances, including topography, building orientation, existing development patterns, window positions and the overall quality of the residential environment.

12.163 Extensions should remain subordinate to the original dwelling to ensure that the character, proportions and architectural integrity of the host building are retained. Subordination is likely to be achieved through appropriate relationships in terms of height, width, scale, massing, roof form and overall visual appearance. Overly large or dominant additions can harm both the dwelling itself and the wider street scene.

12.164 Whilst individual alterations may appear modest in isolation, their cumulative effect can significantly influence the character and appearance of a street or neighbourhood. The policy therefore seeks to ensure that additions and alterations respect the prevailing pattern of development and do not contribute to the gradual erosion of local character.

12.165 In preparing proposals for extensions, alterations and additions, applicants should also consider site-specific constraints at an early stage, including the presence of utility infrastructure such as water mains and public sewers. Early engagement with relevant infrastructure providers can help ensure that proposals are appropriately designed and do not adversely affect the operation, maintenance or accessibility of existing infrastructure.

12.166 Access to adequate private or communal outdoor amenity space contributes to health, wellbeing, recreation and quality of life. Extensions and alterations should therefore be designed to ensure that existing dwellings retain sufficient outdoor space appropriate to their size and occupancy. Elevated balconies and roof terraces can provide useful outdoor space but may also result in overlooking and visual intrusion. Careful design is therefore necessary to protect neighbouring privacy and maintain the appearance of the host dwelling.



Policy HSP PL10: Design of Commercial Frontages and shopfronts

This policy applies to the design, alteration, restoration and replacement of commercial frontages, including shopfronts, fascias, canopies, entrances and other architectural features associated with commercial premises.

The Council will support proposals for the restoration, alteration and renewal of commercial frontages, including shopfronts, signage, fascias, and canopies, where they enhance the appearance of the building and contribute positively to the character and quality of the streetscape. The following design principles apply to proposals for commercial frontages and signage:

<u>Frontages</u>

1. **Retention of Historic Value**
   Existing frontages, shopfronts, facades and architectural features of historic, heritage or architectural significance shall be retained and restored wherever possible. Repairs and alterations should use materials, proportions and detailing that respect the building's original design, character and period.

2. **Integration of New Designs**
   New shopfronts, fascias, and architectural details must be of high-quality design and complement the scale, proportions, materials, character and appearance of the host building and the surrounding streetscape.

3. **Active Frontages**
   Commercial frontages should maintain an attractive, active and welcoming appearance during both day and night. Incongruous, oversized or poorly designed canopies, solid roller shutters and external shutter boxes should be avoided where they would create visual clutter or detract from the character and appearance of the host building or surrounding area. Well-designed canopies that complement the host building and support outdoor activity, comfort and climate resilience will be supported.

4. **Accessible Entrances**
   Public entrances must be clearly identifiable, safe, convenient, and accessible to all users in accordance with relevant accessibility standards and inclusive design principles.

<u>Signage Principles</u>

5. **Appropriate Scale and Design**
   Signage must be proportionate to the size, scale and architectural character of the host building and should not dominate the frontage through its size, siting, materials or illumination.

6. **Secondary Elevations**
   Signage and advertisements on secondary elevations must be subordinate to those on the principal elevation in terms of scale, prominence and visual impact.

7. **Amenity and Character**
   Signage should be designed and located so that it preserves local amenity, avoids visual clutter and respects the character and appearance of the host building and wider streetscape.

Reasoned Justification

Commercial Frontages and Townscape Quality

12.167 Commercial frontages make a significant contribution to the appearance, vitality and attractiveness of centres and shopping areas as defined in policies HSP C1 and HSP C4. Well-designed shopfronts, signage and associated features can reinforce local character, improve the quality of the public realm and create attractive environments for residents, businesses and visitors. Conversely, poorly designed frontages, excessive signage and unsympathetic alterations can appear incongruous, detract from the character of buildings and streets, and negatively affect perceptions of an area.

12.168 The design of commercial frontages should respond positively to the architectural character of individual buildings and their wider context. Proposals should seek to enhance visual quality whilst ensuring commercial premises remain attractive, functional and capable of adapting to changing business needs.

12.169 Conversely, supporting the installation of high-quality, well-designed, and attractive commercial frontages can increase trade for both the individual businesses and centres by enhancing their attractiveness, encouraging investment, increasing footfall and improving the overall experience for residents, workers and visitors.

12.170 Commercial frontages play a significant role in shaping the quality of the public realm. Consistent design, high-quality materials and well-proportioned signage can help create coherent, attractive streets that contribute positively to local identity and place quality. The appearance of commercial shop frontages outside of trading hours also contributes to welcoming streets throughout the day and evening and can avoid creating inactive or hostile environments.

Historic Shopfronts and Heritage Assets

12.171 Traditional shopfronts and historic architectural details are often important elements of local character and distinctiveness. Their retention and repair can help preserve the significance of heritage assets and contribute positively to the character and appearance of Conservation Areas.

12.172 Where historic shopfronts, fascias, pilasters, corbels, stallrisers, glazing or other original features survive, these should be retained and restored wherever practicable. Replacement elements should reflect the proportions, detailing and materials of the original design.

Design and Materials

12.173 New commercial frontages should be of a high-quality design and use materials that are durable, visually attractive and appropriate to their context. Contemporary designs can be acceptable where they respect the scale, proportions and architectural character of the building and surrounding streetscape.

Traditional Shopfronts

12.174 Design Principles for traditional shop fronts include:

- Timber fascias and signage panels.
- Painted or stained timber frames and detailing.
- Raised, hand painted or individually applied lettering.
- Traditional metalwork finishes for brackets, lighting and other features.
- Glazed doors and display windows that maintain transparency and active frontages.

Contemporary Shopfronts

12.175 Contemporary shopfronts should:

- Respect the rhythm, scale and proportions of the building and surrounding area.
- Use high-quality materials such as powder-coated metal, timber, stone and glazing.
- Maintain transparency and active frontages through the use of glazing.
- Incorporate branding, signage and design features in a restrained and coherent manner.
- Ensure any lighting is integrated into the overall design and does not create glare or visual intrusion.

Active Frontages

12.176 Active frontages help create vibrant, safe and attractive centres and shopping areas by maintaining visual interest and natural surveillance. Shopfronts should therefore maximise transparency at ground floor level and avoid features that create blank or inactive frontages.

12.177 Canopies can provide shelter, support outdoor activity and contribute to climate resilience by providing shade and weather protection. However, they should be appropriately designed, proportioned and integrated into the host building. Oversized, poorly designed or visually intrusive canopies can detract from the building and wider streetscape and should be avoided.

12.178 Solid roller shutters and externally mounted shutter boxes can create an unwelcoming appearance and reduce visual activity outside business hours. Internal lattice grilles or other security measures that maintain visibility into premises are generally preferred where security measures are required.

Accessibility

12.179 Commercial premises should be designed to be inclusive and accessible to all users. Entrances should be clearly visible, easy to navigate and designed in accordance with relevant accessibility standards. Inclusive design measures can enhance usability for all members of the community and support the vitality and success of commercial centres.



Signage and Advertisements

12.180 Signage forms an important part of the identity and attractiveness of commercial premises. Signs should be proportionate to the scale and architectural character of the building and should avoid dominating the frontage through excessive size, illumination or clutter.

12.181 Signs on side elevations, upper floors and secondary frontages should remain subordinate to those on the principal elevation. Care should be taken to avoid excessive repetition of branding, advertisements or logos.

12.182 The following are generally inappropriate due to their potential impact on visual amenity and local character:

- Plastic or acrylic fascias.
- Highly reflective metal finishes.
- Excessively bright, flashing or intrusive illumination.
- Oversized letters or advertisements.
- Cluttered signage schemes involving multiple signs or repeated branding.

Policy HSP PL11: Advertisements and Signage Design

This policy applies to advertisements, signs, display panels, illuminated signage and other forms of commercial advertising whether attached to buildings or freestanding.

The Council will support proposals for outdoor and free-standing advertisements and signage where they are appropriately designed and located and meet the following criteria:

<u>Design and Character</u>

1. **Advertisements and signage must:**
    a. **respond positively to and conserve or enhance the character and appearance of the host building, street-scene, and wider area;**
    b. **be proportionate in scale, design and siting and avoid visual clutter; and**
    c. **ensure any illumination is appropriate to the building and surrounding area, incorporating energy-efficient, low carbon**

technologies, where practicable, and avoid glare, light pollution and distraction.

Safety and Accessibility

2. Advertisements and signage must:

- **a. not impede pedestrian movement, active travel routes or access for people with disabilities;**
- **b. not create hazards within the public realm; and**
- **c. not prejudice highway, pedestrian or cyclist safety.**

Historic Environment and Visual Amenity

3. Advertisements and signage must:

- **a. preserve or enhance the character and appearance of Conservation Areas, the significance and the setting of heritage assets;**
- **b. respect the visual qualities of parks, open spaces and the Green Belt, including through the careful control of illumination; and**
- **c. avoid detracting from important townscape views, landmarks and vistas.**

Reasoned Justification

Advertisement Consent

12.183 Many advertisements and signs require Advertisement Consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Applicants should establish whether Advertisement Consent is required in addition to planning permission and any other necessary consents.

12.184 In determining applications for Advertisement Consent, the Council will have regard to the interests of amenity and public safety, including the impact of advertisements on the character and appearance of buildings, streetscapes, heritage assets and the wider environment.

Design and Character

12.185 Well-designed outdoor and freestanding advertisements and signage can enhance the vitality and attractiveness of commercial areas and contribute positively to the character and improve the quality of the public realm. Advertisements and signage should be designed as an integral part of the

building or site and should respond positively to local character, scale and context.

12.186 The scale, proportions, materials and positioning of advertisements and signage should be appropriate to the building, street and wider area. Excessive numbers of signs, oversized displays or poorly positioned advertisements can create visual clutter, detract from architectural features and harm the overall quality of the streetscape.

Safety and Accessibility

12.187 Advertisements and signage should be located and designed so that they do not impede pedestrian movement or create unnecessary obstacles within the public realm. Particular consideration should be given to maintaining safe and convenient access for all users, including wheelchair users, people with visual impairments and other accessibility requirements.

12.188 Advertisements and signage must not compromise public safety or create distractions for drivers, cyclists or pedestrians. Their siting, size and illumination should avoid obstructing visibility, traffic signs, junctions and important sightlines.

Historic Environment and Visual Amenity

12.189 Particular care is required in sensitive locations, including Conservation Areas, the setting of heritage assets, open spaces, and the Green Belt, where advertisements and signage can have a disproportionate impact on visual amenity and local character.

12.190 Certain forms of advertising such as large banner hoardings, totems, internally illuminated box signs, and excessive digital displays, are unlikely to be appropriate in sensitive locations where they would detract from heritage significance, landscape character or important townscape views.

Illumination

12.191 Illumination should be discreet, proportionate and carefully controlled to avoid glare, light spill and distraction. Lighting should respect the character of the surrounding area, minimise impacts on amenity and biodiversity, and utilise energy efficient and low carbon technologies where practicable.

12.192 Examples of energy-efficient and low-carbon technologies include LED lighting, low-energy illuminated lettering, photocells, timer controls, dimming systems, motion sensors and solar-powered signage where appropriate. Lighting schemes should minimise energy consumption and avoid unnecessary illumination outside business operating hours.

Policy HSP PL12 Design and Enhancement of the Waterside

The Council will support proposals for new development that enhances the Borough's waterside environments, including canals, rivers and other water bodies. Development proposals must meet the following criteria:

<u>Design and Orientation</u>

1. **Development proposals must positively address their waterside location by:**
    a. **orientating buildings, frontages and public spaces towards the waterway;**
    b. **delivering a high-quality design, that responds positively to local scale, massing, character, and the historic, landscape and ecological context.**
    c. **protecting and enhancing the waterside environment, including the water's edge, natural features and contributing to biodiversity and ecological connectivity.**
    d. **protecting and, where possible, enhancing the ecological status of watercourses and waterbodies.**

<u>Layout, Views and Safety</u>

2. **Development must provide an effective layout including:**
    a. **making efficient use of land;**
    b. **incorporate clear and attractive streets, routes and circulation patterns;**
    c. **creating well-defined building lines, and public spaces;**
    d. **retaining and enhancing views along, across and from the waterway;**
    e. **incorporating opportunities for natural surveillance and measures that help reduce crime and the fear of crime.**

Heritage and Character

3. **Development must conserve and where appropriate enhance:**
    a. **heritage assets and their settings;**
    b. **reinforce, and where appropriate enhance, the distinct waterside character, appearance and identity of the area; and**
    c. **conserve and, where appropriate, enhance features associated with the historic and navigational function of waterways, including locks, bridges, towpaths, wharves, moorings and other waterside infrastructure.**

Public Access and Connectivity

4. **Development must improve access to and connectivity along waterways by:**
    a. **supporting access for all users by removing barriers and opening up and improving public access to the waterside for walking, wheeling and cycling;**
    b. **providing links to existing and proposed footpaths, cycleways and other active travel routes;**
    c. **improving connectivity to employment areas, neighbourhoods, centres, greenspaces and community facilities;**
    d. **improving access along and across river and canal corridors where appropriate; and**
    e. **incorporating appropriate signage and wayfinding measures.**
    f. **Any lighting should be carefully designed to minimise impacts on biodiversity and the character of the waterside environment.**

Public Amenity and Recreation

5. **Development must enhance the public amenity value of waterways and its surroundings by:**
    a. **providing attractive and usable public spaces where appropriate;**
    b. **supporting recreational and leisure opportunities compatible with the proposed development and the site's capacity; and**
    c. **ensuring connectivity to the wider active travel network.**

Sustainable Transport

6. **Development must integrate with sustainable transport infrastructure and provide convenient access to public transport, walking, wheeling and cycling networks.**

Definition:

For the purposes of this policy, "waterside" refers to land adjacent to canals, rivers, streams and other water bodies, including ponds, lakes, and reservoirs. This includes towpaths, marinas, moorings, riverbanks, canal banks, public rights of way, footpaths, associated infrastructure, public open spaces and adjacent previously developed land.

Reasoned Justification

Waterside Environments

12.193 Waterways are defining physical features that traverse Tameside's rural and urban landscapes. They provide multiple benefits, including supporting biodiversity, creating ecological networks and wildlife corridors, managing surface water and helping to mitigate flood risk. Beyond their ecological value, waterways contribute significantly to local distinctiveness, creating attractive environments that enhance the Borough's identity and sense of place.

12.194 Tameside's waterways have played a vital role in the Borough's development, shaping early settlement patterns, transport routes and industrial growth. The canal network and associated structures remain important heritage assets that contribute to the character and significance of many areas, including Conservation Areas such as Portland Basin, Fairfield and Stalybridge Town Centre. Numerous bridges, locks, viaducts and waterside buildings are designated heritage assets that require careful consideration when planning development proposals.

Design and Orientation

12.195 Historically, some development has turned its back on waterways, resulting in unattractive, inaccessible and poorly overlooked waterside environments. Development should positively engage with waterways by orientating

buildings, frontages and public spaces towards the water, improving views, increasing activity and creating attractive and welcoming places.

12.196 High-quality design should respond positively to the historic, landscape and ecological context of the waterway. Development should seek to enhance the appearance of the waterside environment whilst protecting natural features and strengthening ecological connectivity.

Layout, Views and Safety

12.197 Development proposals should incorporate clear and legible layouts that maximise connections to the waterside environment, provide safe and attractive routes, and create a strong sense of place. The retention and enhancement of views along, across and towards waterways can help reinforce local character and improve the experience of waterside environments.

12.198 Active frontages, natural surveillance and well-designed public spaces can improve perceptions of safety and security. Development should seek to minimise opportunities for crime and anti-social behaviour through good design whilst maintaining attractive and accessible waterside environments.

Heritage and Character

12.199 The Borough's waterways contain a rich concentration of industrial archaeology, historic structures and heritage assets. Development should conserve and, where appropriate, enhance the significance and setting of these assets while reinforcing the distinctive character and identity of individual waterside locations.

Public Access and Connectivity

12.200 Waterways provide important opportunities for walking, wheeling and cycling and can form key components of the wider active travel network. Development should seek to improve access to waterways, remove barriers where possible and create connections between communities, employment areas, centres, public open spaces and recreational destinations.

12.201 Improving access along and across waterways can help to encourage sustainable travel choices, improve health and wellbeing and strengthen links between neighbourhoods. Appropriate signage and wayfinding can assist navigation and encourage greater use of waterside routes and spaces.



Public Amenity and Recreation

12.202 Waterways provide valuable opportunities for recreation, leisure and informal enjoyment of the natural environment. New development should seek to enhance the amenity value of waterways through the provision of attractive public spaces and support for appropriate leisure and recreational opportunities where these are compatible with the character, biodiversity value and capacity of the site.

Sustainable Transport and Environmental Quality

12.203 Waterside corridors often provide opportunities to improve sustainable transport connections and support wider active travel objectives. Development should integrate with existing and proposed walking, wheeling, cycling and public transport networks, helping to reduce reliance on private vehicles and improving accessibility.

12.204 Any lighting associated with waterside development should be carefully designed and directed to minimise impacts on biodiversity, ecological networks and the character of the waterside environment whilst ensuring appropriate levels of safety and accessibility.

Policy HSP PL13: Design of Public Realm and Urban Spaces

The Council will require development proposals to deliver safe, inclusive, attractive and accessible public realm, streets and urban spaces with a clear purpose and function. Public realm should form an integral part of development proposals, contribute positively to local character and identity, support health and wellbeing, and create well-connected places that are attractive to use and spend time in.

<u>Movement and Connectivity</u>

1. **Development proposals should:**
    a. **prioritise walking, wheeling and cycling through the provision of safe, direct and convenient routes and connections;**
    b. **provide attractive and accessible links to public transport, community facilities and services, employment opportunities, open spaces and key destinations;**

c. **improve connectivity between public spaces, green and blue infrastructure networks, and the wider movement network; and**
d. **incorporate active design principles and accord with the Greater Manchester Streets for All Design Guide to encourage physical activity, and healthy lifestyles.**

Quality and Inclusivity

2. **Development proposals should:**
    a. **create welcoming, comfortable and inclusive public spaces that encourage leisure, recreation and social interaction.**
    b. **provide seating and resting places at frequent intervals and opportunities for informal gathering that are accessible to people of all ages and abilities.**
    c. **incorporate legible and accessible wayfinding and signage where required.**
    d. **minimise unnecessary street clutter through careful design and siting of signage, bollards, guard rails, utilities and other street furniture.**

Safety and Accessibility

3. **Development proposals should:**
    a. **create environments that are safe and perceived to be safe through the provision of natural surveillance, active frontages and appropriate, well-designed lighting; and**
    b. **apply inclusive design principles to ensure public spaces are accessible and usable by all members of the community.**

Character and Heritage

4. **Development proposals should:**
    a. **respond positively to the character, appearance and function of the surrounding area;**
    b. **retain and integrate existing mature trees, landscape features and historic elements where they contribute positively to local character and significance; and**
    c. **utilise high-quality materials, soft and hard landscaping and boundary treatments that reinforce local distinctiveness, aid legibility and create a strong sense of place.**



Green and Blue Infrastructure and Environmental Sustainability

5. Development proposals should:

- **a. incorporate and enhance green and blue infrastructure, in accordance with relevant local and strategic planning policies, including PfE Policy JP-G7 Trees and Woodland.**
- **b. integrate street trees, urban greening and landscaping, where appropriate to the scale and character of the area.**
- **c. incorporate sustainable drainage measures, including rain gardens and permeable surfaces, where appropriate, in accordance with PfE Policy JP-S4 Flood Risk and the Water Environment.**
- **d. contribute to biodiversity enhancement and climate resilience.**

Placemaking and Public Art

6. Development proposals should:

- **a. create distinctive and memorable places that strengthen local identity.**
- **b. incorporate opportunities for high quality public art or creative placemaking where appropriate to the scale, location and character of the proposal.**

Reasoned Justification

Public Realm and Urban Spaces

12.205 High-quality public realm and urban spaces are essential to creating safe, inclusive, and attractive environments that support sustainable growth and healthy communities. Streets, squares and public spaces perform a range of functions beyond movement, providing places for recreation, social interaction, community activity and everyday living. Well-designed public realm can improve health and well-being, encourage active lifestyles, and help create distinctive places where people want to spend time.

Movement and Connectivity

12.206 The design of the public realm should prioritise walking, wheeling and cycling and support a shift towards more sustainable patterns of development. Convenient and attractive connections to public transport, employment areas, community facilities, open spaces and local services can improve accessibility and reduce reliance on private vehicles. Public spaces

should contribute to a connected network of streets, routes and places that are easy to navigate and support everyday journeys.

12.207 Active Design principles and the Greater Manchester Streets for All Design Guidance provide important frameworks for creating healthy, people focused environments. Streets and spaces should be designed to encourage physical activity, social interaction and independent movement by people of all ages and abilities.

Quality and Inclusivity

12.208 Public realm should be welcoming, comfortable and accessible to all users. Development proposals should create environments that encourage leisure, recreation and social interaction whilst supporting the needs of children, older people, disabled people and those with reduced mobility. The provision of seating, resting places and opportunities for informal gathering can help create inclusive spaces that are attractive and comfortable to use.

12.209 Clear wayfinding, signage and legible routes are important components of successful public realm. These features can improve accessibility, assist navigation and encourage greater use of walking, wheeling and cycling routes. The careful design and placement of street furniture, signage and other infrastructure can reduce clutter whilst maintaining functionality and accessibility.

Safety and Accessibility

12.210 Safe and accessible public spaces are fundamental to successful placemaking. Development should incorporate natural surveillance, active frontages and appropriate lighting to create environments that feel safe and welcoming through the day and evening. Good design can help minimise opportunities for crime and anti-social behaviour whilst promoting confidence in the use of public spaces.

12.211 Inclusive design principles should be integrated from the outset to ensure public realm is accessible and usable by all members of the community. Removing physical barriers and creating environments that are easy to access and navigate can help promote equality of opportunity and social inclusion.

Character and Heritage

12.212 Public realm should respond positively to local character, identity and distinctiveness. The design of streets and spaces should complement surrounding buildings, landscape features and townscape qualities whilst reinforcing a strong sense of place. Development should seek to retain and integrate mature trees, landscape features and historic elements where they make a positive contribution to local character and significance.

12.213 The use of high-quality materials, planting and boundary treatments can help create attractive, durable and memorable places. Public realm has an important role in enhancing the appearance of neighbourhoods and contributing to local identity.

Green and Blue Infrastructure and Environmental Sustainability

12.214 Green and blue infrastructure contribute significantly to place-making, biodiversity, climate resilience and environmental quality. Trees, planting, rain gardens, water features and other landscape elements can improve the attractiveness and functionality of public spaces whilst providing ecological benefits.

12.215 Street tree planting, in accordance with PfE Policy JP-G7 Trees and Woodland, can help improve air quality, provide shade, reduce urban heating effects and enhance the character of streets and spaces. Sustainable water management measures, including Sustainable Drainage Systems (SuDS), rain gardens and permeable surfaces, can help manage surface water runoff, reduce flood risk and create attractive multifunctional environments. Such measures should be incorporated where appropriate to support biodiversity and climate resilience.

Placemaking and Public Art

12.216 Well-designed public realm can help create distinctive and memorable places that strengthen local identity and foster civic pride. Public spaces should contribute positively to the character of an area and provide opportunities for social interaction and community activity.

12.217 Public art and creative placemaking can enhance the visual quality of public spaces, reflect local heritage and culture, and reinforce a sense of place. Where appropriate to the scale, nature and location of development, public

art should be integrated as part of the overall design approach rather than as a standalone feature.

12.218 By applying these principles, development can transform underused or poorly functioning spaces into vibrant, inclusive, and attractive places that support community life, encourage healthy lifestyles, improve environmental quality and contribute positively to the character and identity of the Borough.

13 Glossary

Amenity: The quality or character of an area and the elements that contribute to the overall enjoyment of those who live and work there.

Ashton Mayoral Development Zone (AMDZ): approved in September 2023 and bringing together Tameside Council, the Greater Manchester Combined Authority, Transport for Greater Manchester, Homes England and the private sector to work in partnership and deliver a joined-up approach to realising the full potential of Ashon-under-Lyne.

Allocated site: A site identified in the Local Plan as being appropriate for a specific land use or land uses in advance of any planning permission.

Ancillary Use: A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Biodiversity Net Gain (BNG): Approach to development that seeks to leave the environment in a measurably better state than beforehand, using a standardised method for quantifying biodiversity which is based on the type and area of habitats present at a site level.

Building Regulations: Ensures that the policies set out in legislation regarding building standards are carried out. Building Regulations approval is required for most building work in the UK.

Centres: Refers to town centres, district centres and local centres as shown on the Policies Map which are defined Town Centres, as recognised in definitional terms by the National Planning Policy Framework.

Change of use: A change of use of land or buildings from one use class into another.

Community Facilities: Includes, but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, public houses, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.

Conservation Area: Areas of special architectural or historic interest which are designated to offer greater protection to the built and natural environment.

Conversion: The sub-division of a single property into two or more properties within the same use class.

Curtilage: The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Design Code: A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise and build upon a design vision such as a masterplan or other design and development framework for a site or area.

Early Years: The provision of childcare (including education) for a young child, meaning a child from birth to September after the child turns five.

Eastern Growth Cluster: Refers to a collection of major development and regeneration projects located in Tameside, including those focused with the AMDZ but also the Hyde Triangle and town centres of Droylsden and Stalybridge.

Edge of Centre: For retail purposes, a location that is well-connected to, and up to 300 metres from, a primary shopping area. If no primary shopping area is defined in this Plan, it should be regarded as a location that is well-connected to, and up to 300 metres from the town centre boundary. For office development, this includes locations outside of the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Exception Test (Flood Risk): The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The criteria of the test are set out in national guidance and should be applied by decision-makers in relation to site allocations and development proposals only after the sequential test has been applied.

Green Belt: A national designation of land around certain cities and large built-up areas, which aims to prevent urban sprawl by keeping land permanently open. Green Belt is not an environmental designation. Tameside's Green Belt is defined by Places for Everyone.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of



nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Hyde Triangle: Refers to a number of key projects that will deliver regeneration, homes, jobs and transport infrastructure improvements, including Godley Green Garden Village, Hattersley regeneration and station improvements and the Hyde town centre masterplan.

Listed building: Buildings which are identified as having special architectural or historic importance and so are protected from demolition or inappropriate alteration or development by legislation and by planning policies. Protection also applies to certain other structures within the curtilage of Listed Buildings. The categories of listed buildings are: Grade I - buildings of exceptional interest, Grade II*- buildings of more than special interest, Grade II – buildings of special interest.

Local Nature Reserve (LNR): A site with wildlife or geological features that are of special interest locally. Local Nature Reserves are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by local authorities.

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants and drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); banks, professional services; offices, and art, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Open Space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation, and can act as a visual amenity.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside of the urban area.

Planning Practice Guidance: Provides further detailed guidance relating to national planning policy as set out in the NPPF.

Playing Field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Primary shopping area: Defined area where retail development is concentrated.

Regionally Important Geological Site (RIGS): Locally designated non-statutory areas selected to protect the most important places for geology and geomorphology in Greater Manchester.

Scheduled Monument: Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Test (Flood Risk): A test based on flood risk, which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.

Sites of Biological Importance (SBI): Locally designated non-statutory areas of substantive nature conservation importance within Greater Manchester.

Sui Generis: A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.

Sustainable Drainage Systems (SuDS): The term Sustainable Drainage Systems covers the range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems.

Town Centre: Area defined in the HSP Policies map including primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to primary shopping area. References to town centres or centres apply to town centres, district centres and local centres as defined in this Plan but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in this Plan, existing out-of-centre developments comprising or, including main town centre uses do not constitute town centres.

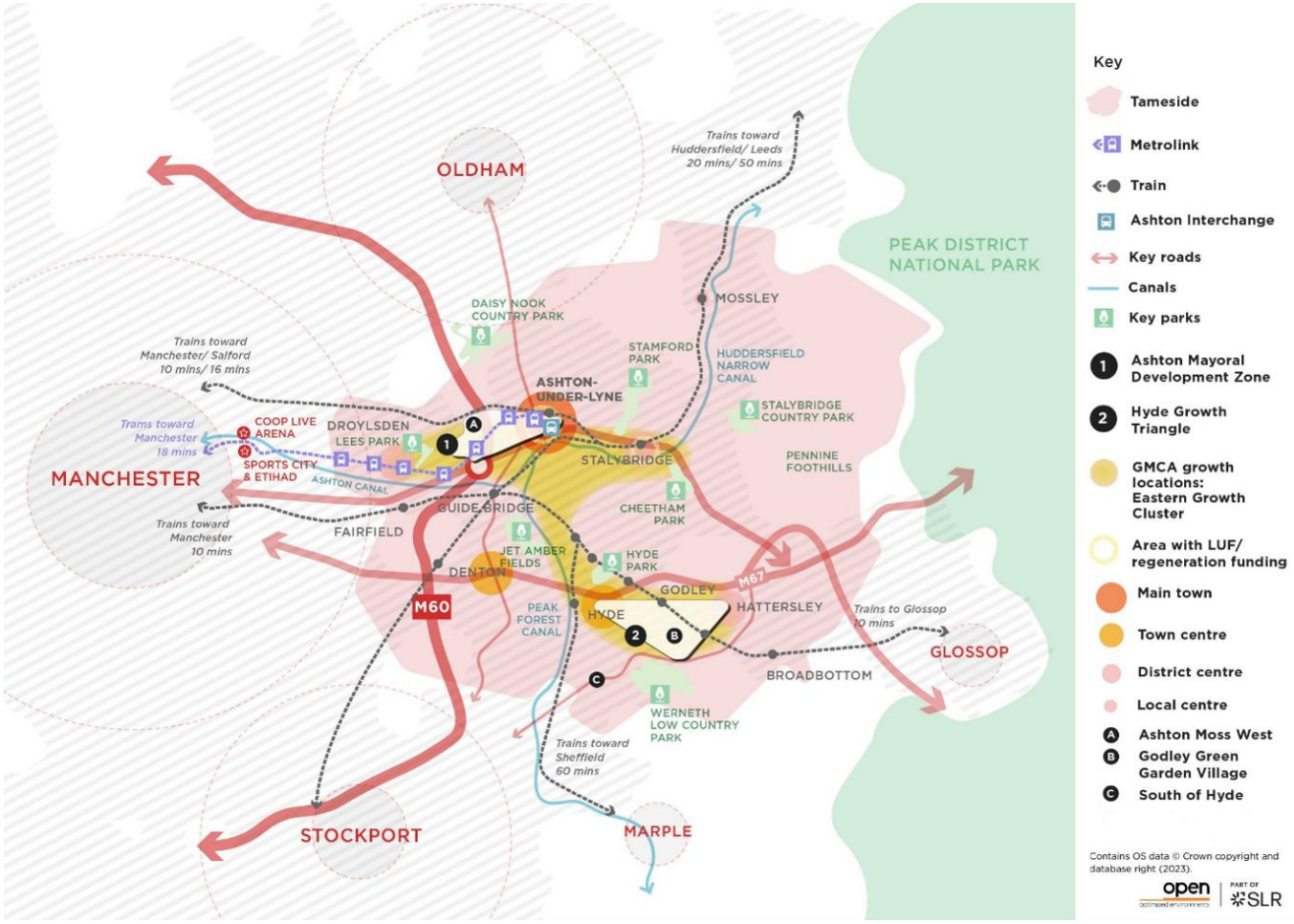
Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes

such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

Use Classes Order: The Town and Country Planning (Use Classes) Order 1987 (as amended) essentially categorises different types of property and land into classes. Change between uses within the same class does not constitute development and therefore does not require planning permission. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) identifies some permitted development rights allowing the change of use from one class to another, subject to conditions, limitations and/or a prior approval process.

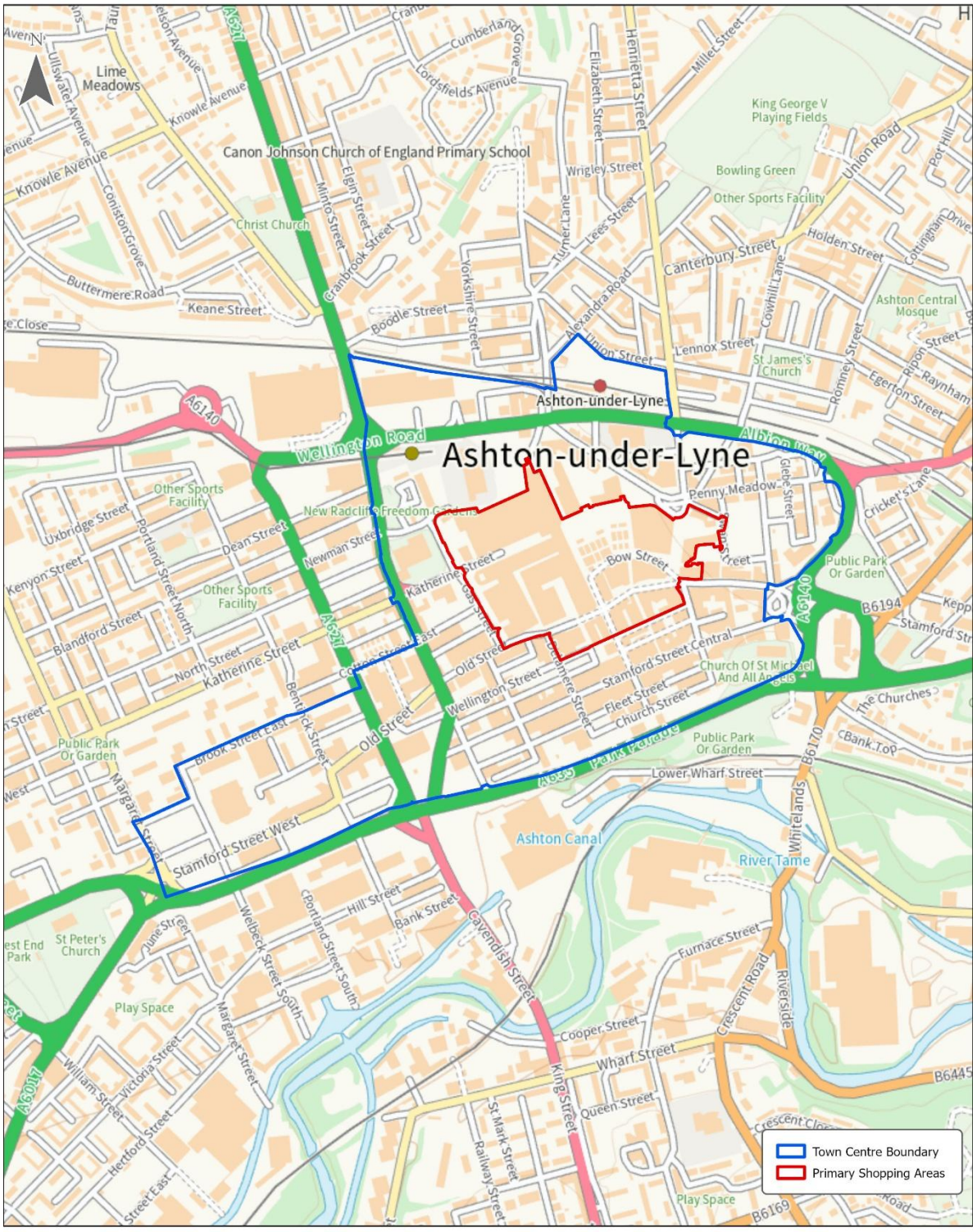
Windfall Sites: Sites which come forward for development that normally comprise previously developed sites that have unexpectedly become available.

14 Appendix A – Spatial Portrait Key Diagram



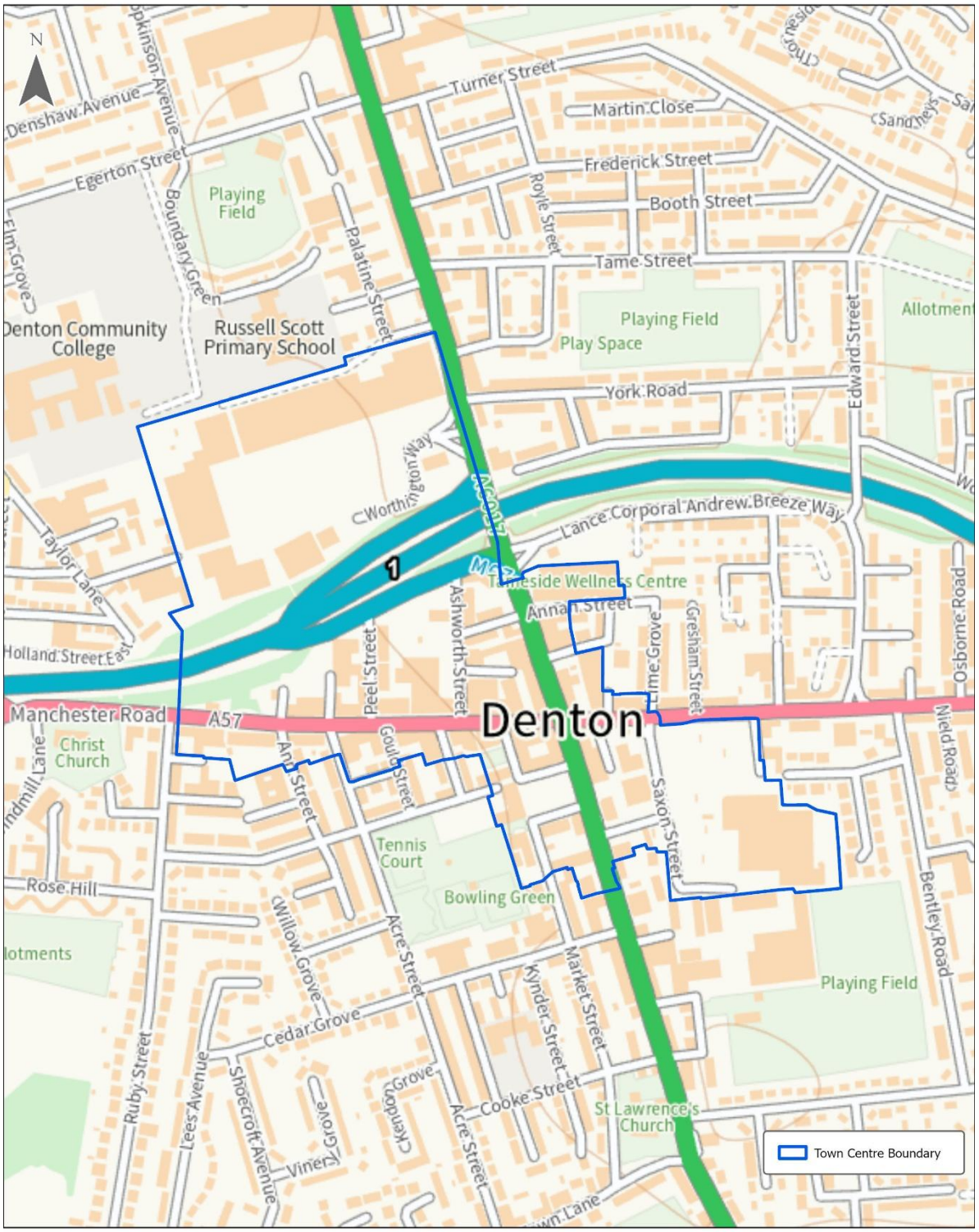
15 Appendix B – Town Centre insets

Ashton-under-Lyne



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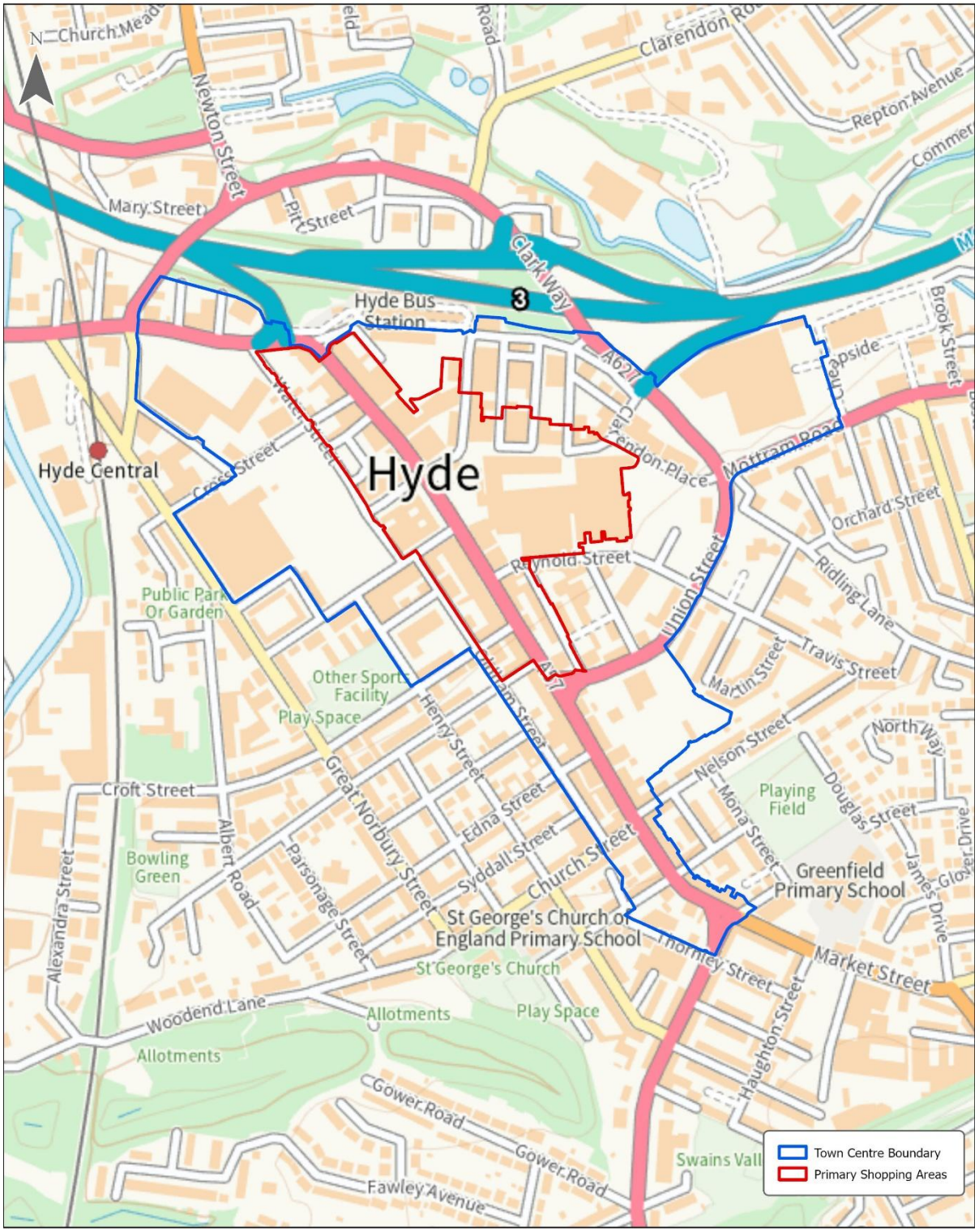
Denton



0 0.07 0.15 0.3 Kilometers

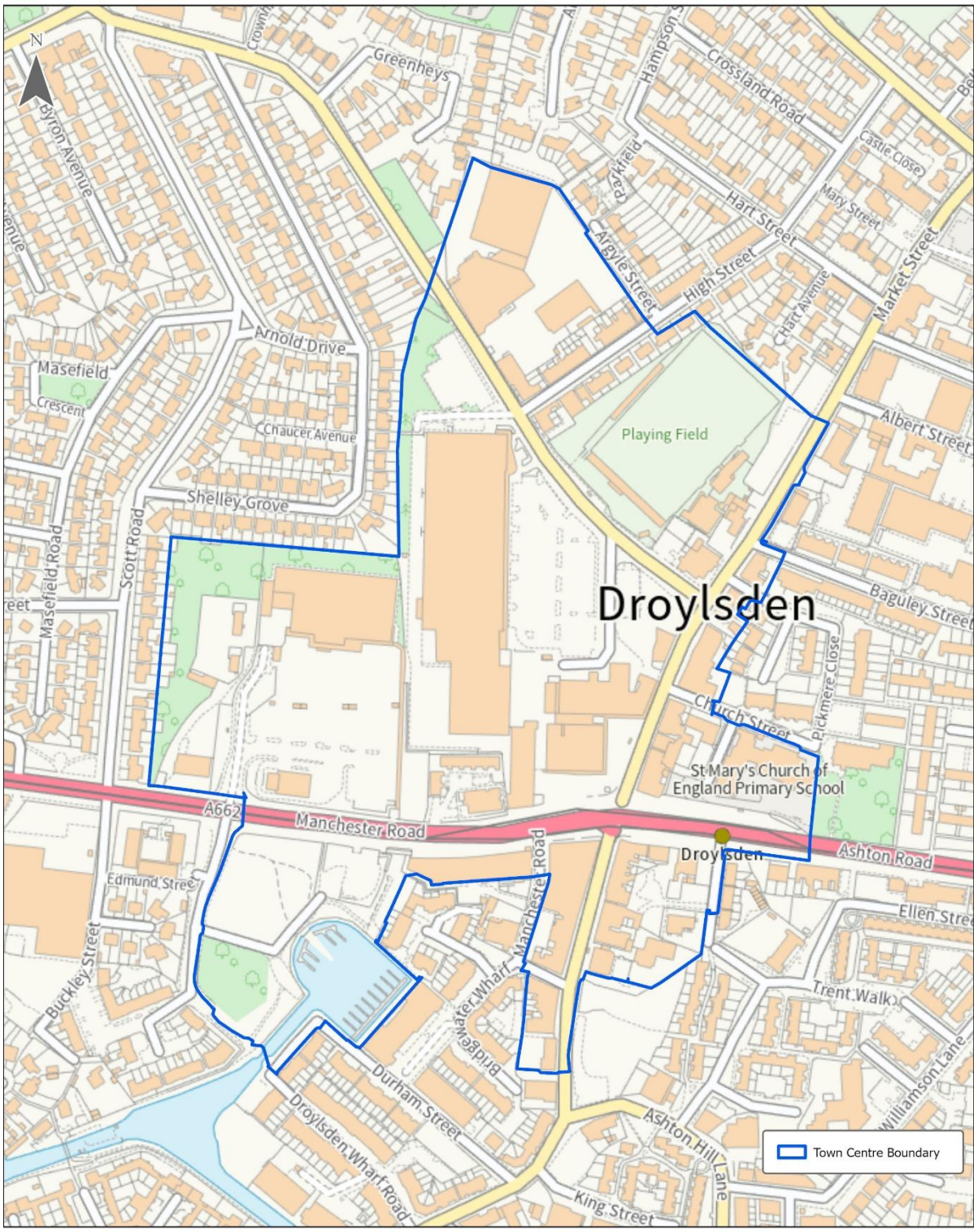
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Hyde



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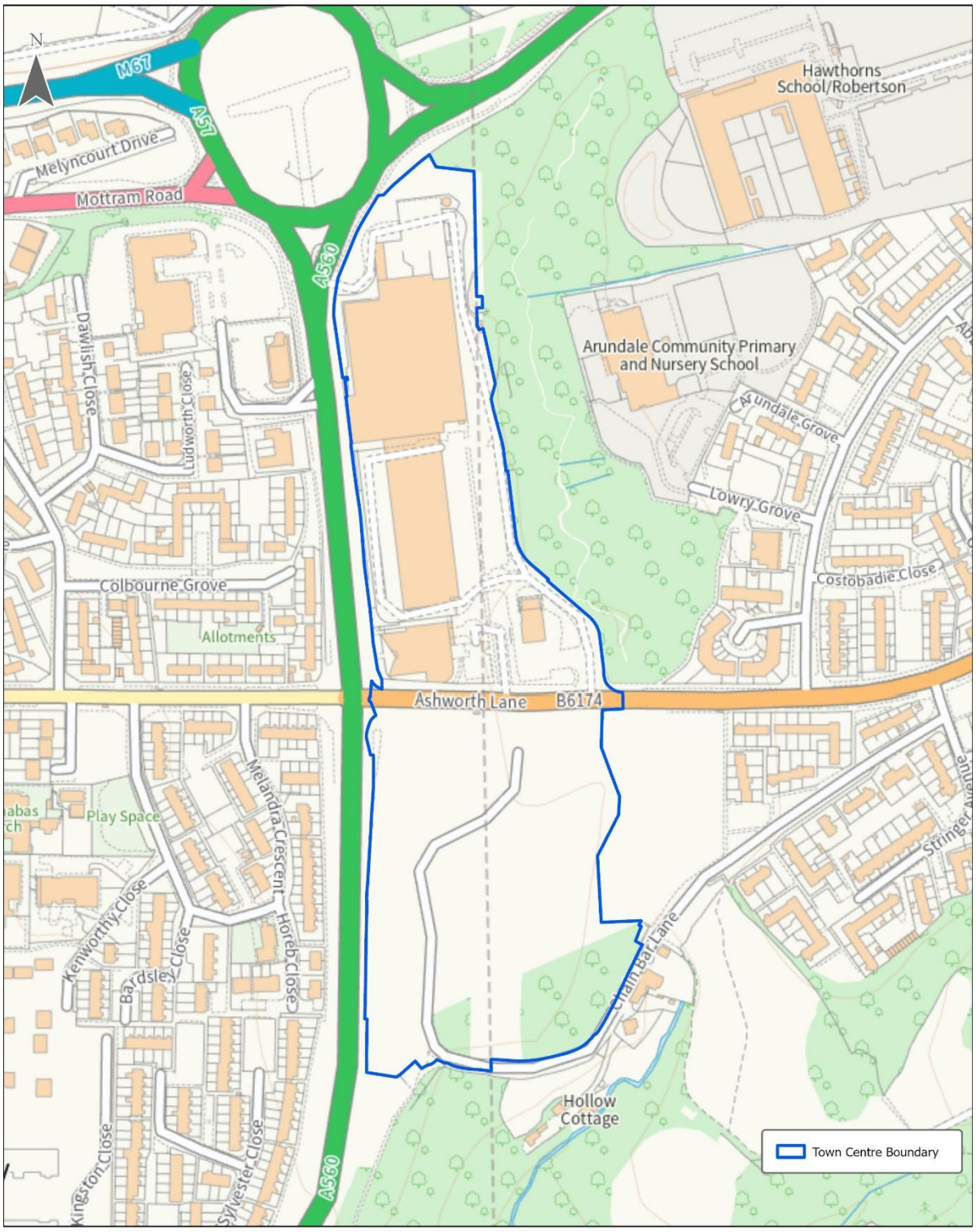
Droylsden



0 0.05 0.1 0.2 Kilometers

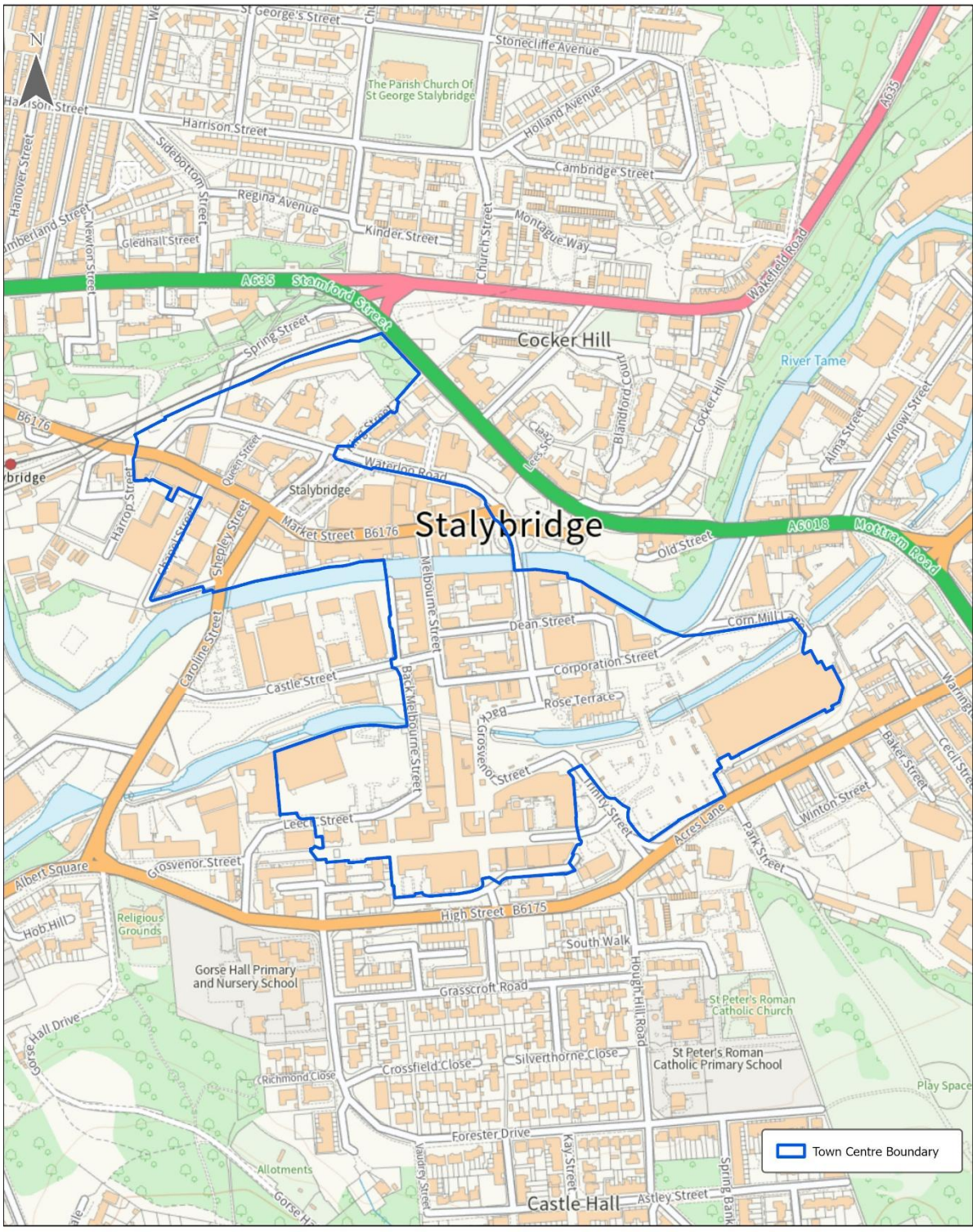
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Hattersley



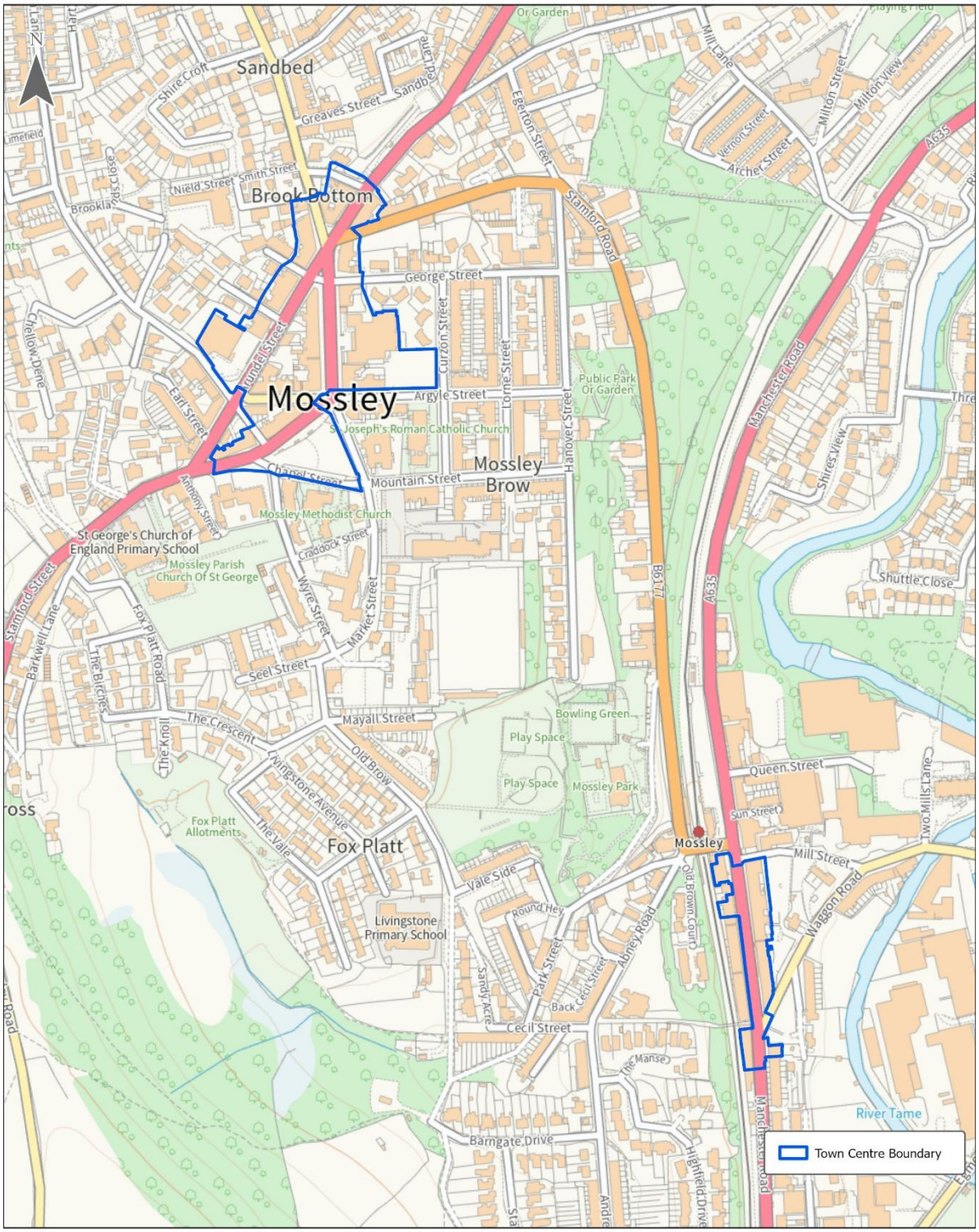
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Stalybridge



Contains OS data © Crown copyright and database rights 2025 OS 0100022697

Mossley



0 0.05 0.1 0.2 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

16 Appendix C – Parking for All

1. The Power of Parking - Why Parking Standards Matter

1.1. What are parking standards and why do we need them?

1.2. Parking takes up a significant share of our streets and our public realm. In many of our communities, parking space – public and private – exceeds the total area of our public parks and gardens.

1.3. The quality of our urban environment has a deep impact on our lives. Poor provision and poor-quality parking space is not just an eyesore but can limit the ability of lesser able residents to get around the Borough by walking, wheeling or cycling. Overprovision of parking spaces can incentivise car-centric lifestyles with consequences for mental and physical health as well as economic growth prospects.

1.4. Parking for All, provides detailed standards on maximum parking provision and the council's justification for these. These standards will vary to best fit different types of development and vary to best fit access to the Bee Network.

1.5. The cost of parking is often hidden in our towns, in the economy and on the environment. Parking takes up space, and taking up space incurs a cost, to residents, to developers, to shoppers, to visitors, to all of us. Parking standards allow us to regulate and plan – mitigating disbenefits (such as pollution and inefficient use of space) and maximising benefits for residents (such as access for those who don't live near quality public transit).

1.6. Private motor vehicles play an important role in our transport network and will continue to do so. They are a lifeline for those living in parts of Tameside with limited public transport access for journeys that would otherwise be impossible.

1.7. However, with limited space available on Tameside's streets, there simply isn't enough space on the network to increase motor vehicle traffic without generating congestion and increasing emissions – contrary to our commitment to be a carbon neutral borough by 2038 following our declaration of a climate emergency in 2020.

1.8. Parking also imposes an opportunity cost – the loss of alternatives not taken. Every hectare given over to parking represents a missed opportunity for housing, an employment site, or green space. Across Tameside, over 805,000 square meters are given over to public car parking alone, roughly the size of 110 football pitches.

1.9. Tameside Council is committed to the Greater Manchester Transport Strategy 2040, as approved by Executive Cabinet in 2020. Achieving the Right Mix means by 2040, 50% of all journeys made in Greater Manchester will be made by public transport or active travel.

1.10. Public transport and active travel aren't just about working towards addressing our Climate Emergency; it's about building an efficient and effective transport network. Each bus user needs just 19 square feet of space, cyclists 5, Metrolink passengers 8 and train passengers 13 – each motorist needs almost ten times the space, 126 square feet. [33]

1.11. A more sustainable transport network is also a healthier transport network. Baking active travel into daily journeys and reducing emissions and pollutants has a positive impact on public health.

1.12. It is therefore critical to provide high quality parking provision for those who need it, and to encourage journeys by the Bee Network for those who live close to Bee Network hubs and stops.

1.13. **What standards are in place today, and why do they need changing?**

1.14. Existing parking standards are found in Tameside's Unitary Development Plan (UDP), adopted in 2004. These standards provide an adaptive set of parking maximums, that vary to best fit different development types. The standards provide parking minimums for cycle parking provision and motorcycle provision.

1.15. In the two decades since the adoption of the UDP, Tameside and Greater Manchester have undergone a period of significant growth and change. The UDP Parking Standards were adopted before Metrolink came to Tameside and before the Bee Network.

1.16. The challenges and opportunities of 2025 are very different from those of 2004. Greater Manchester has more cars; greater density and different driving and parking patterns as in 2004. For example, smartphones and the internet have fundamentally changed the patterns of parking, with food delivery and taxi apps making our lives more convenient, whilst bringing challenges of inconsiderate and illegal parking.

1.17. The demography of Tameside in 2025 is also very different from 2004. More peripheral parts of the Borough, like Mottram and Hollingworth, are home to aging populations, with higher rates of car ownership. Meanwhile parts

[33] Reid, C. (2019). Motorists Lavished With 60% Of Manchester's Transport Space Despite Doing Only 13% Of Journeys. Forbes. [online] 27 Aug. Available at: https://www.forbes.com/sites/carltonreid/2019/08/27/motorists-lavished-with-60-of-manchesters-transport-space-despite-doing-only-13-of-journeys/.

of the Borough with rapid transit links to Manchester, like Droylsden and Ashton, are home to younger populations with lower rates of car ownership.

1.18. Homes, Spaces, Places presents an opportunity to reconsider Parking Standards, fit for the Tameside of today and tomorrow.

2. Parking Policies – What Informs Our Approach to Parking

2.1. **Tameside's Corporate Plan**

2.2. Everything we do at Tameside aligns with our Corporate Plan[34] and our vision for Tameside: a place where everyone can achieve their hopes and ambitions. Parking for all means taking an equitable approach that considers the needs of all residents and visitors to the Borough.

2.3. Our Corporate Plan presents our four priorities, each of which inform our approach to parking.

2.4. Best Start in Life: we want streets fit for play; school runs that are green, sustainable and convenient; and equitable access to great amenities, for all our young people, regardless of where they live in the Borough.

2.5. Opportunities to Learn and Earn: we want to maximise economic growth, taking advantage of the agglomeration benefits presented by our City Region.

2.6. Safe, Green, and Supportive Communities: we want every aspect of our public realm to bolster our climate resilience, and we are committed to working towards Net Zero by 2038.

2.7. Healthy and Active Lives: we want an active Borough, one with reduced health inequalities; we see physical activity not as an exclusively recreational pursuit, but something baked into our everyday lives.

2.8. **The National Planning Policy Framework (NPPF)**

2.9. The National Planning Policy Framework (NPPF)[35] sets out clear guidance on parking standards. The NPPF sets out the Government's planning policies for England and must be considered when deciding planning applications and appeals.

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[34] Tameside Metropolitan Borough Council. (2025) Corporate Plan 2025–2026. July 2025. [pdf] Available at: <https://www.tameside.gov.uk/getmedia/4a61634f-7874-4448-a27a-f50c119ac9e9/Corporate-Plan-2025-2026-PLAN-ON-A-PAGE.pdf> (Accessed: 2 December 2025)

[35] Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework, 20 July. Crown copyright. Available at: <https://webarchive.nationalarchives.gov.uk/ukgwa/20230830172251/https:/www.gov.uk/government/publications/national-planning-policy-framework--2> (Accessed: 2 December 2025)

2.10. Paragraph 106.d sets out how planning policies should provide for "facilities such as secure cycle parking". **Parking for All includes Cycle Parking Standards, item 3.16.**

2.11. Paragraph 107 requires our parking standards to consider:

2.11.1. "The accessibility of the development"

2.11.2. "The type, mix and use of development"

2.11.3. "The availability of and opportunities for public transport"

2.11.4. "Local car ownership levels"

2.11.5. "The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles"

2.11.6. **Parking for All takes a nuanced approach to the type, mix and use of development (items 3.21 / 3.80); a proactive approach to the roll out of Electric Vehicles (item 3.45); and a data-led approach to adjusting parking standards in relation to access to the Bee Network (item 3.1).**

2.12. Paragraph 108 states that: "maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists".

2.13. Paragraph 109 concludes that: "planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use."

What does good look like? Lorry parking

Freight and logistics is a huge part of the U.K. economy, generating over £170 billion and employing over 2 million (Logistics UK, 2025).

In Greater Manchester, we are committed to decarbonising freight and increasing efficiency by making better use of rail and water, as well as innovative solutions like micromobility for last mile journeys.

Trucks and heavy goods vehicles will continue to play a vital role in our freight and logistics network. Drivers spend long hours on the road and need space to shower, rest, eat great food and stretch their legs.

Chippenham Pit Stop offers drivers locally sourced food, hot showers, and a 24/7 laundry service.

Logistics UK (2025) UK's £170 billion logistics sector is unsung hero of the economy. Available at: https://logistics.org.uk/media/press-releases/2025/june/uk-s-170-billion-logistics-sector-is-unsung-hero-o (Accessed: 2 December 2025).

2.14. **Places for Everyone**

2.15. Places for Everyone (PfE) is our Statutory Development Plan, which is shared across nine GM districts[36]. It is our joint plan to deliver better and more affordable homes, better jobs and better infrastructure.

2.16. It reflects many points of guidance set out in the NPPF, such as the need for quality cycle parking (Policy JP-C5), rest areas and provision of overnight parking for freight (Policy JP-C7) as well as car parking that is unobtrusive, appropriate, and EV ready (Policy JP-C8).

[36] Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022–2039. Adopted 21 March 2024. [pdf] Available at: <https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf> (Accessed: 2 December 2025).

What does good look like? Tackling barriers to walking and cycling

PfE policy JP-S5 obligates districts to “controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality”.

Poor air quality and pavement parking pose an acute health and safety risk to our young people and disincentivise trips to and from school by walking, wheeling and cycling. Data from the DfT shows that almost three quarters of trips to school of 1 to 2 miles for children aged 5 to 10, are taken by car (Department for Transport, 2024).

Greater Manchester’s School Streets programme uses timed closures; infrastructure solutions; and engagement with pupils to reduce traffic and encourage more sustainable transport, working towards our goal of 70% of Primary School trips to be made by walking, wheeling, scooting or cycling by 2030.

Here in Tameside, School Streets have been successfully delivered at Livingston Primary School and Russell Scott Primary School.



Pupils at Tameside’s Russell Scott Primary take action against barriers to walking and cycling to school. Image: Tameside Council.

Department for Transport (2024) National Travel Survey 2024: Travel to and from school. Available at: https://www.gov.uk/government/statistics/national-travel-survey-2024/nts-2024-travel-to-and-from-school (Accessed: 2 December 2025).

What does good look like? Reducing on street parking

New Jackson in Manchester provides a bold example of high-quality car parking, which neither dominates frontages nor encourages on-street parking.

This convenient and safe underground solution provides 391 bays including 39 EV bays. This underground approach allows for a beautiful, fun, city park, spanning over 1 acre with play equipment and space to socialise.

In other European countries, such as Poland and Germany, underground and undercroft parking has supported densification of urban areas and a more efficient use of high-value land.





Images: Renaker

2.17. **Climate Change & Environment Strategy 2021 – 2026 and Greater Manchester's Clean Air Plan**

2.18. In February 2020, Tameside Council declared a Climate Emergency[37] and subsequently adopted the Tameside Climate Change & Environmental Strategy 2021 – 2026[38].

2.19. One third of Tameside's CO2 emissions are made up by transport. Greater Manchester's Clean Air Plan[39] is clear: moving towards sustainable, green and clean public transport is the best way to work towards our investment-led approach to making Greater Manchester a healthier place to live in, work in and visit.

[37] Tameside Metropolitan Borough Council (2020) Council Meeting Agenda: Council – Tuesday, 25 February 2020, 5.00 pm. [online] Available at: <https://tameside.moderngov.co.uk/ieListDocuments.aspx?CId=160&MId=4060> (Accessed: 2 December 2025).

[38] Tameside Metropolitan Borough Council (2021) Climate Change & Environment Strategy 2021–2026. [pdf] Available at: <https://www.tameside.gov.uk/TamesideMBC/media/policy/J003891-Climate-Change-and-Environment-Strategy.pdf> (Accessed: 2 December 2025).

[39] Greater Manchester Combined Authority (n.d.) Greater Manchester Clean Air Plan. [online] Available at: <https://cleanairgm.com/clean-air-plan/> (Accessed: 2 December 2025).

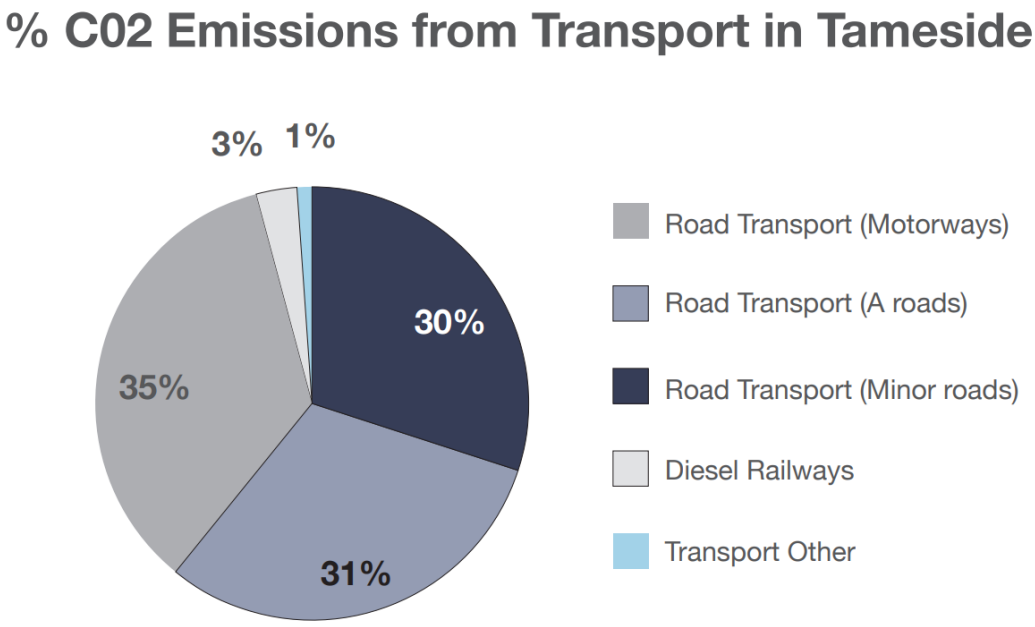


Image: Tameside Climate Strategy 2021 – 2026

2.20. **Greater Manchester 2040**

2.21. Our Local Transport Plan, GM2040, sets out our long-term vision and long-term goal – achieving The Right Mix.

2.22. The Right Mix is a straightforward ambition that by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel.

2.23. The Right Mix is fundamental to building a high-productivity, high-income Greater Manchester with high-quality public services. High-value service activities tend to be located in central areas, and in order to grow, need a large effective pool of labour to draw from. Given existing levels of congestion, limited space and the Victorian heritage of our towns, it simply is not credible to expand the size of the labour pool by relying on driving alone[40]. Evidence repeatedly suggests a strong relationship between

[40] Brandily, P., Brewer, M., Cominetti, N., Coombes, M., Corlett, A., Judge, L., Odamtten, F., Overman, H.G., Pacitti, C., Rodrigues, G., Shah, K., Swinney, P. and Try, L. (2023) A tale of two cities (part 2): A plausible strategy for productivity growth in Greater Manchester and beyond. Resolution Foundation, September 2023. [pdf] Available at: <https://economy2030.resolutionfoundation.org/wp-content/uploads/2023/09/A-tale-of-two-cities-p2-Manchester.pdf> (Accessed: 2 December 2025).

sustainable transport connectivity and higher-growth and higher-wages[41] [42].

2.24. To support the 2040 strategy, and to affect mode shift towards The Right Mix, Parking for All will support transport-oriented-development in Tameside's denser urban cores, whilst maintaining quality access to our extensive highways network where quality public transport options are not available.

2.25. **Greater Manchester Strategy**

2.26. This is a collective vision, captured in the Greater Manchester Strategy. To build a transport system for a global city region, we are committed to "making it easier for people to live near public transport". This is a key element to our brownfield-first approach to increasing our housing supply[43].

[41] Gilmour, J., Emmerich, M. and O'Connell, G. (2023) Growth and Transport in Greater Manchester. Northern Powerhouse Partnership, June 2023. [pdf] Available at: <https://www.northernpowerhousepartnership.co.uk/wp-content/uploads/2023/06/Growth-and-Transport-in-Greater-Manchester-to-upload.pdf> (Accessed: 2 December 2025).

[42] Emmerich, M. (2023) Researching the city – an economic transition of Manchester: A case study. Notes from a lecture given on 9 November 2023, University of Manchester. [pdf] Available at: <https://static1.squarespace.com/static/55e973a3e4b05721f2f7988c/t/6555ff716a4f586f1c7700f3/1700134771550/Researching+the+City+-+the+economic+transition+of+Manchester+-+a+case+study+%28MD+format%29.pdf> (Accessed: 2 December 2025).

[43] Greater Manchester Combined Authority (2025) Greater Manchester Strategy 2025–2035. [online] Available at: <https://togetherwearegm.co.uk/our-vision/greater-manchester-strategy/> (Accessed: 2 December 2025).

What does good look like? Car – free development

Bell Street Stables, Glasgow, provides a great case study for car-free development (Architects' Journal, 2021).

Given the size of the historic building and its prime city-centre location, parking provision would not have been possible without losing the historic courtyard, which now provides residents with an attractive communal space.

The liberalisation of car parking requirements in historic dense urban cores such as Glasgow has been essential in facilitating the restoration and conversion of heritage buildings.

ONS data shows that in our urban cores, particularly close to rail and metrolink stops, over 60% of households choose car-free lives. Car-free development represents a highly efficient use of finite space in our town and city centres.



Image: Architect's Journal

Architects' Journal (2021) Case study: Bell Street Stables conversion by Collective Architecture. Available at: https://www.architectsjournal.co.uk/specification/case-study-bell-street-stables-conversion-by-collective-architecture (Accessed: 2 December 2025).

3. What's new

3.1. An Evidence-Based Approach to Zoning

3.2. Tameside's 2004 UDP Parking Standards took a one-size-fits-all approach to parking maximums. This is not consistent with NPPF guidance (item 3.7) which requires parking standards to consider not just the type of development, but also "the availability and opportunities for public transport".

3.3. Parking for All adopts a nuanced, zonal approach. This approach distinguishes between areas with high-quality public transport access, and those with less provision.

3.4. Where public transport access is greater, parking maximums are lower – this will support mode shift towards the Right Mix and promote higher density urban living.

3.5. Where public transport access is weaker, parking maximums will be higher – this will support communities that rely on private motor vehicles to access amenities.

3.6. Parking for All's zonal approach rests on GMAL – Greater Manchester Accessibility Levels[44]. GMAL are a detailed and accurate measure of access to public transport, including bus, Metrolink and rail.

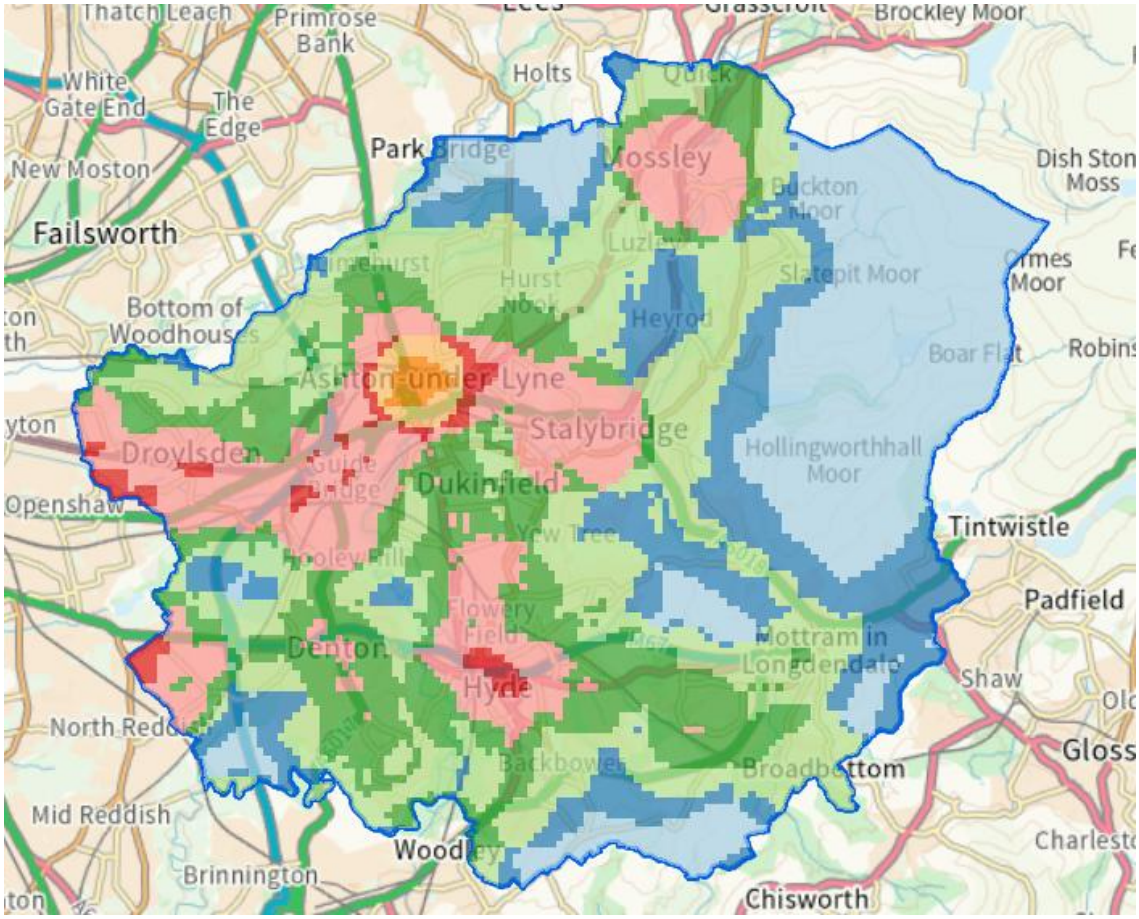
3.7. Zone A includes those parts of the Borough with a GMAL score of 5 and above. These include town and district centres with quality access to the Bee Network.

3.8. Zone B includes those parts of the Borough with a GMAL score of 4 and below. Zone B includes many of our villages and suburbs, where access to the Bee Network is patchier and less frequent.

3.9. The GMAL approach is evidence based, linking parking maximums to real public transport access, rather than arbitrary boundaries or designations. It is also an adaptive approach, with GMAL scores revised annually, changing as the Bee Network continues to grow.

[44] Transport for Greater Manchester (n.d.) Greater Manchester Accessibility Levels (GMAL) Model: Calculation Guide. [pdf] Available at: <https://odata.tfgm.com/opendata/downloads/GMAL/GMAL%20Calculation%20Guide.pdf> (Accessed: 2 December 2025).

Parking for All Zonal Map



https://tmbc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8f8400d9477149f0a57185ef1015bb02

Zones 5 – 8 = Zone A

Zones 1 – 4 = Zone B

3.10. **Cycle Parking Standards**

3.11. The 2004 UDP was progressive for its time, setting minimum requirements for cycle parking. Parking for All takes an evolutionary approach, building on the UDP to provide standards for cargo bikes, adaptive cycles and a more nuanced approach to different types of development.

3.12. Whilst cycling is a cheap, sustainable and efficient way to get around the City Region – particularly following significant Bee Network investment – lack of access to secure and accessible cycle parking at home can act as a barrier to those wanting to get around by bicycle.

3.13. In a perverse irony, evidence shows that low-income households – those least likely to own a car and benefit most from cycle provision – are less

likely to have access to a cycle than households in professional occupations[45]. Those who have the most to gain from cycling, are disproportionately likely to live in flats or terraced properties where space is more restricted.

3.14. To this end, Tameside Council welcome opportunities to engage with residents, housing associations and developers to see more bike hangars across the Borough – these compact and secure shelters take up the same amount of room as a single parking space and can securely store eight bikes.

3.15. Having adopted **Streets for All[46]** standards as part of **PfE**, Tameside Council is also committed to delivering quality public parking provision for cycles, including Sheffield stands, mobility hubs, and welcomes the opportunity to engage with local businesses to support the provision of workplace facilities, alongside partners at Transport for Greater Manchester.

3.16. **Cycle Parking Dimension Standards (assuming Sheffield Stands)**[47]

Description	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2.0 m	2.0 m
Bay length (tandems, trailers and accessible cycles)	3.0 m	2.5 m
Access aisle width (if larger cycles use the end bay only)	3.0 m	1.8 m
Access aisle width (if large cycles use internal bays)	4.0 m	3.0 m
Edge access aisle + one bay to the side	5.0–6.0 m	3.8–5.0 m

[45] Walk Wheel Cycle Trust (2024) Residential cycle parking: Improving cycle parking for people on a low income or not in employment. [pdf] Available at: <https://www.walkwheelcycletrust.org.uk/media/x4shu4d1/240904-residential-cycle-parking-report-v7_digital_v1b.pdf> (Accessed: 2 December 2025).

[46] Greater Manchester Combined Authority (n.d.) Greater Manchester's Streets for All Design Guide. [pdf] Available at: <https://downloads.ctfassets.net/nv7y93idf4jq/2RzPPk1drrKMvdlfPtZwYP/365c591edec7439b449d385d745b831f/Greater_Manchester_Streets_For_All_Design_Guide_v1.2.pdf> (Accessed: 2 December 2025).

[47] Department for Transport (2020) Cycle Infrastructure Design: Local Transport Note 1/20. July 2020. [pdf] Available at: <https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf> (Accessed: 2 December 2025).

Central access aisle + one bay to each side	7.0–8.0 m	5.8–7.0 m
Spacing between stands	1.2 m	1.0 m
Gap between stand and wall (part of bay width)	700 mm	500 mm

What Does Good Look Like? Short stay cycle parking and adapted cycles

Convenience is key when it comes to short stay provision. Cycle parking should be located close to amenities that provide good natural surveillance.

Whilst alternative solutions are available, Sheffield Stands are preferable, and provide a simple, stable stand against which to lock a bike. Locking two points of a bicycle (e.g. a wheel and frame) with a chain or cable provides the most security, often giving a standard Sheffield Stand superiority over more novel design solutions.



Image: Meristem Design

Green elements from planters to parklets can be integrated into short stay cycle parking, supporting quality place-making.

For adapted cycles, consider half height Sheffield Stands, or a standard Sheffield with an additional bar at half height.

3.17. Since 2004, Tameside and Greater Manchester have also undergone a micromobility revolution. Today, many residents and businesses benefit from cargo bikes and e-bikes. Whilst Sheffield stands placed in a parallel "toast rack" arrangement are an efficient use of space, where provision is required for cargo bikes and three-wheeled cycles, lateral spaces between

stands should be increased to at least 2 meters, and consideration given to half height Sheffield stands, in line with **LTN 1/20 guidance**[48]. Where cycle parking for cargo bikes and / or e-bikes is provided, consideration must be given to associated charging infrastructure.

What Does Good Look Like? Long stay



Image: The Park Catalog

For long stay cycle provision, parking should be provided in locations that are easy to access, covered, have ample room and surveillance.

Accompanying facilities ought to include lockers, maintenance equipment (e.g. pump) and hot showers in workplaces. Placement of electrical sockets ought to be considered, to conveniently charge electric cycles.

3.18. The micromobility revolution has also made it more convenient than ever for food deliveries. The use of e-bikes has increased consumer choice; made a meaningful contribution to our local businesses and evening economy and is a more efficient use of space than delivery by car.

3.19. However, the growth of food delivery apps has seen an accompanying increase in the number of illegally modified e-bikes on the road, as well as erratic, inconsiderate and illegal parking[49]. As a GM district, Tameside Council is proud to have coproduced the GM Food Delivery Charter[50]. Parking for All recognises that hot food takeaways are a unique

[48] ibid

[49] BBC News (2024) Epsom food delivery motorbikes labelled "dangerous". BBC News, 31 July. Available at: <https://www.bbc.com/news/articles/c870nl9dqego> (Accessed: 2 December 2025). [bbc.com]

[50] Greater Manchester Combined Authority (n.d.) Greater Manchester Food Delivery Charter. [online] Available at: <https://www.greatermanchester-ca.gov.uk/what-we-do/transport/gm-food-delivery-charter/> (Accessed: 2 December 2025).

development type when it comes to the need for safe, high-quality, e-bike parking.

3.20. For the purposes of Parking for All, Electrically Assisted Pedal Cycles (EAPCs) are considered cycles.

3.21. **Cycle Parking Minimums**

Development	Short Stay Requirement (obvious, easily accessed, close to destination - e.g Sheffield stands)	Long Stay Requirement (secure, ideally covered - e.g. cycle hangars)	Adapted Cycles for Disabled People / Micromobility
Retail			
Small (<200m²)	1 per 100m²	1 per 100m²	5% of total capacity, co-located with disabled car parking
Medium (200–1,000m²)	1 per 200m²	1 per 200m²	Same as above
Large (>1,000m²)	1 per 250m²	1 per 500m²	Same as above
Hot Food Takeaways (sui generis)	1 space per 40m²	-	50% of spaces e-bike ready
Employment			
Office/Finance (A2/B1)	Greatest of: 1 per 1,000m² or 1 per 5 employees	Greatest of: 1 per 1,000m² or 1 per 5 employees	Same as above
Industrial/Warehousing (B2/B8)	Greatest of: 1 per 1,000m² or 1 per 5 employees	Greatest of: 1 per 1,000m² or 1 per 5 employees	Same as above
Leisure & Institutions			
Leisure centres, assembly halls, hospitals	Greatest of: 1 per 50m² or 1 per 30 seats/capacity	1 per 5 employees	Same as above
Educational Institutions (F1a)	Based on Travel Plan mode share targets	Staff: 1 per 20 staff Students: 1 per 10 students	Same as above
Note: for Primary Schools, consideration ought to be given to scooter parking as well as cycle parking, with further consideration given to the size of balance bikes and smaller cycles.			
Residential			
Dwellings (C3)	-	1 per dwelling	Case by case basis

Sheltered / elderly housing / nursing homes (C2)	Case by case basis	Case by case basis	Case by case basis
Hotels (C1)	-	1 per 5 bedrooms	Greatest of: 1 or 5% of bedrooms
HMOs (C4)	-	1 per bedroom	Greatest of: 1 or 20% of bedrooms
Public Transport			
Standard stop	Case by case basis	–	5% of total capacity, co-located with disabled car parking
Major interchange	1 per 200 daily users	1 per 200 daily users	Same as above

3.22. Justification:

3.23. The **Greater Manchester Transport Strategy 2040** defines The Right Mix as 50% Public Transport and Active Travel. Since both public transport and active travel all fall under sustainable transport, no zonal distinction has been made.

3.24. Parking minimums for cycles are presented rather than parking maximums (as they are for private car). This is because unlike car use, cycling is often constrained by a lack of basic infrastructure, not demand. Cycle parking is compact, cost-effective, inclusive, and can contribute to high-quality place-making.

3.25. Parking for All cycle minimums rest on LTN 1/20, which has been adopted as a benchmark, going beyond the minimums set out in the UDP. HMO minimums adopt the **London Plan**[51] as a benchmark. The London Plan is an appropriate baseline, with Tameside having the eighth highest density of hot food outlets per 100,000 people in the England per **Homes, Spaces, Places.**

3.26. **Mobility Scooters**

3.27. Parking for All means an inclusive approach towards all our residents and visitors. Many residents rely on mobility scooters as a first and last mile

[51] Greater London Authority (2016) Parking Addendum to Chapter 6: London Local Plan 2016. [online] Available at: <https://www.london.gov.uk/programmes-strategies/planning/london-plan/past-versions-and-alterations-london-plan/london-plan-2016/london-plan-chapter-six-londons-transport-0#cycle-parking-30611-title> (Accessed: 2 December 2025).

mode, and increasingly, as a mode in its own right. As such, consideration must be given to the storage and parking needs of mobility scooters in the context of an aging population.

3.28. To best comply with the Equality Act 2010, Parking for All adopts a case-by-case approach to mobility scooter parking standards, given the bespoke needs of disabled residents and visitors.

3.29. Where mobility scooters require long-term parking solutions, as with bicycles and two-wheeled vehicles, consideration must be given to cover, security, and observation (either natural surveillance or CCTV).

3.30. Parking for All notes U.K. Government guidance on mobility scooters and powered wheelchairs parking on pavements, footpaths and bridleways:

3.31. "All normal parking restrictions apply to mobility scooters and powered wheelchairs. Your vehicle should not be left on the pavement or pedestrian area on its own if it gets in the way of other pedestrians. This includes other wheelchair users and people with prams or pushchairs[52]".

3.32. **Delivery Vehicles and Loading**

3.33. From our canal network to the M67, Tameside's history and socio-economic development has in large part rested on supply chain infrastructure. As Tameside moves forward, supply chains, their sustainability, and resilience to shocks, is under increasing focus[53].

3.34. Whilst our rail network has an increasingly important role to play in the decarbonisation of our supply chains, our road network remains a critical artery for first mile loading, last mile deliveries / unloading, and long-haul transit.

3.35. Tameside Council is committed to supporting new local freight and logistics facilities where they do not have an impact on the overall functioning of existing employment areas and where they do not generate significant levels of traffic that would impact on the local highway network or create on-street parking issues.

3.36. Where HGV / lorry parking is provided, consideration must be given to corresponding facilities, such as showers and rest space for drivers.

[52] GOV.UK (n.d.) Driving on footpaths and parking: Mobility scooters and powered wheelchairs rules. [online] Available at: <https://www.gov.uk/mobility-scooters-and-powered-wheelchairs-rules/driving-on-footpaths-and-parking> (Accessed: 2 December 2025).

[53] Young, J., and others (2025) Policy@Manchester: On Infrastructure. University of Manchester. [pdf] Available at: <https://documents.manchester.ac.uk/display.aspx?DocID=74746> (Accessed: 2 December 2025).

3.37. Where loading / unloading is required by van, Traffic Orders must be followed, otherwise a Civil Enforcement Officer may issue a Penalty Notice Charge. Operational times of loading bays will vary.

3.38. Looking to the future, Tameside Council welcome strides being taken across the City Region in relation to low emission last mile deliveries, typically using cargo bikes and small, light-weight electric pedal assist vehicles. Standards and minimums applicable to Micromobility can be found in the **Cycle Parking Minimums** table – **4.20**.

3.39. Where on-street loading bays are required, Tameside Council welcomes raised loading bays on high streets as best design practise. Such an approach maximises walking space and flexible use when not no vehicles are loading or unloading.

3.40. **Taxis**

3.41. Taxis are an essential part of GM's transport network and are critically important at times when public transport is not working; for those without access to public transport; and for those that need to make door-to-door journeys.

3.42. Ride-hailing platforms have revolutionised the taxi market and provided residents and visitors with unprecedented flexibility and convenience.

3.43. To best maximise the benefits of our taxi sector, whilst regulating the disbenefits of unregulated private hire vehicles, Tameside continues to work with other districts across GM to support the 'Backing Our Taxis: Local. Licensed. Trusted' campaign.

3.44. Taxi ranks, as well as drop off points for emergency vehicles, refuse vans and delivery vehicles are operational parking matters, and should be treated separately in addition to the standards set out in Parking for All.

3.45. **Electric Vehicle Charging Standards**

3.46. Electric vehicles have an important role to play in the decarbonisation of our transport system and overall reduction in our CO2 emissions.

3.47. EVs also have an important role to play in reducing the outgoings of our residents. When charging from home, EVs can cost as little as 2p per mile to run. This is why it is essential to get new developments across the Borough EV ready, and to provide quality charging infrastructure for new homes, businesses and services.

3.48. Public charging infrastructure also has an important role to play. **Tameside's Electric Vehicle Strategy[54]** expands on our position and shared ambition moving forward.

3.49. Whilst more than 80,000 public charging points are available across the country, only a small number are considered accessible to disabled users[55]. Accessible standards are important to ensuring that nobody is left behind as we transition to electric vehicles.

3.50. Developers must engage with the relevant Distribution Network Operator (DNO) at the earliest possible stage of design to confirm grid capacity and load management for immediate demand and future demand for when each passive bay is made live in the future. Planning applications will be expected to include supporting information and evidence, confirming DNO engagement.

[54] Tameside Metropolitan Borough Council (2025) Electric Vehicle Infrastructure Strategy 2025–2030: Draft for Public Consultation. [pdf] Available at: <https://www.tameside.gov.uk/getmedia/bbe9da53-f866-4934-9295-46a8199bd5af/Appendix1-Draft-EVI-Strategy-for-Public-Consultation.pdf> (Accessed: 2 December 2025).

[55] Rose, T. (2025) Disabled Motability customers at risk of exclusion by EV charger rollout. AM Online, 1 August. Available at: <https://www.am-online.com/news/disabled-motability-customers-at-risk-of-exclusion-by-ev-charger-rollout> (Accessed: 2 December 2025).

What does good look like? Accessible Electric Vehicle Charging Infrastructure

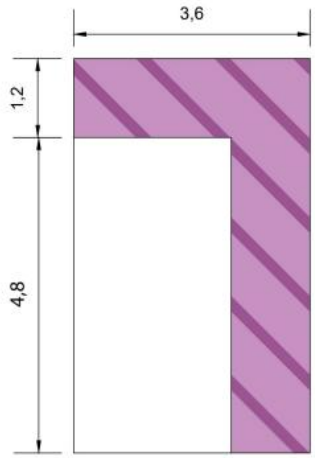
The Publicly Available Specification (PAS) 1899 (British Standards Institution, 2020) clearly presents best practise for the design of inclusive and accessible Electric Vehicle Charging Infrastructure (EVCI).

Each standard parking bay (2.4m by 4.8m) ought to have an unobstructed accessible zone of 1.2m width. This not only provides adequate space for those with limited mobility requirements but also provides sufficient space for cables trailing from the charging point.

In off-street car parks, PAS 1899 allows for the 1.2m accessible zone to be shared between two bays providing a more efficient use of space.

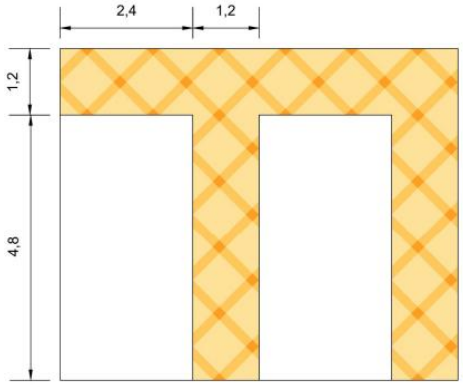
An unobstructed 1.2m accessible zone also applies to on-street provision. Footways ought to provide at least 1.2m width and be unobstructed by street clutter to support EVCI.

Accessible zones are not only about wheelchair access; they provide safe and ample space to keep trailing cables away from pedestrian routes and other vehicles, reducing hazard and conflict.



Accessible bay/single disabled bay: 3.6m x 6m

For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a clear access zone of 1.2m to one side and the rear must be provided.



Double disabled parking bay: 3.6m x 6m

For disabled parking bays, a clear access zone of 1.2m to the side and the rear must be provided, side access zones may be shared between two bays.

Images: Mott MacDonald, Tameside Council.

Note: There is no single location for a public chargepoint to be installed adjacent to a designated accessible parking bay that can be considered the "most" accessible.

Consideration must also be given to the Public ChargePoint Regulations 2023 (Department for Transport, 2023) which set out minimum standards for contactless provision, reliability and a staffed helpline.

3.51. **Tabulated EV Charging Provision**

Development	Active Provision	Passive Provision
Residential dwellings	Active provision for every dwelling with an associated car parking space[56].	Where there are more associated parking spaces than there are dwellings contained in the building, passive provision to be installed for every car parking space.
Non-residential / Mixed use	10% of car parking spaces.	20% of remaining car parking spaces.
Note: For historic and traditional buildings, listed buildings, or those falling within a conservation area, charging provision requirements do not apply.		

3.52. Justification:

3.53. Technical guidance covering charge point requirements can be found in Part S of The Building Regulations 2010[57]. Parking for All commits to the Building Regulations technical guidance as a minimum standard of provision.

3.54. **Car Parking Standards**

3.55. 96% of a car or van's lifetime is spent parked, this places a real burden on our townscapes and a further demand on the finite space in our homes and on our streets.

3.56. The space taken up by a typical parking bay has also increased since our last parking policy, set out in 2004's UDP. Cars have grown in size, following trends set by the United States. EVs require charging provision, with charge points occupying precious space. Collectively, we now have a greater responsibility to our disabled residents, with legislation such as the Equality

[56] **Associated parking space**: any parking space that is available within the site boundary of the building, for the use by the occupant of, or a visitor to, a dwelling in the building, including any parking space which is for the use of any occupant of, or any visitor to, any dwelling in a building containing more than one dwelling.

[57] HM Government (2021) Approved Document S: Infrastructure for the charging of electric vehicles. This approved document supports Part S of Schedule 1 to the Building Regulations 2010. [pdf] Available at: <https://assets.publishing.service.gov.uk/media/6218c5d38fa8f54911e22263/AD_S.pdf> (Accessed: 2 December 2025).

Act, placing further obligations to guarantee adequate accessible safety zones.

3.57. Given an increase of car ownership in Greater Manchester since 2004, quality provision of car parking must be considered as a key part of Vision Zero, with pavement parking and parking on double yellow lines posing a major challenge to residents and visitors across the City Region.

What is inconsiderate parking?

Parking on double yellow lines is not permitted at any time of the day or night - weekdays or weekends - although there are exceptions for Blue Badge holders.

There is an exemption in some Traffic Orders to allow vehicles to stop to load or unload, often on single or double yellow lines. However, use of a vehicle must be necessary, and while you can load or unload for as long as it takes, your vehicle must be moved immediately after you have finished loading or unloading.

Pavement parking is not yet illegal in Greater Manchester, unless there are single or double yellow lines (enforceable by the council) or the footway is completely blocked obstructing safe access (police).

Tameside Council continue to work with GM partners to secure devolved powers against pavement parking, as enjoyed by London and Scotland.

3.58. Adequate car parking provision also plays an important role in our growth agenda. Analysis shows that a large part of GM's high-skilled workers (4 in 10 graduates) do not have good public transport access (over 45-minute journey) to the urban core of Greater Manchester (Manchester city centre, parts of Salford) – the most productive part of the City Region[58].

3.59. Furthermore, compared to London, a disproportionately large share of GM's employment is outside of the urban core. For residents living in more peripheral areas in Greater Manchester with weak orbital connectivity to the rest of the City Region, cars remain an important mode to access quality jobs and services.

3.60. To this end, Parking for All presents both Tameside's recommended parking bay dimensions, as well as revised car parking maximums.

[58] Brandily, P., Brewer, M., Cominetti, N., Coombes, M., Corlett, A., Judge, L., Odamtten, F., Overman, H.G., Pacitti, C., Rodrigues, G., Shah, K., Swinney, P. and Try, L. (2023) A tale of two cities (part 2): A plausible strategy for productivity growth in Greater Manchester and beyond. Resolution Foundation, September 2023. [pdf] Available at: <https://economy2030.resolutionfoundation.org/wp-content/uploads/2023/09/A-tale-of-two-cities-p2-Manchester.pdf> (Accessed: 2 December 2025).

What can be done about inconsiderate parking?

Inconsiderate and anti-social parking is an issue across Tameside and our City Region; it poses a serious risk to residents, particularly those with mobility issues.

The issue is especially acute around large footways, pedestrian spaces, and grass verges.

Given the challenges of enforcement, there is a growing trend of simply removing grass verges and formally giving pedestrian realm over to private vehicles. This approach is unadvisable, as it not only promotes car dependency, but removes critical green infrastructure, that absorbs rainwater and supports our climate resilience.

Action can be taken other than enforcement – for example, street trees on grass verges deter inconsiderate parking, without removing valuable community space. Tactical placement of bollards or planters can likewise improve road safety whilst not detracting from our streetscape.

Designated street parking bays are another tool that alleviates pavement parking through considerate design. Designated bays are preferable to ad hoc kerbside stopping as they are designed to provide sufficient space, reducing conflicts between transport modes and contributing to a more efficient distribution of parking.

Designated on streets bays with one-way systems is a proven approach that can transform the streetscape of dense Victorian grid development.

Tameside Council is committed to working with residents should communities request a Controlled Parking Zone (CPZ).

3.61. **Parking Capacity Surveys**

3.62. To support planning applications, the impact of new development on local parking must be assessed through a Parking Capacity Survey (Beat Survey). Where on-street parking is expected, a Parking Capacity Survey is required, including the rate of turnover of vehicles leaving / arriving; the number of vehicles parked on each street; and an estimate of each street's parking capacity. Results are to be provided in a summary report and scoping confirmed with Tameside Council's Development Management service.

3.63. The survey area must centre on the development site and extend 200m for residential use, 500m for commercial use. These limits are hard maximums, and where boundaries are close to other areas likely to be used for parking, an extension of the survey area will be considered.

3.64. Surveys will be carried at peak times – business hours for commercial developments and overnight for residential developments.

What does good look like? Sustainable drainage in car parking design

Car parks have a role to play in the Climate Emergency. Large, asphalt covered surface car parks can become overloaded in periods of rainfall, leading to ponding.

Integration of SuDS elements can introduce some biodiversity and climate resilience, even to a surface level car park.

The RHS Bridgewater car parking bays have permeable surfaces which collect water runoff. Swales allow for storm water attenuation, and a bio-retention pond can hold up to 24 hours of constant rainfall, before discharging to the local watercourse.



Image: RHS Bridgewater

3.65. **Front Gardens, Driveways, Climate Change and Permitted Development**

3.66. The hard surfacing of front gardens for car parking has become increasingly popular. Whilst additional car parking may provide convenience, it brings with it disbenefits and risks, particularly with regards to flood risk,

subsidence, heat and biodiversity[59]. Simply viewing greenery through a window can bring significant physical and mental health benefits[60].

3.67. Front gardens are not just attractive spaces to relax and enjoy; they provide a valuable urban habitat for wildlife and reduce particulate pollution. Without a porous surface for rainwater, hard surfacing increases run-off, which places further strain on drains and may contribute to flooding.

3.68. Without rainwater getting into the ground – particularly for properties built on clay – shrinking soil may cause issues for structures, contributing to severe cracks in garden walls, paths and ultimately properties.

3.69. Gardens also provide urban cooling. Greenery, like trees, can reduce urban heat by between 2 to 8 degrees Celsius through canopy shade and the cooling effects of air movement as trees transpire[61].

3.70. To mitigate these risks, specific permitted development rights apply for householders wanting to pave their front gardens[62, 63].

3.71. In Tameside, Permitted Development rights to pave front gardens are not extended to new developments.

3.72. For existing developments, where permeable (or porous) surfacing is used, such as permeable block paving or porous asphalt, planning permission is not necessary.

3.73. For existing developments, where the surface area to be paved is more than five square metres, planning permission will be necessary for laying traditional, impermeable driveways.

3.74. **Car Parking Bay Dimensions**

3.75. Parking bay design regulations are set out in the Traffic Signs Regulations and General Directions 2016 and the Building Regulations 2010.

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[59] Ministry of Housing, Communities and Local Government (2009) Guidance on the permeable surfacing of front gardens. Published 13 May 2009. [online] Available at: <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance/guidance-on-the-permeable-surfacing-of-front-gardens> (Accessed: 2 December 2025).

[60] Gaston, K. (2025) [Health Benefits of Viewing Nature Through Windows]. ReNew Biodiversity. Available at: https://renewbiodiversity.org.uk/wp-content/uploads/2025/07/Kevin-Gaston-New-Paper.pdf (Accessed: 2 December 2025).

[61] Trees for Cities (no date) Urban Heat. Available at: https://www.treesforcities.org/urban-heat (Accessed: 2 December 2025).

[62] Department for Communities and Local Government (2009) Guidance on the permeable surfacing of front gardens. London: Department for Communities and Local Government. Available at: https://assets.publishing.service.gov.uk/media/5a797a8eed915d07d35b5d8e/pavingfrontgardens.pdf (Accessed: 2 December 2025).

[63] Planning Portal. Planning permission – Paving your front garden. Available at: https://www.planningportal.co.uk/permission/common-projects/paving-your-front-garden/planning-permission (Accessed: 2 December 2025)

3.76. The minimum width of a parking bay is 1.8m with no minimum length defined[64]. Parking for All recommends a 1.8m width for on-street parallel parking bays, with 4.8m length. For on-street parallel parking bays, a 6m length is recommended to provide sufficient space for manoeuvring. To support inclusive access, an additional zone of at least 1.8m should be provided for side access. This 1.8m access zone can be accommodated within the footway, provided it remains unobstructed and free from street clutter, in line with best practise for Inclusive Mobility[65].

3.77. For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a standard parking bay is defined as 2.4m wide and 4.8m long. A minimum clear access zone of 1.2m to one side and the rear must be provided[66]. Side access zones may be shared between two bays in communal parking zones.

3.78. Minimum clear access zones are important for all. A standard parking bay, with a 1.2m access zone provides 6m of space, ample for a garage with door.

3.79. The 2.4m by 4.8m standard is not a statutory maximum, and flexibility may be applied for specific needs; however, good access and safe side access zones benefit all users in the efficient and safe use of cars[67, 68].

[64] Department for Transport (2016) The Traffic Signs Regulations and General Directions 2016. London: Department for Transport. Available at: https://tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf (Accessed: 2 December 2025).

[65] Department for Transport (2021) Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure. London: Department for Transport. Available at: https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf (Accessed: 2 December 2025).

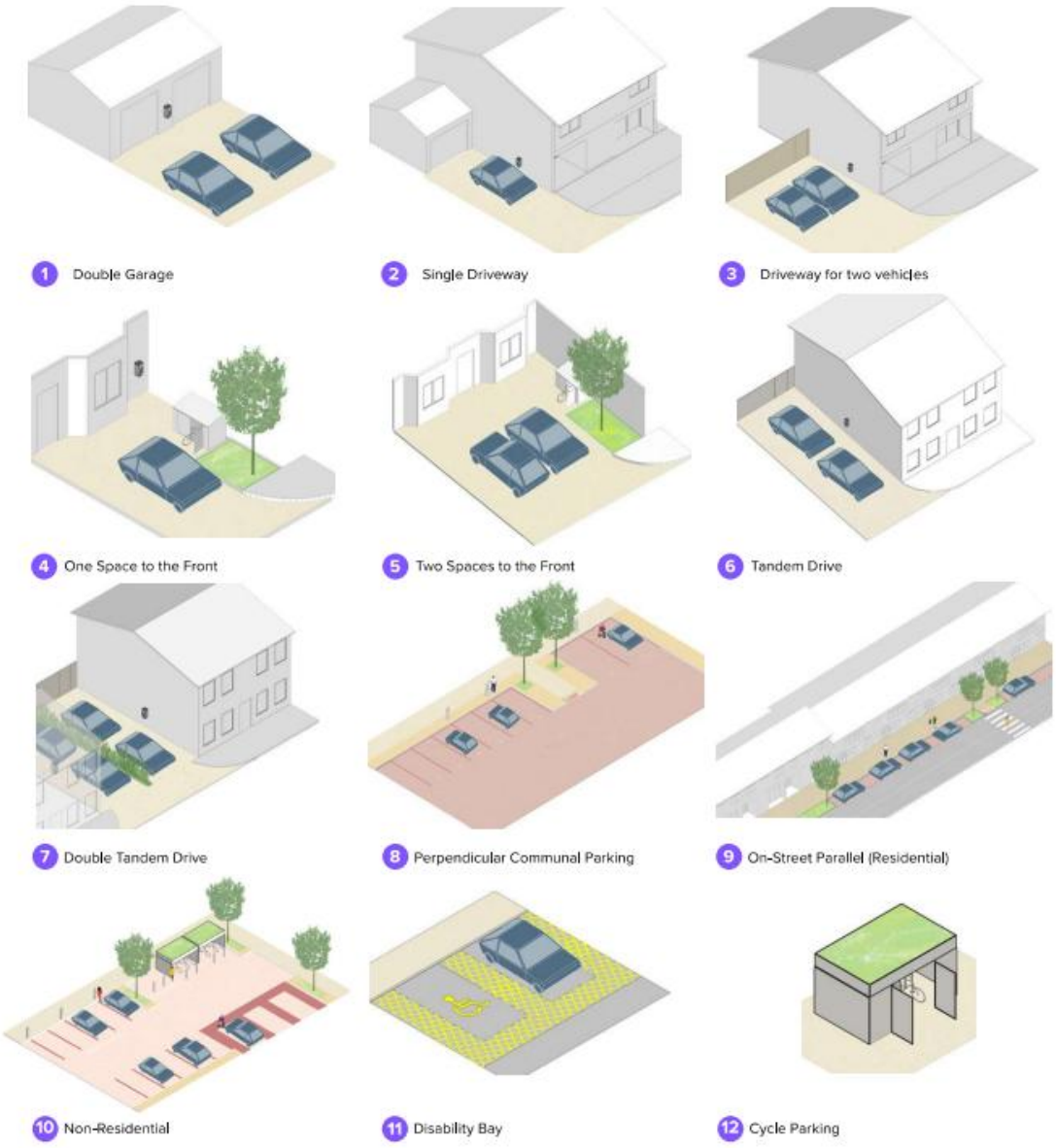
[66] HM Government (2024) The Merged Approved Documents: October 2024 Edition. [pdf] Available at: <https://assets.publishing.service.gov.uk/media/6717d29438149ce9d09e3862/The_Merged_Approved_Documents_Oct24.pdf> (Accessed: 2 December 2025).

[67] Carlson, R. (2023) Why are cars getting bigger? A deep dive into how UK regulations are enabling car size growth. Walk Wheel Cycle Trust, May 2023. [pdf] Available at: <https://www.walkwheelcycletrust.org.uk/media/12439/why-are-cars-getting-bigger-a-deep-dive-into-how-uk-regulations-are-enabling-car-size-growth.pdf> (Accessed: 2 December 2025).

[68] British Parking Association (2016) Parking Know How: Bay Size. July 2016. [pdf] Available at: <https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf> (Accessed: 2 December 2025).

What does good look like? Parking bay design and placement

Illustrated best practise for parking bay design and placement can be found in **item 4** at the end of Parking for All.



Graphics in style of streets for all, matching Bedfordshire appendices / applying our simplified building reg. bay standards.:
centralbedfordshirecouncil.sharepoint.com/sites/Communications/Website and intranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsite and intranet%2FWebsite Documents%2FPlanning%2FPlanning Policy%2FSPDs%2FParking SPD%2FParking Standards for New Developments%2Epdf&parent=%2Fsites%2FCommunications%2FWebsite and intranet%2FWebsite Documents%2FPlanning%2FPlanning Policy%2FSPDs%2FParking SPD&p=true&ga=1

Image: Tameside Council, Mott MacDonald

For further illustrations of Parking for All bay arrangements, please refer to appendix X.

3.80. **Car Parking Maximums**

Type of Development	Max. Car Parking Standards (Zone A)	Max. Car Parking Standards (Zone B)	Min Disabled Car Parking Standard
Retail			
Shops (Food retail <900 sqm)	Disabled parking only	1 per 25 m^2	Up to 200 Bays - 3 bays or 6% of total capacity, whichever is greater. Over 200 Bays - 4 bays plus 4% of total capacity
Shops (Food retail >900 sqm)	1 space per 100m^2 public floor area	1 per 16 m^2	Same as above
Shops (Non-food retail <900 sqm)	Disabled parking only	1 per 30 m^2	Same as above
Shops (Non-food retail >900 sqm)	1 space per 100m^2	1 per 22 m^2	Same as above
Financial & Professional services	1 space per 100m^2	1 per 25 m^2	Same as above
Food & drink (Restaurants)	1 space per 100m^2	1 per 7 m^2 Public Floor Area	Same as above
Food & Drink (Hot Food Takeaways) (sui generis)	Disabled parking only	1 per 8.5 m^2 Gross Floor Area	Same as above
Employment			
Business (Stand alone offices) (E)	1 space per 100m^2	1 per 35 m^2	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity
Business (Business Parks) (E)	1 space per 100m^2	1 per 40 m^2	Same as above
General industry (B2)	1 space per 500m^2	1 per 60 m^2	Same as above

Storage or distribution (B8)	1 space per 500m²	1 per 100 m²	Same as above
Residential			
Hotels (C1)	Disabled parking only	1 per bedroom including staff	Up to 200 Bays - 3 bays or 6% of total capacity, whichever is greater. Over 200 Bays - 4 bays plus 4% of total capacity
Dwelling Houses (2+ bedrooms outside town centres) (C3)	0.5 per dwelling	2 per dwelling	Case by case basis
Dwelling Houses (Single bed dwellings and dwellings in town centres) (C3)	0.5 per dwelling	1.25 per dwelling	Case by case basis
Flats/apartments (2+ bedrooms outside town centres) (C3)	Disabled parking only or 1 space per 10 dwellings where clear need can be demonstrated.	2 per dwelling	10% of centrally located parking should be disabled compliant
Flats/apartments (Single bed dwellings and flats/apartments in town centres) (C3)	Disabled parking only or 1 space per 10 dwellings where clear need can be demonstrated.	1.25 per dwelling	Same as above
Flats/apartments (Sheltered housing) (C3)	1 space per 3 dwellings & 0.25 unallocated visitor spaces per 3 dwellings	-	10% of parking should be disabled compliant
HMOs (C4)	Disabled parking only	Disabled parking only	1 per 4 beds
Leisure & Institutions			
Residential Institutions (Hospitals) (C2)	Case by case basis	To be determined through a	10% of parking should be disabled compliant

		Transport Assessment	
Residential Institutions (Care / nursing homes) (C2)	Case by case basis	1 per 4 beds	Same as above
Non-residential institutions (Medical or health facility) (E)	Case by case basis	1 per 2 full time equivalent staff + 3 per consulting room	Same as above
Non-residential institutions (creche, day nursery or day centre) (E)	1 space per 2 full time equivalent staff	1 per full time equivalent staff	Same as above
Non-residential institutions (Schools) (F1)	0.5 spaces per classroom	1.5 spaces per classroom	Same as above
Non-residential institutions (Higher or further education) (F1)	1 space per 4 full time equivalent staff	1 per 2 full time equivalent staff	Same as above
Non-residential institutions (Art gallery, museum, exhibition hall or library) (F1)	Disabled parking only	1 per 30 sqm public floor area	Same as above
Non-residential institutions (Public hall or place of worship) (F1)	Case by case basis	1 per 5 sqm public floor area	Same as above
Assembly & Leisure (Cinema, bingo hall, casino, concert hall) (sui generis)	Disabled parking only	1 per 8 seats	Same as above
Assembly & Leisure (Indoor sports or recreation) (E)	Disabled parking only	1 per 25 m^2	Same as above
Assembly & Leisure (Outdoor sports and recreation) (F2)	Disabled parking only	Individual consideration	Same as above
Miscellaneous			
Miscellaneous (Stadia / spectator seating) (sui generis)	Case by case basis	1 space per 18 seats	Same as above
Miscellaneous (Railway/Bus stations, and tram stops) (sui generis)	Disabled parking only	1 coach parking space per 1000 seats (minimum standard)	Same as above

3.81. Justification:

3.82. Recognising the value of an evolutionary approach, Parking for All retains the existing UDP parking maximums where possible for those parts of the Borough with poorer public transport access (zone B).

3.83. Where public transport is of a higher frequency and level of provision (zone A), maximums are lower, in recognition of the opportunity cost of land and the importance of driving mode shift towards sustainable transport, as part of our strategy to increase productivity, air quality, health and reduce congestion.

3.84. **Motorcycle Parking Standards**

3.85. Despite parking being easy for motorbikes, it is not always necessarily clear as where those with motorbikes, mopeds, or other powered two wheeled vehicles can park without incurring a penalty charge.

3.86. Powered vehicles are vehicles, whether two wheeled, or four wheeled. Motorcycles are subject to the same regulations as private cars and if found in contravention of parking restrictions, are liable to receive a parking ticket. Use of Sheffield stands for bicycles, by motorcycles, is not permitted.

3.87. Likewise, pavement parking is not permitted. Whilst motorcycles represent a more efficient use of road space than private car, motorcycles on footways pose an obstruction to those walking wheeling and cycling.

3.88. This considered, Tameside Council continue to work with TfGM partners to enhance and expand Tameside's off-street public parking offer for motorcycles.

3.89. Whether public or private, motorcycle parking should be provided with anchor points or a rail so that motorcycles can be safely locked. Spaces ought to be well-lit, with either natural surveillance or CCTV both being key considerations.

3.90. As with bicycles, a distinction ought to be made between short term parking solutions and long-term parking solutions, which should be secure (i.e. covered and locked) where possible.

3.91. **Motorcycle Parking Maximums**

Description	Max. Motorcycle Parking Standards (Zone A)	Max. Motorcycle Parking Standards (Zone B)
Commercial, Business & Service (E)	2 spaces per 500m^2	Individual consideration based on site context

General Industrial (B2)	2 spaces per 500m²	1 per 2,800 sqm – minimum of 2 spaces
Storage or Distribution (B8)	2 spaces per 500m²	1 per 4,000 sqm – minimum of 2 spaces
Hotels (C1)	No provision	1 per 40 bedrooms – minimum of 2 spaces
Residential Institutions (Hospitals, Care Homes) (C2)	Case by case basis	1 per 160 beds – minimum of 2 spaces
Dwelling Houses (C3)	Case by case basis	-
HMOs (C4)	No provision	1 per 4 beds
Learning & Non-residential Institutions (Schools, Colleges) (F1)	Case by case basis	1 per 80 full-time staff + 1 per 600 students
Local Community Uses (Halls, Places of Worship) (F2)	Case by case basis	1 per 200 sqm public floor area – minimum of 2 spaces
Sui Generis (e.g. pubs, cinemas, casinos, stadiums)	Case by case basis	Case by case basis

3.92. Justification:

3.93. Powered two-wheeled vehicles may represent a more efficient use of road space than private vehicles but are not a sustainable mode of transportation and do not contribute towards our Right Mix aspirations. As such, Parking for All takes a similar approach towards two-wheeled vehicles, as it does towards private cars.

3.94. Zone B maximums take UDP standards as a baseline, updating use classes and consolidating where possible.

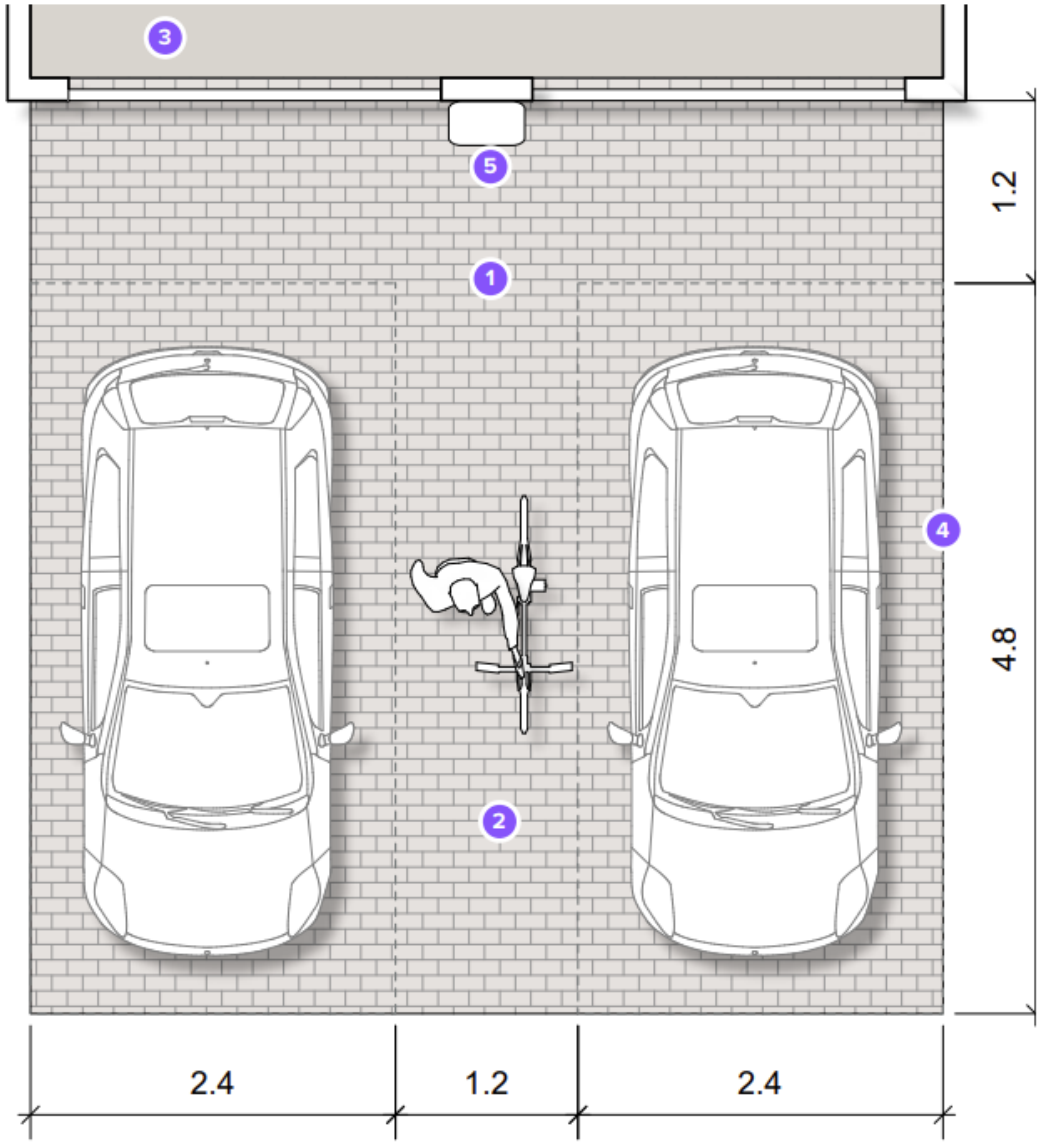
3.95. Zone A maximums take Parking for All's tabulated car parking maximums as a baseline. For use classes E and B, maximum standards are raised to 2 spaces per 500m^2. This reflects motorcycles' more efficient use of space, with at least double the provision effectively provided by the same dimensions.

3.96. Parking for All recognises that motorbikes are a viable commuter option for those without high quality public transport to access employment opportunities in town centres. Parking for All also recognises that motorbike commuting is an infrequently used mode that may vary dramatically from one site to another. As such, the standards take a less prescriptive approach than the UDP, with many Zone A maximums to be

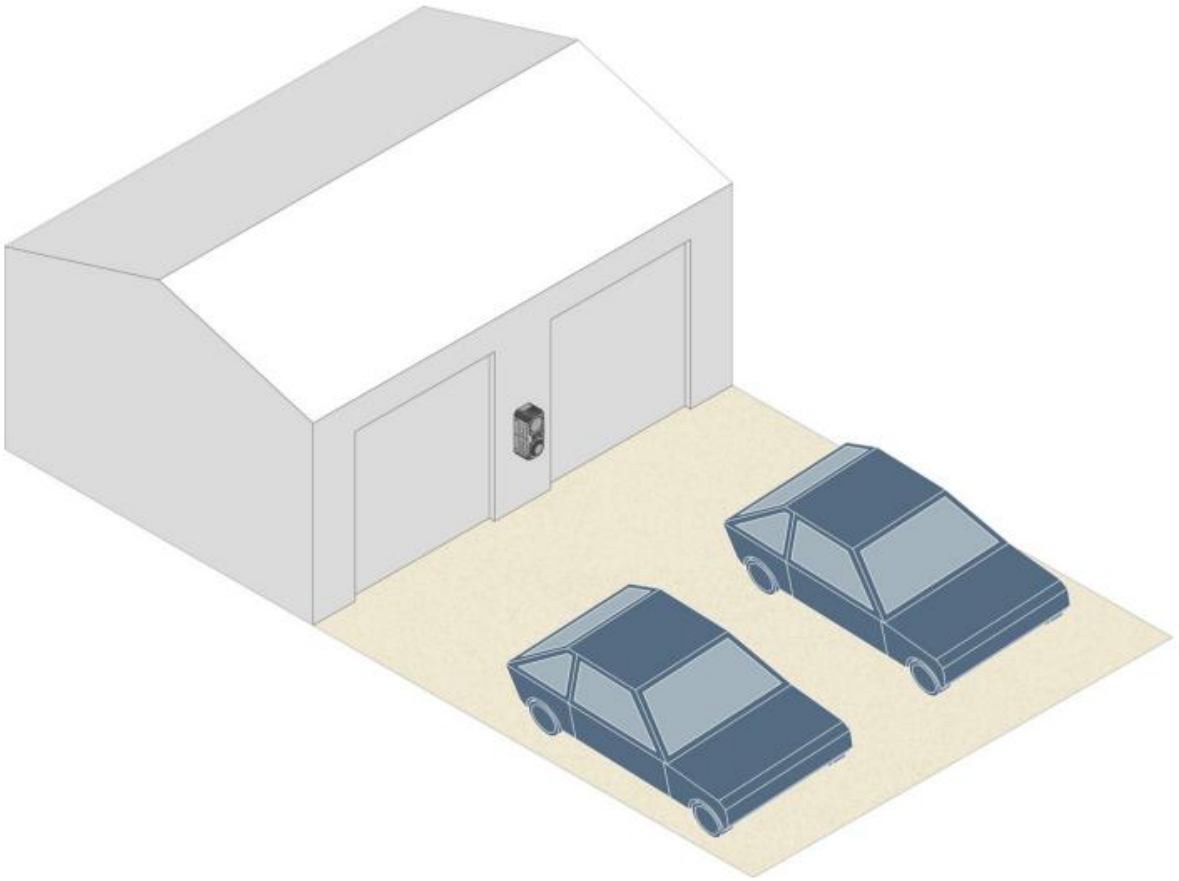
determined on a case-by-case basis.

4. Parking for All: Parking Bay Design and Placement Best Practise Illustrations

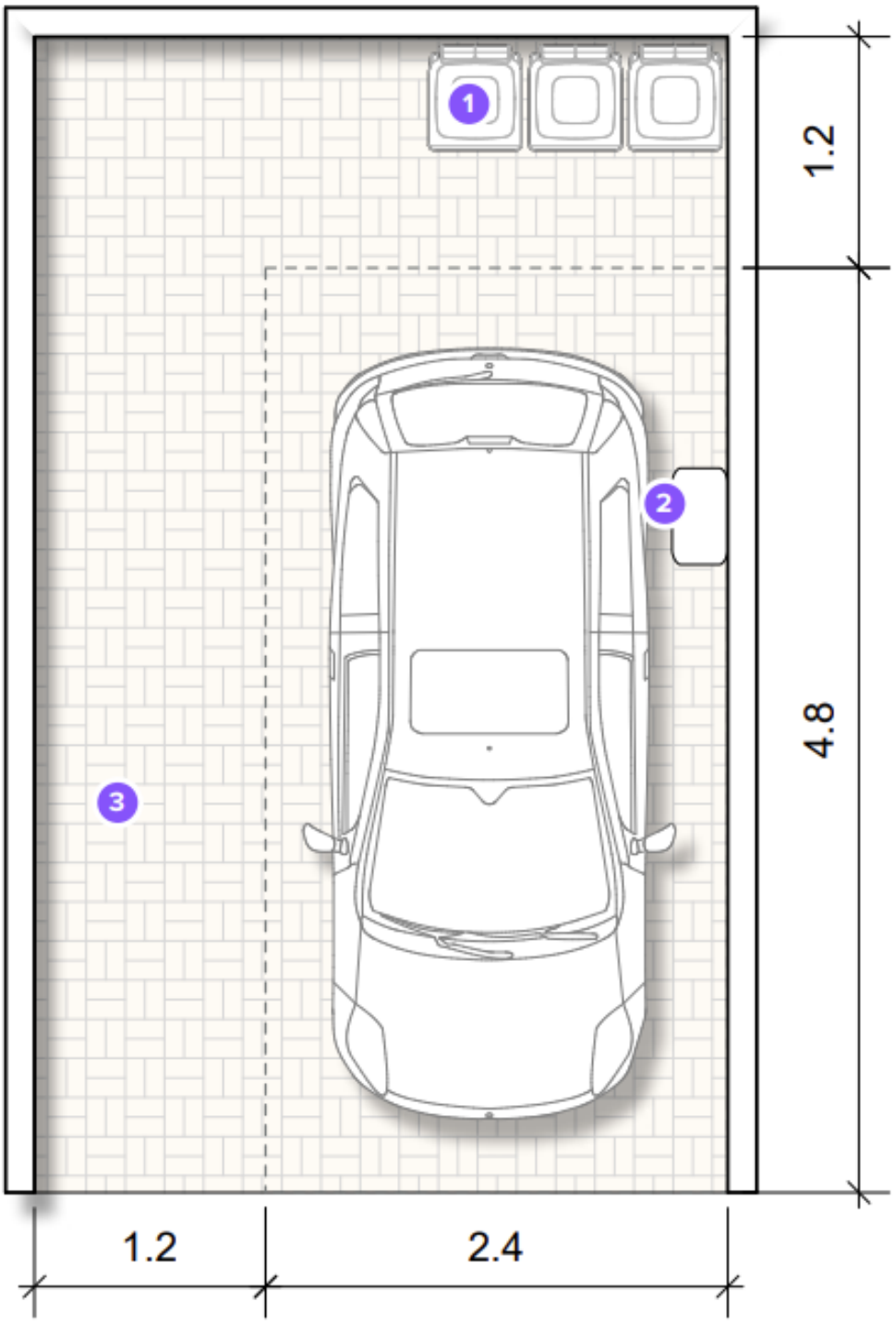
Double Garage



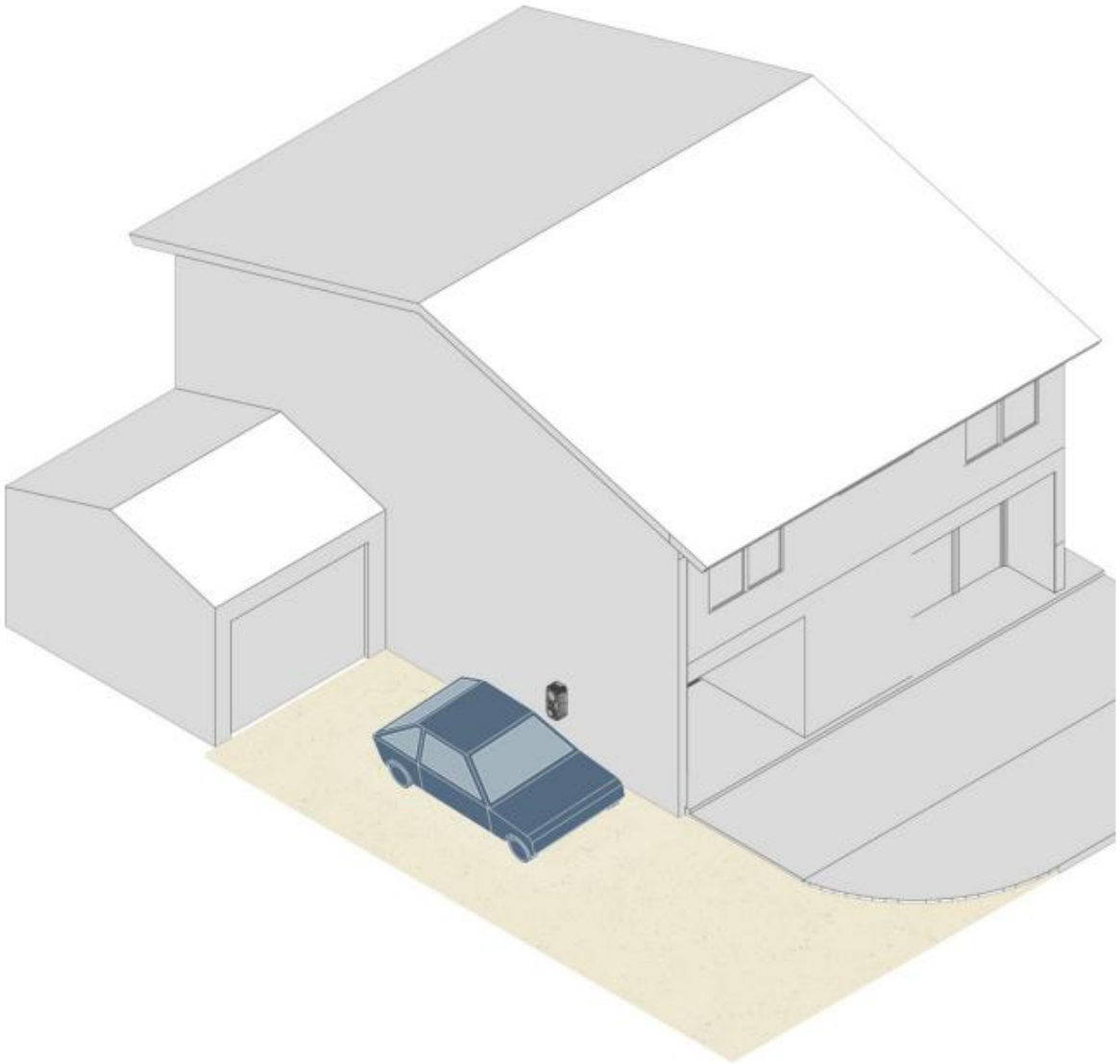
1. A minimum clear access zone of 1.2m to one side and the rear must be provided.
2. Access zones between two bays can be shared.
3. Alternate layout would provide the properties cycle parking within the garage with one internal parking space.
4. Where proposed close to a highway, there must be a minimum of 5.5m between the garage door and pavement to ensure the highway is not obstructed whilst the garage door is being opened.
5. Wall mounted electric vehicle charging point.



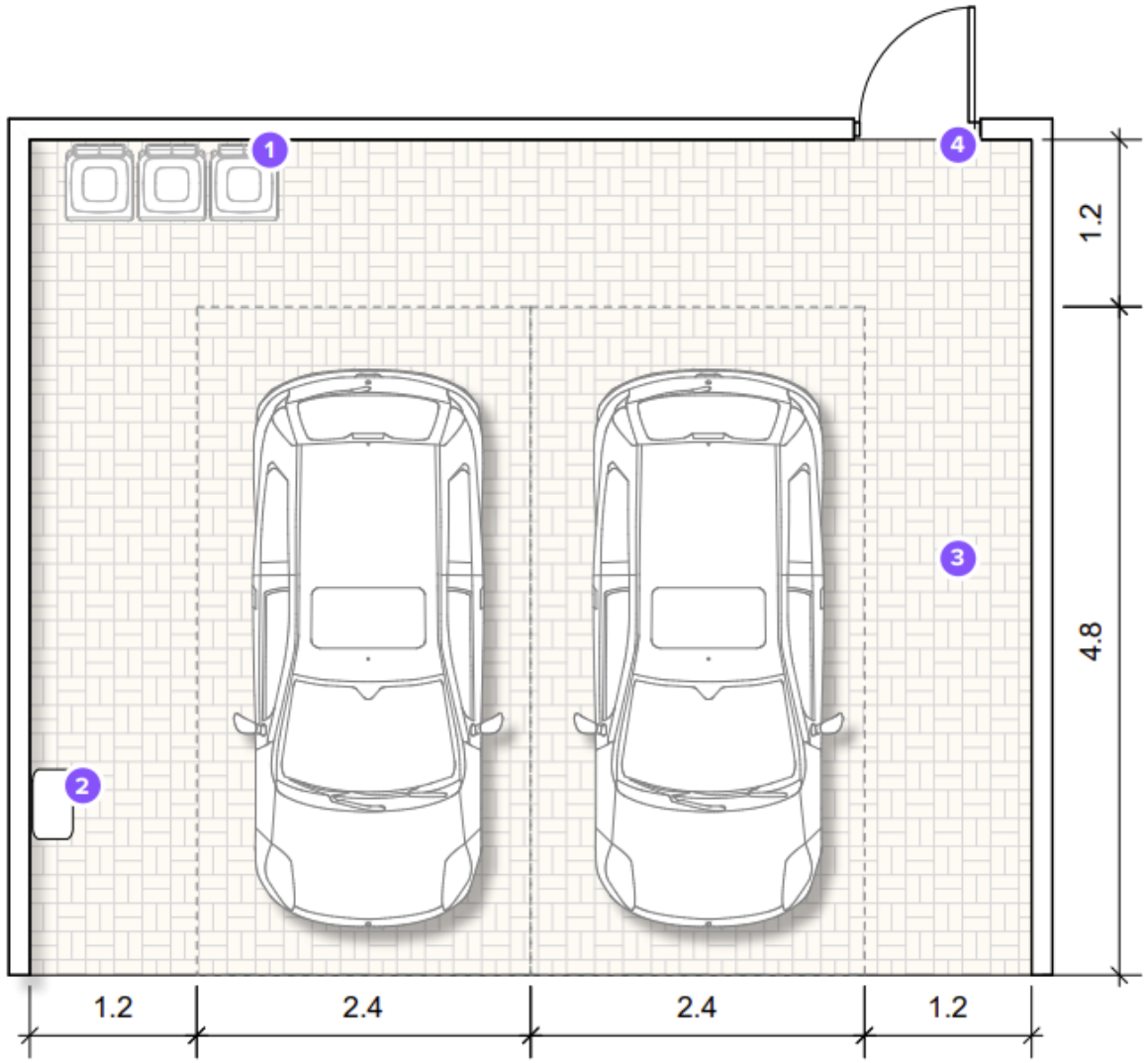
Single Driveway (to the side of the dwelling)



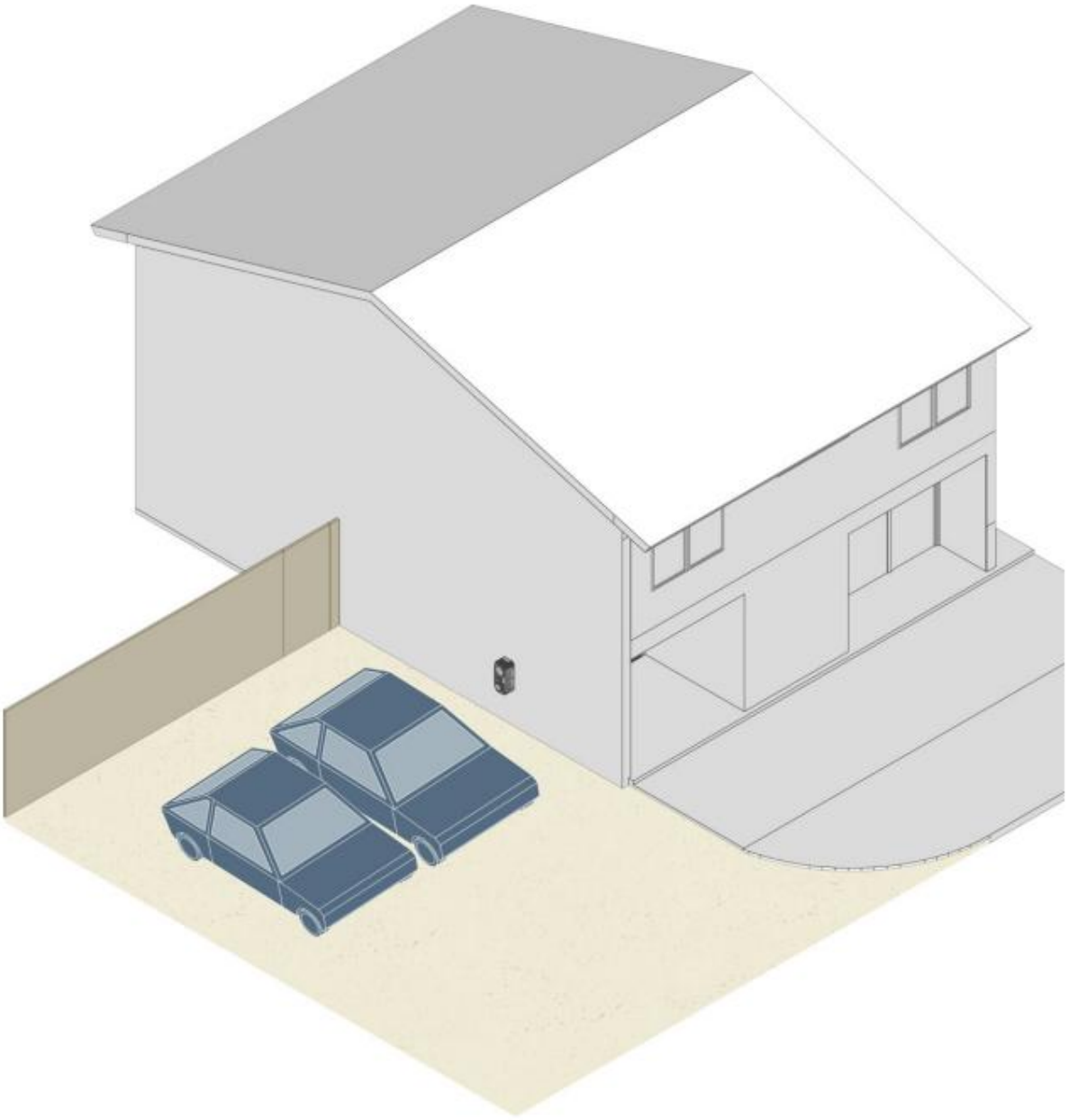
1. Option to use space for bin storage.
2. Wall mounted electric vehicle charging point.
3. A minimum clear access zone of 1.2m to one side and the rear must be provided.



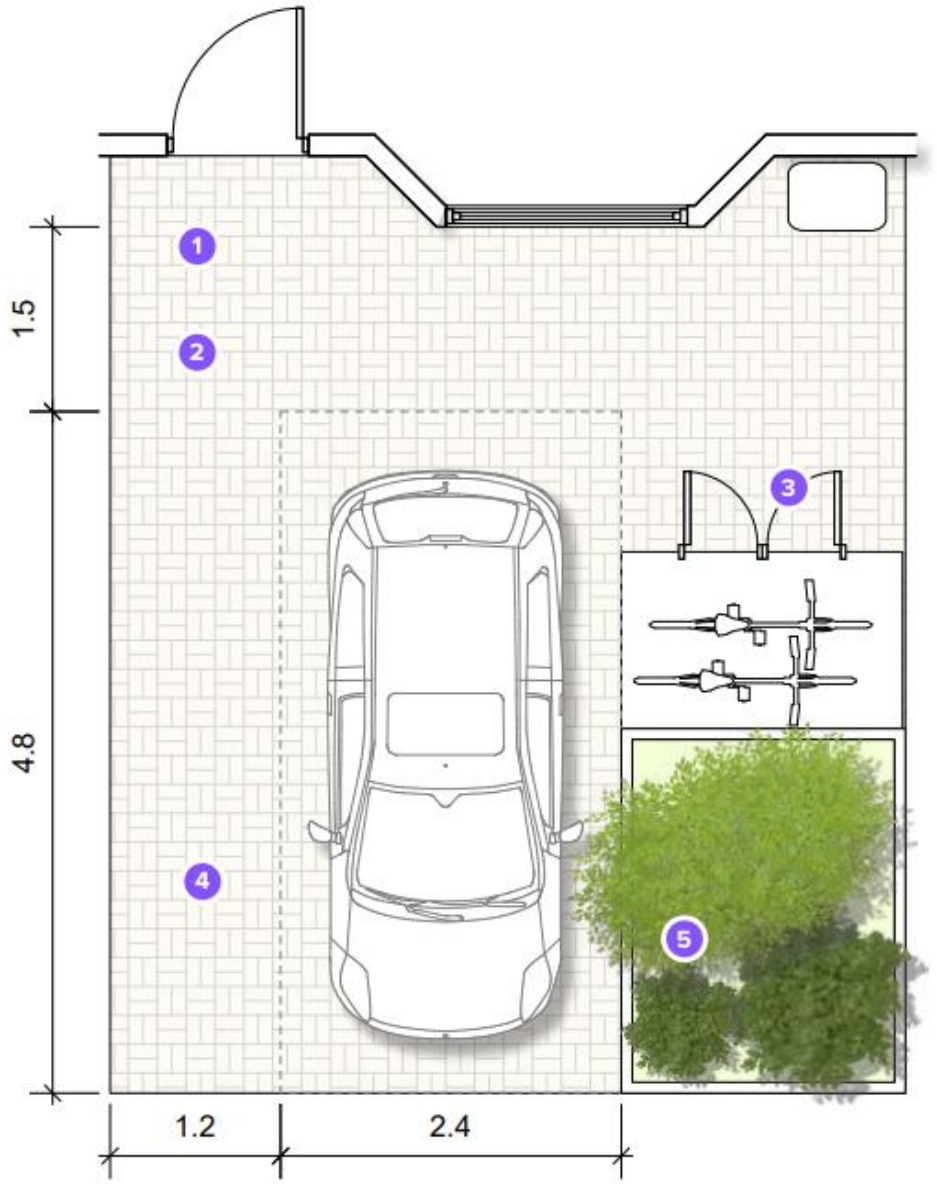
Driveway for Two Vehicles (to the side of the dwelling)



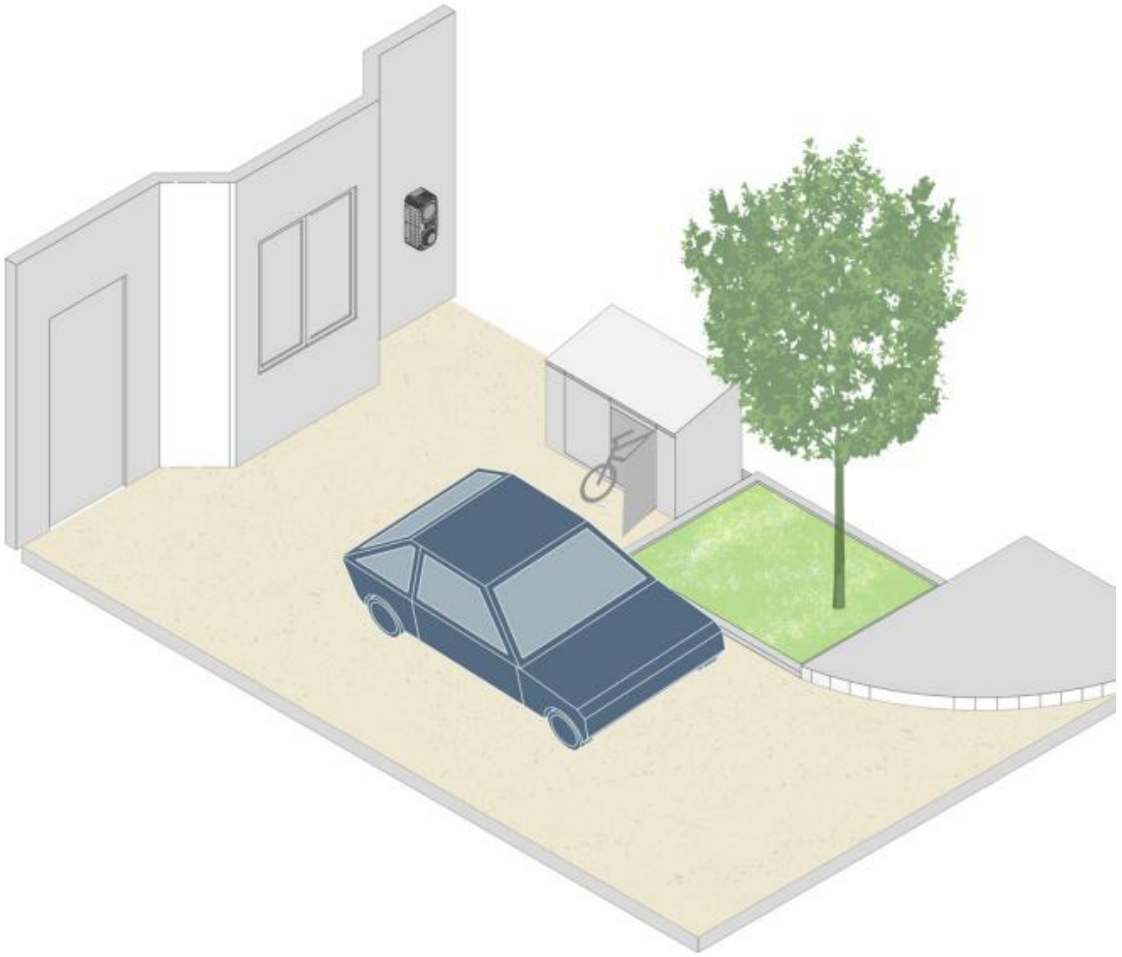
1. Option to use space for bin storage.
2. Wall mounted electric vehicle charging point.
3. A minimum clear access zone of 1.2m to one side and the rear should be provided.
4. Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.



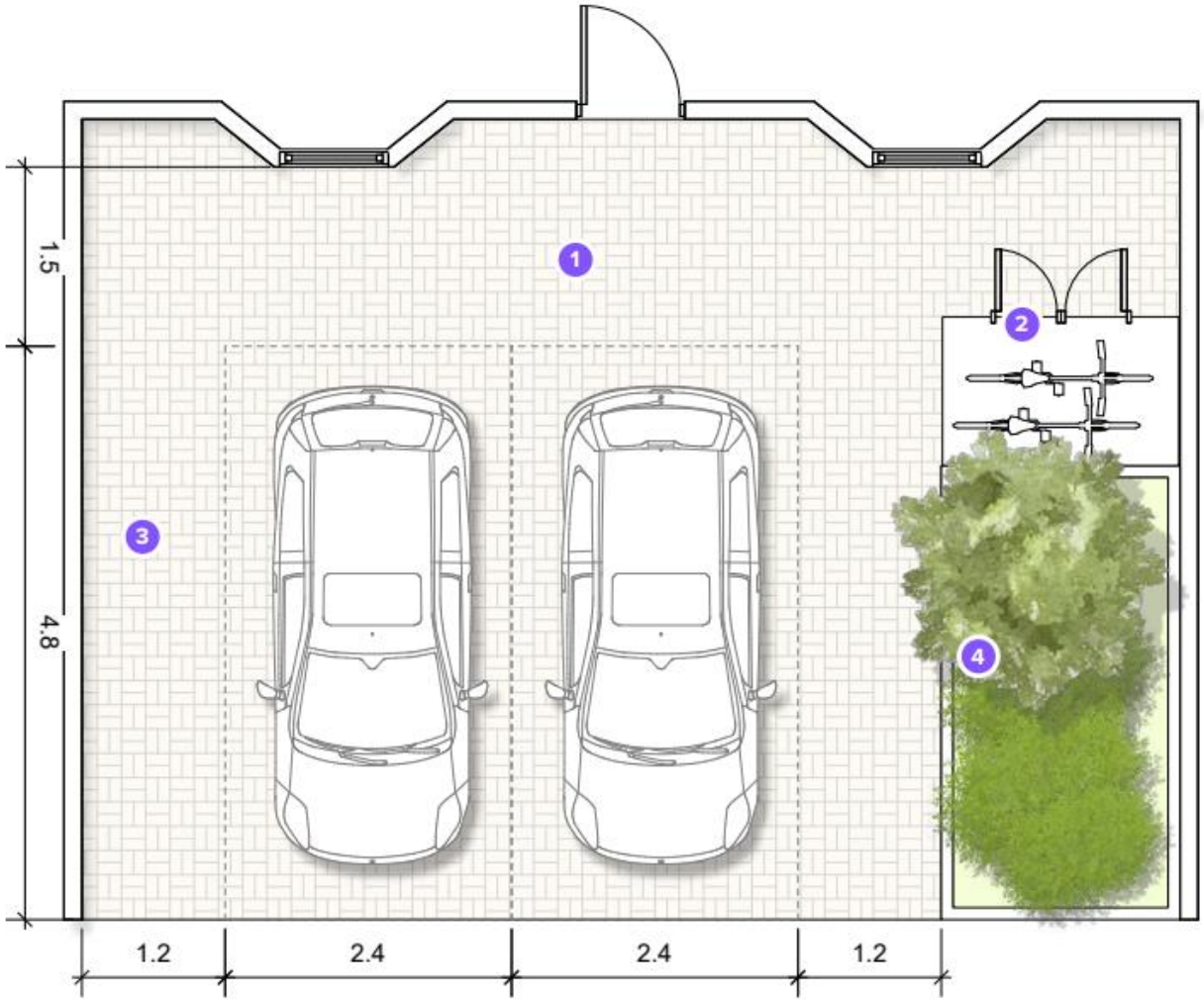
One Space to the Front



1. Wall mounted electric vehicle charging point.
2. A minimum clear access zone of 1.5m is required when a parking space is in front of a window.
3. Option to provide locked cycle parking at the front of the property for two cycles.
4. A minimum 1.2m walkway to the side is required for access to the property.
5. Option for low level planting/garden space depending on the layout.



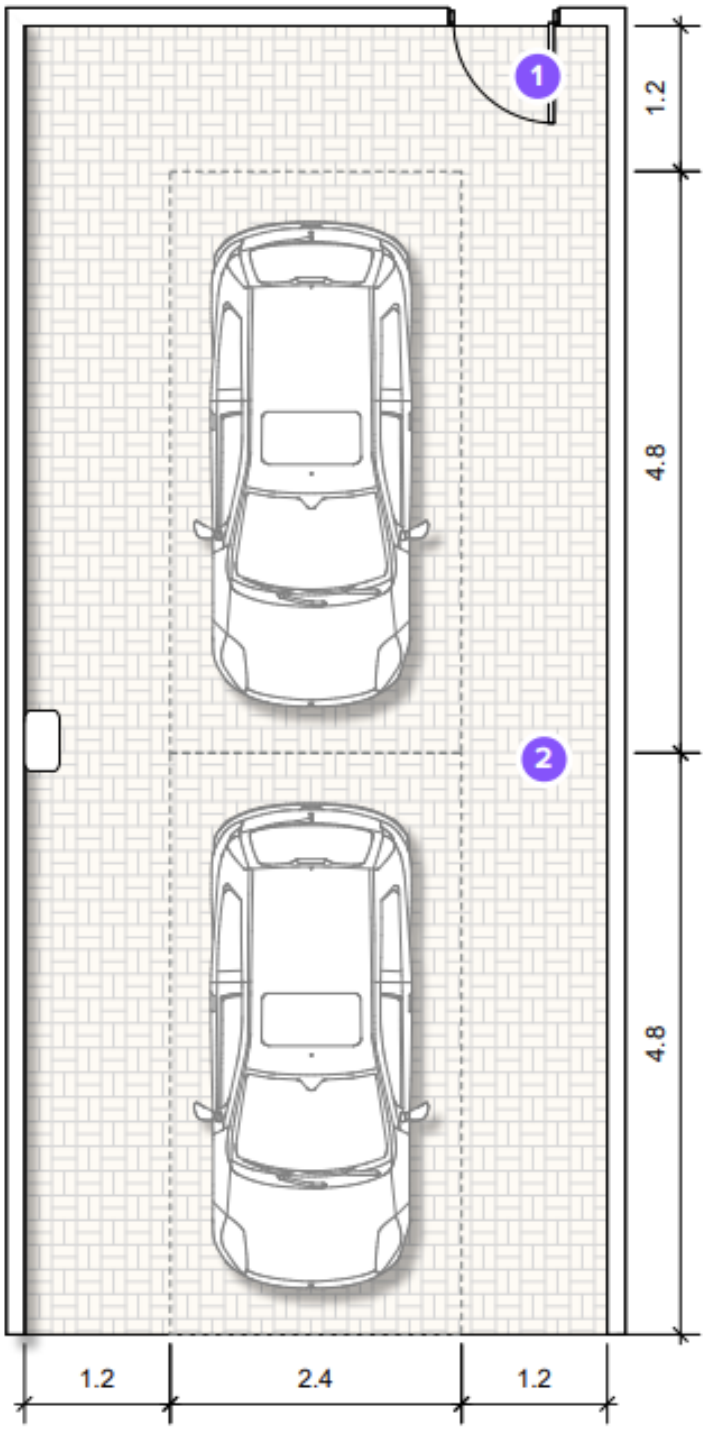
Two Space to the Front



1. A minimum clear access zone of 1.5m is required when a parking space is in front of a window.
2. Option to provide locked cycle parking at the front of the property for two cycles.
3. A minimum 1.2m walkway to the side is required for access to the property.
4. Option for low level planting/garden space depending on the layout.

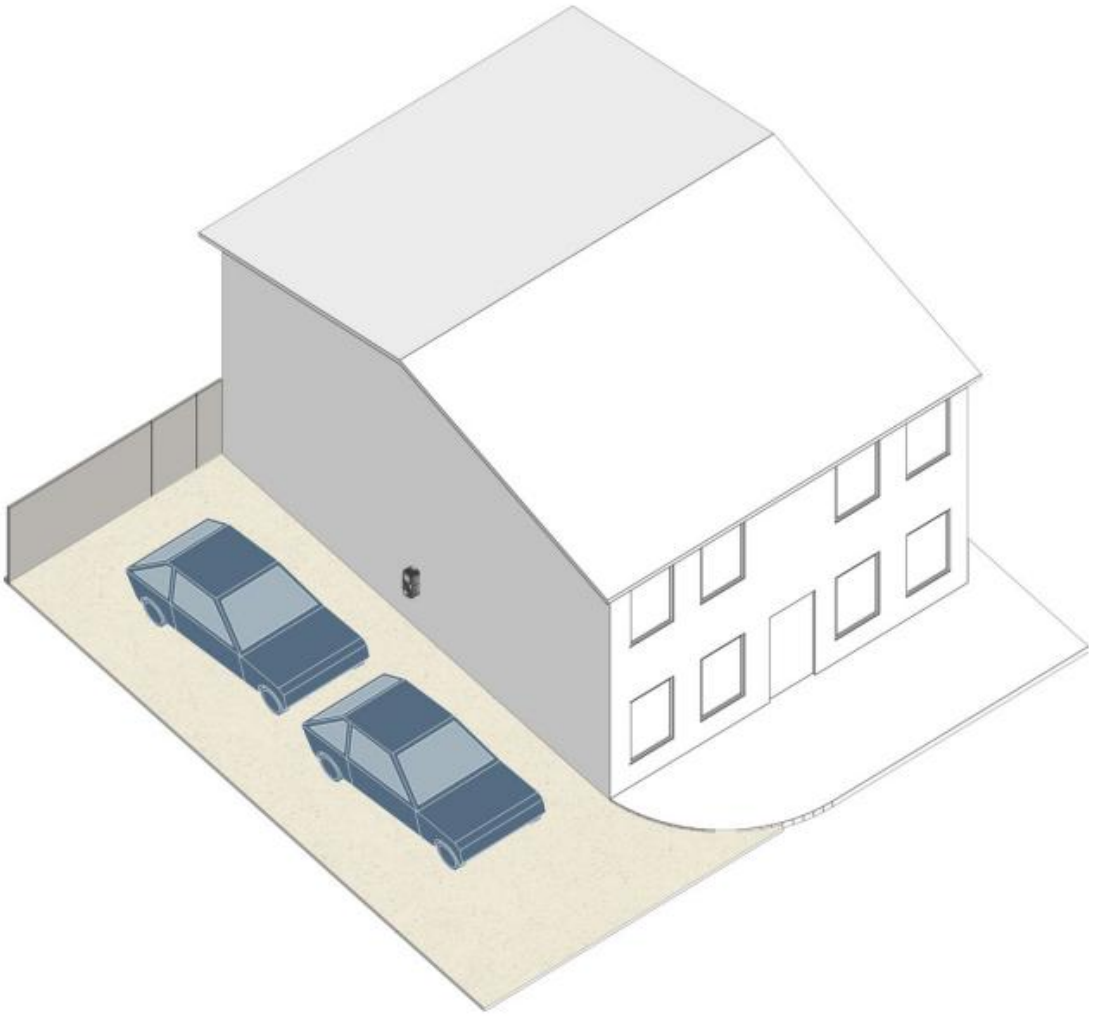


Tandem Drive (to the side of the dwelling)

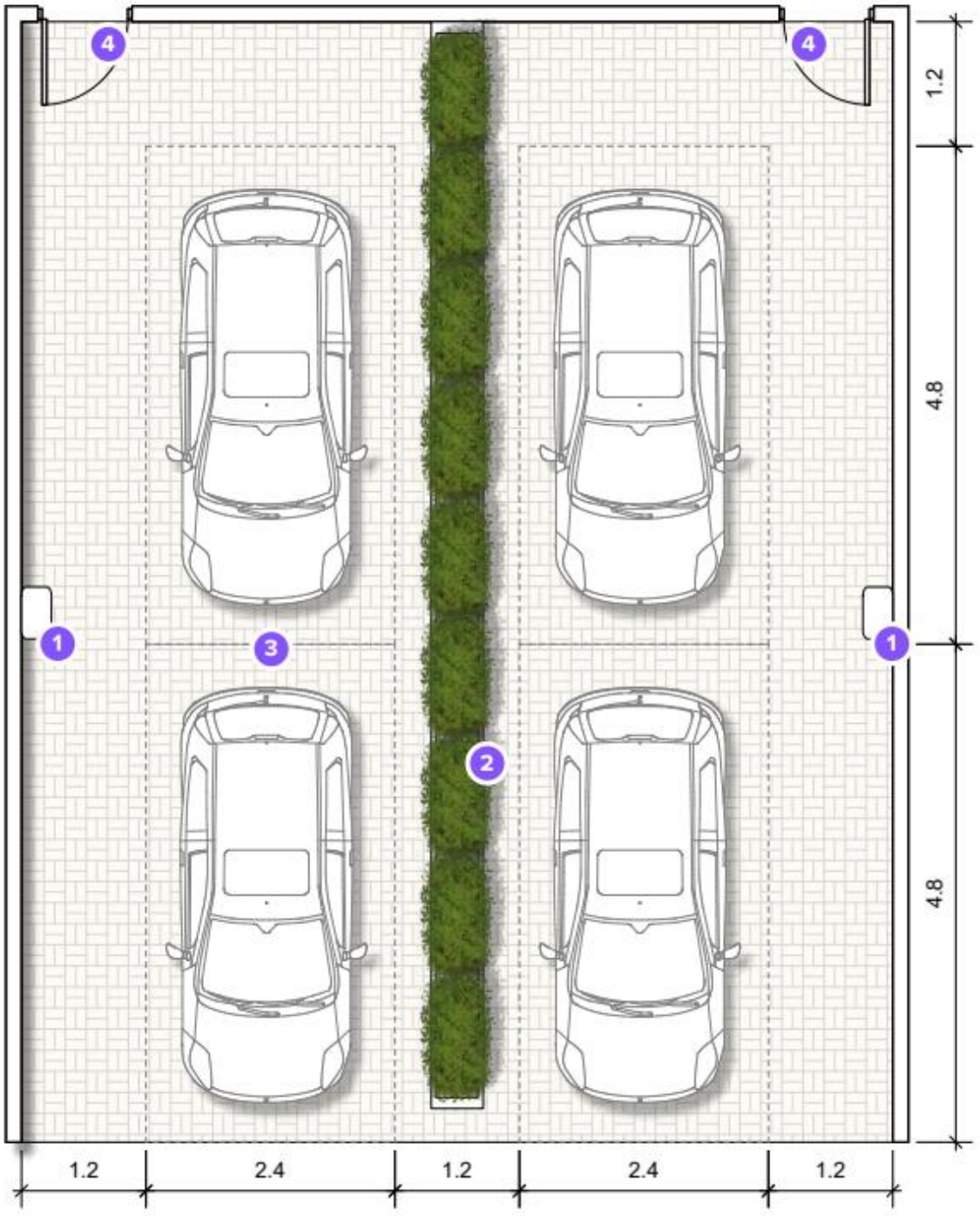


1. Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.

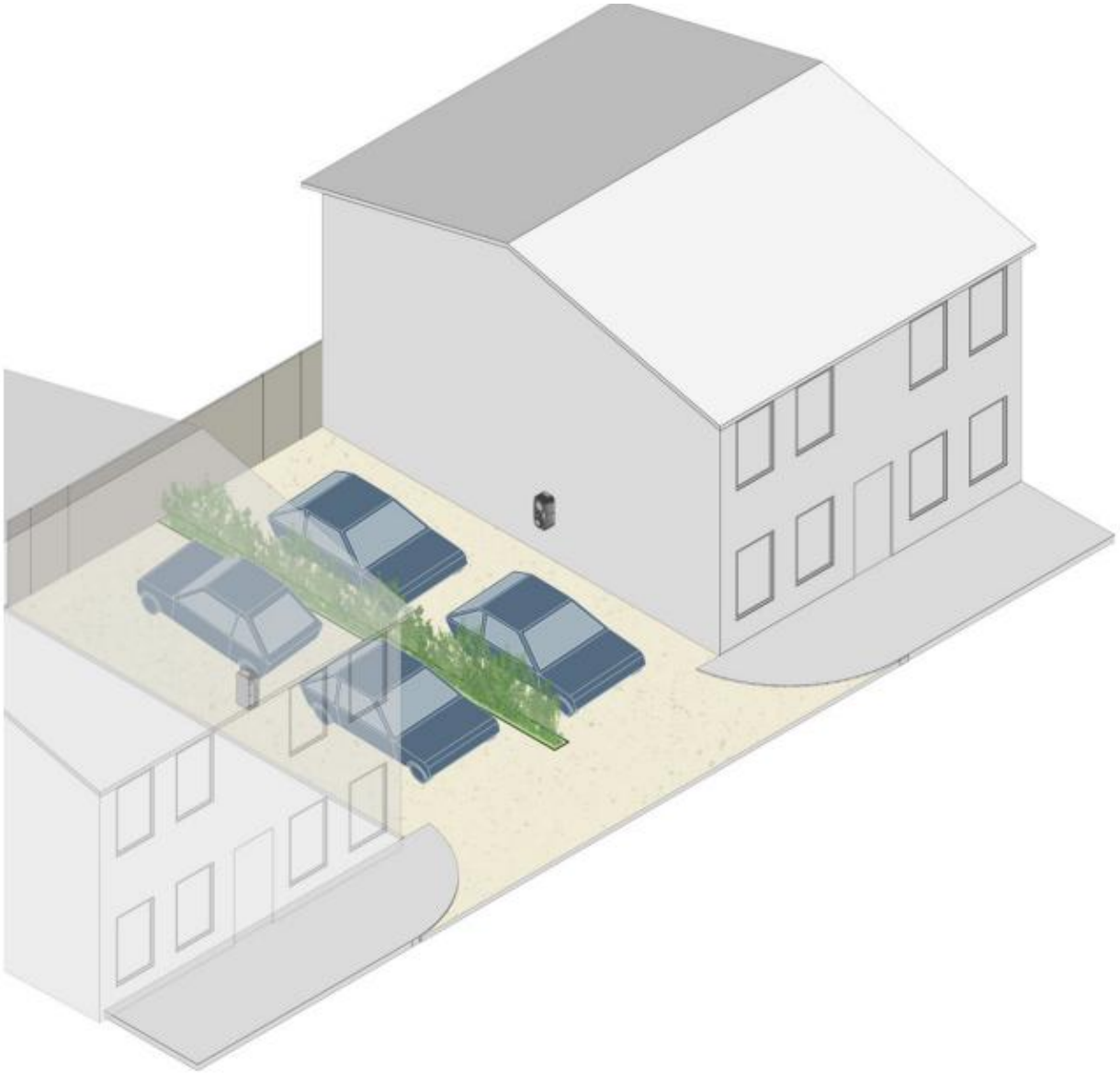
2. A minimum 1.2m walkway to the side is required for access to the property.



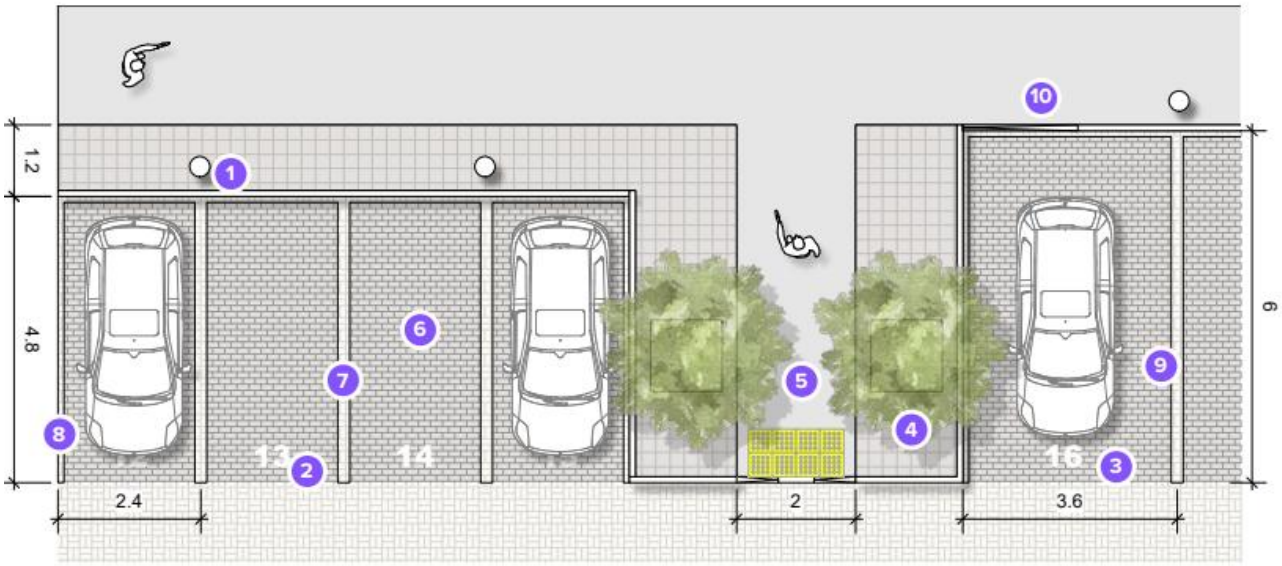
Double Tandem Drive (to the side of the dwelling)



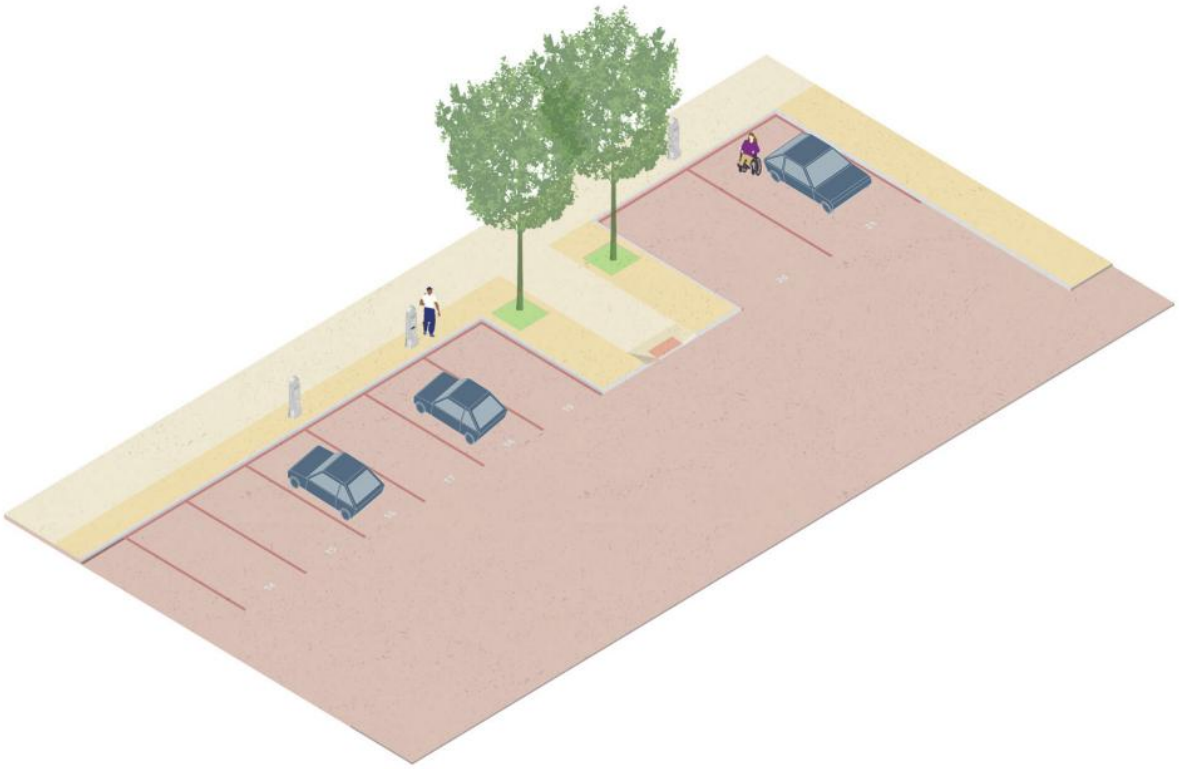
1. Wall mounted electric vehicle charging point positioned so it can reach both vehicles.
2. Side access zone between two properties may be shared. This space can incorporate low level planting or a low wall to divide the two properties.
3. A maximum of 2 parking spaces can be arranged in a tandem arrangement.
4. Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.



Perpendicular Communal Parking

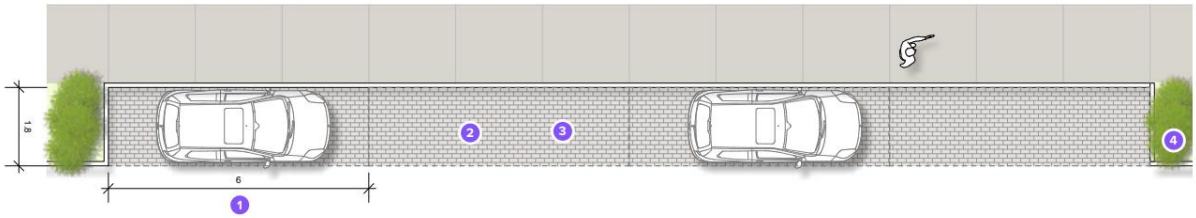


1. When mounted on a kerbed footway or island, an EV charging point should be set back a minimum of 0.5m.
2. Numbered parking bays may be used to aid parking management.
3. Disabled parking bays in communal layouts should be numbered and allocated to properties, therefore do not need to be marked as 'disabled'.
4. The width required for trees planted between parking bays will vary depending on species.
5. A 2m wide footway should be provided between a row of parking bays at regular intervals.
6. Permeable paving must be used for communal residential parking areas to allow water to drain through the surface, reducing run off and the risk of flooding.
7. Differing materials may be used as an alternative to white painted markings to delineate parking bays.
8. The 2.4m by 4.8m standard is not a statutory maximum, and flexibility may be applied for specific needs; however, good access and safe side access zones benefit all users in the efficient and safe use of cars.
9. Parking bays in communal layouts that could be used by a disabled person should be 3.6m wide and 6m long. This provides a 1.2m access zone to the side and the rear, consistent with best practise for Inclusive Mobility.
10. Dropped kerbs should be provided to enable access to the footway behind.

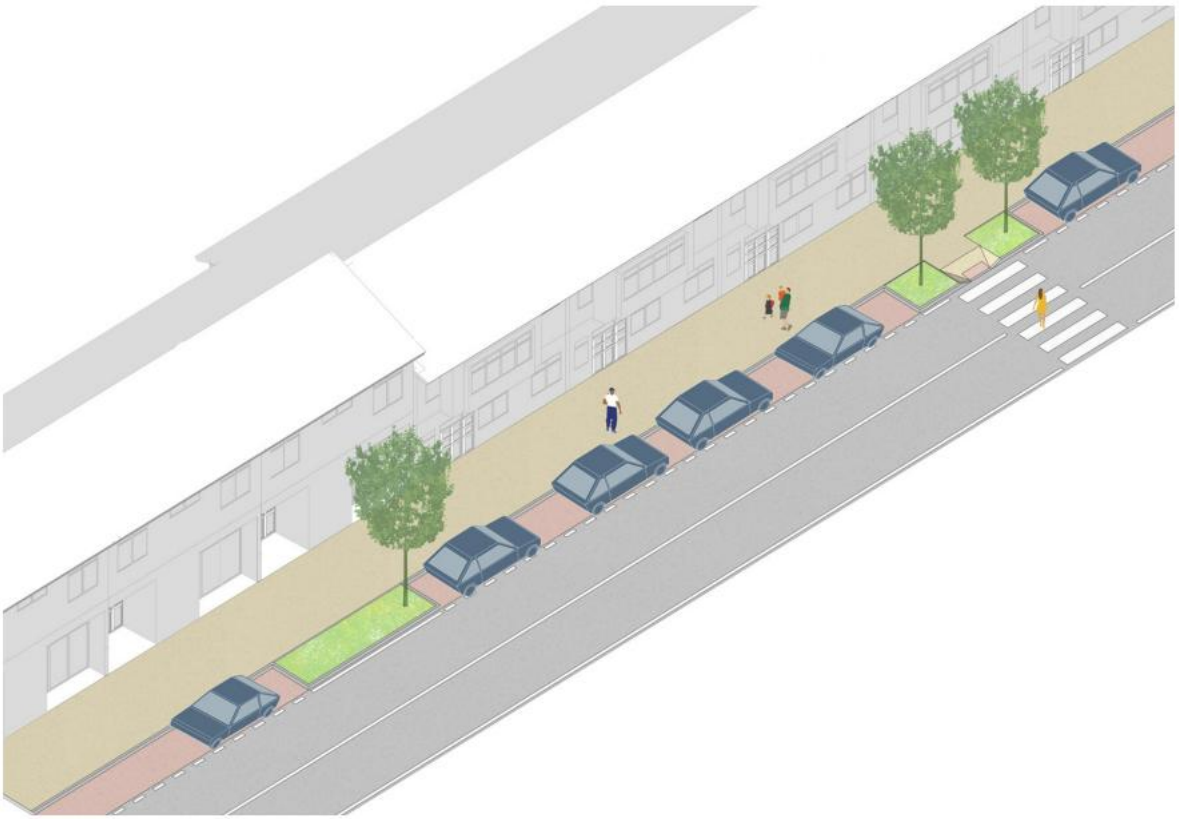


Permeable paving must be used for communal residential parking areas to allow water to drain through the surface, reducing run off and the risk of flooding.

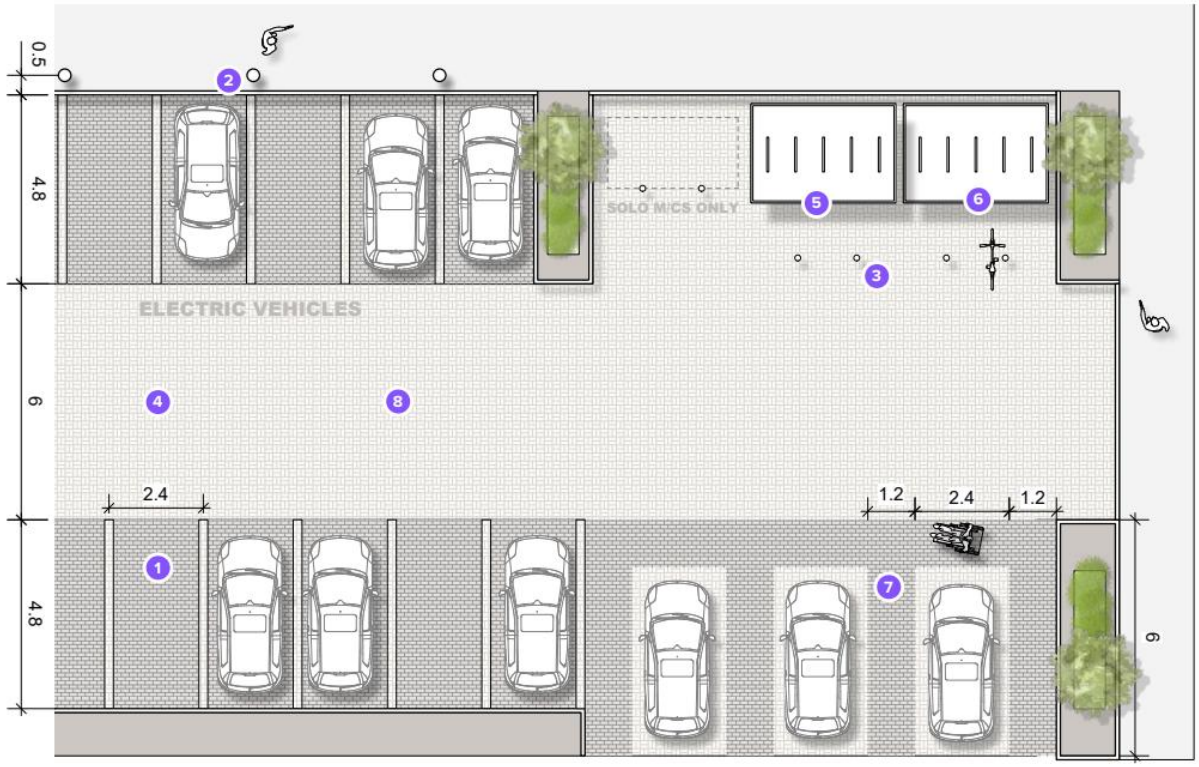
On Street Parallel (Residential)



1. For on-street parallel parking bays, a 6m length is recommended to provide sufficient space for manoeuvring. Shorter lengths may be considered for the first and last bays, where vehicular accessibility might be easier, particularly where acute angled ends are adopted.
2. To give greater flexibility, individual bays shouldn't be marked out.
3. Permeable paving should be used to allow water to drain through the surface, reducing run off and the risk of flooding.
4. A break must be provided after a maximum of four car spaces within a bay. Each break must include SuDs, planting, a pedestrian crossing, or a combination of these.



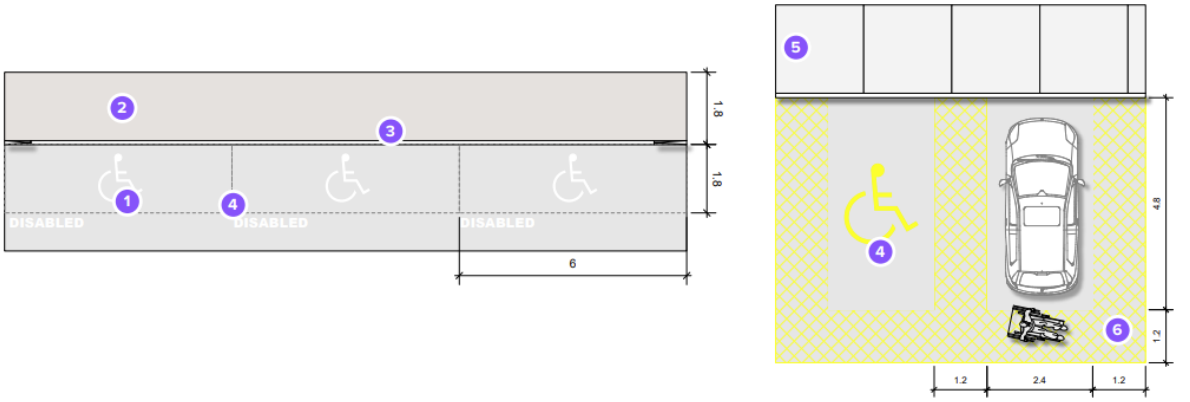
Non-Residential



1. Standard bay size of 4.8m by 2.4m.
2. When mounted on a kerbed footway or island, an EV charge point should be set back a minimum of 0.5m.
3. Bollards to prevent vehicle access.
4. Where two-way, the aisle width between perpendicular bays is 6m, this provides space for vehicles to manoeuvre into and out of the spaces.
5. Lockable cycle shelters for long-stay parking. Minimum aisle width between lockers is 3m.
6. Sheffield stands underneath a shelter provide short-stay cycle parking.
7. Standard parking bay size of 4.8m by 2.4m, with a clear space of 1.2m to allow for safe access. Side access zones may be shared between two bays.
8. At a minimum, parking bays should use permeable paving. Ideally, the aisles should also be permeable, allowing water to drain through the surface. This reduces runoff and lowers the risk of flooding



On-Street Disabled Bay



1. On-street disabled bays are to be used for where the road is public highway or is intended to be offered up for adoption. These arrangements can be parallel or perpendicular to the kerb.

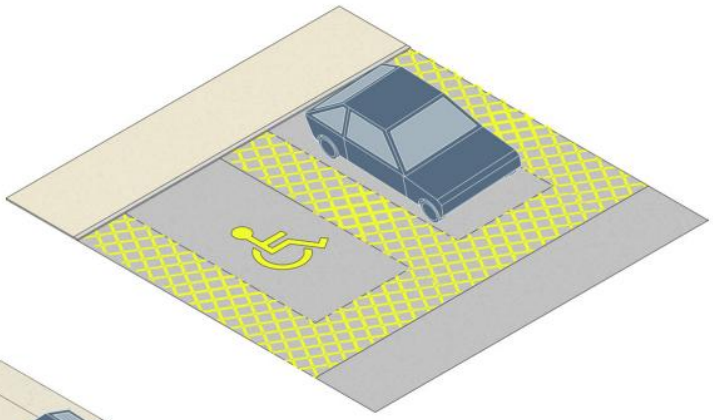
2. For on-street parallel parking bays, a 6m length is recommended to provide sufficient space for manoeuvring. To support inclusive access, an additional zone of at least 1.8m should be provided for side access. This 1.8m access zone can be accommodated within the footway, provided it remains unobstructed and free from street clutter, in line with best practice for Inclusive Mobility.

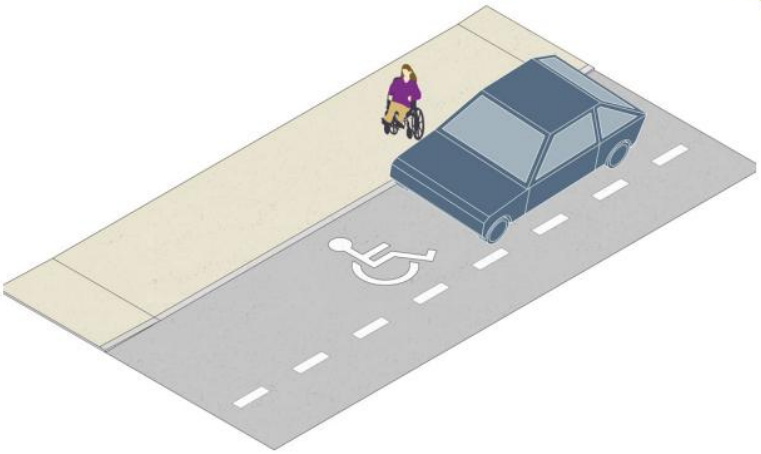
3. A dropped kerb or flush surface must be provided to access the adjacent footway.

4. Signs and markings should be used to indicate on-street parking spaces reserved for blue badge holders. These can be standard painted lines, or through contrasting materials.

5. Off-street bays are to be used in car parks and recommended for disabled parking bays on private land.

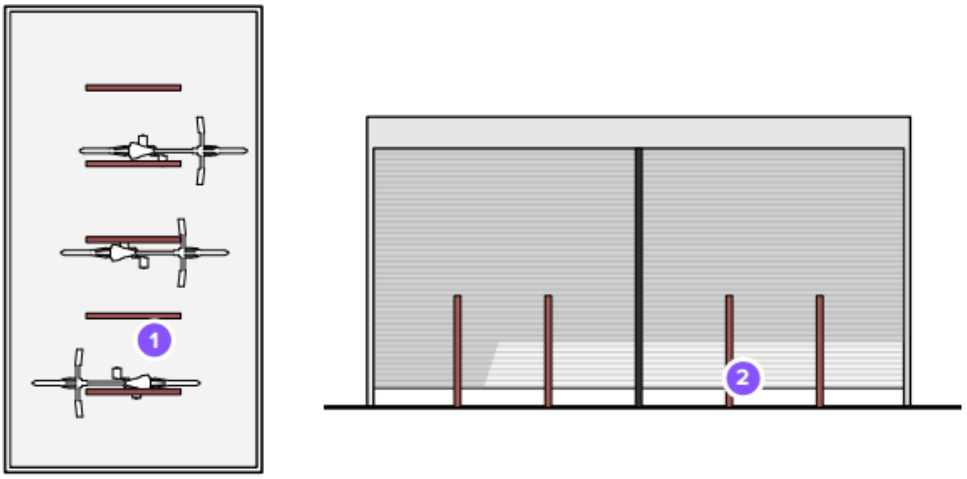
6. A standard parking bay size of 4.8m by 2.4m is applied, with a clear space of 1.2m to allow for safe access. Side access zones may be shared between two bays.



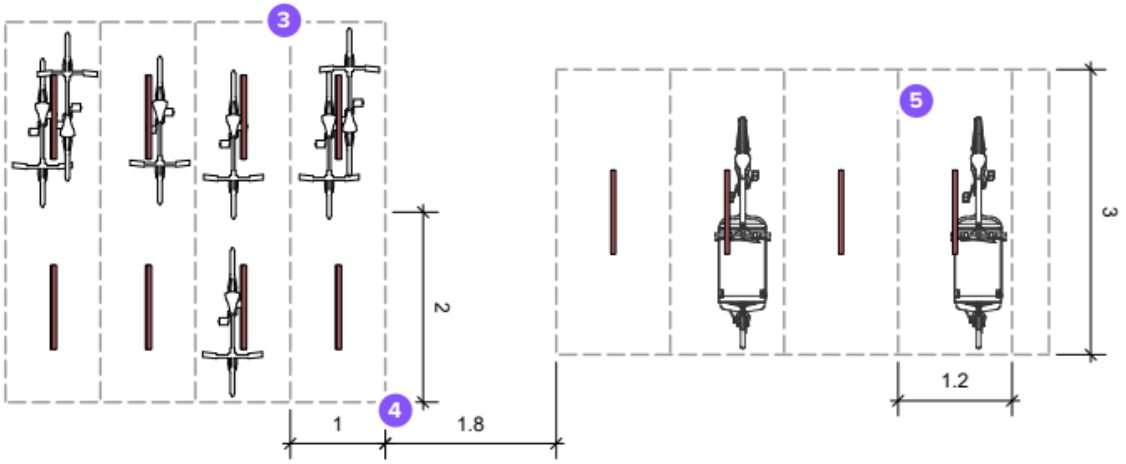


Cycle Parking

Long Stay Cycle Parking



Short Stay Cycle Parking



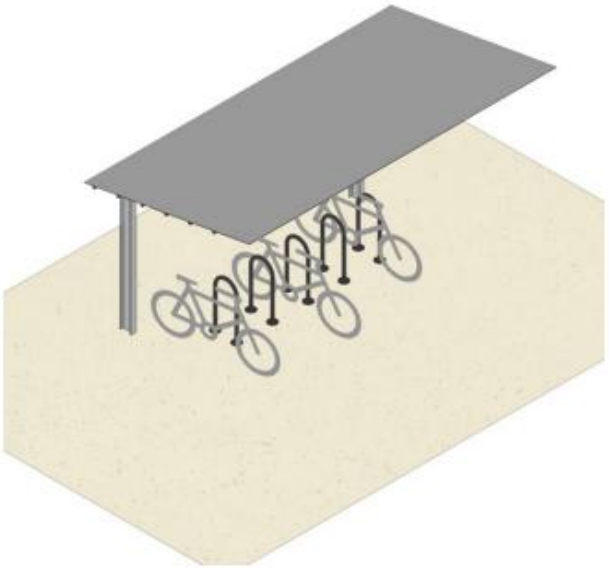
1. Long stay cycle parking should be secure and covered, and in a convenient location to encourage the use of sustainable travel.

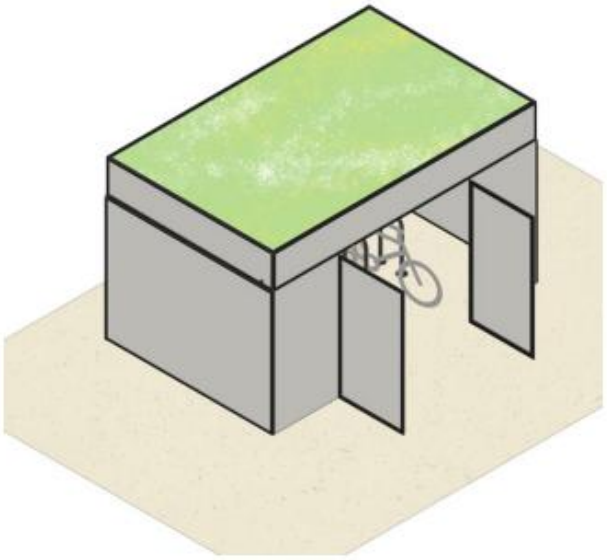
2. Electric, cargo and adaptive bikes should be considered when providing long-stay cycle parking provision.

3. Short term cycle parking must be located near the building entrance, wish good lighting and well overlooked.

4. A shelter should be provided for short-term cycle parking, with a minimum space of 1m between each stand.

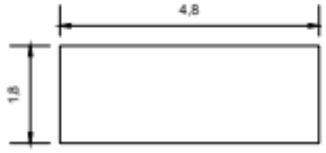
5. For adaptive cycles, a minimum clearance of 3m x 1.2m should be provided.







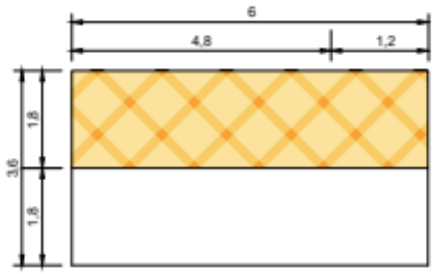
Quick Guide (Standard Parking Bay Sizes [metres])



On-Street

Parallel bay: 1.8m x 4.8m (min)

Parking for all recommends a 1.8m width for on-street parallel parking bays, with 4.8m length. Individual bays shouldn't be marked out to give more flexibility.

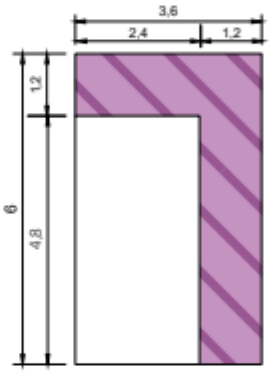


Disabled parallel bay: 3.6m x 6m

Disabled bays should have an additional zone of 1.8m to enable access from the side and 1.2 to the rear. A dropped kerb or level surface should be provided for access to the footway.

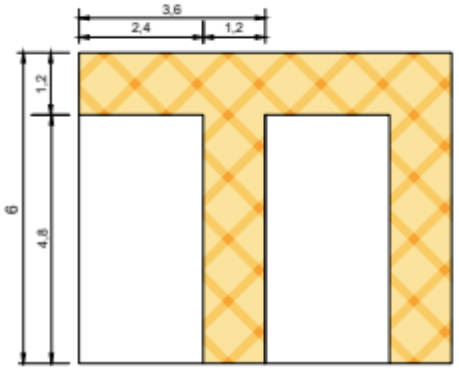


Standard bay size: 4.8m x 2.4m



Accessible bay/single disabled bay: 3.6m x 6m

For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a clear access zone of 1.2m to one side and the rear must be provided.



Double disabled parking bay: 3.6m x 6m

For disabled parking bays, a clear access zone of 1.2m to the side and the rear must be provided, side access zones may be shared between two bays.

17 Appendix D – Superseded Policies

This appendix identifies policies of the Tameside Unitary Development Plan (UDP) that have been superseded through the preparation and adoption of subsequent development plan documents.

Since the adoption of the UDP, a number of development plan documents have been prepared at both the Greater Manchester and local level. These include the Greater Manchester Joint Waste Development Plan Document, the Greater Manchester Joint Minerals Development Plan Document, Places for Everyone and, upon adoption, Homes, Spaces, Places. Collectively these documents replace the policy framework previously provided by the UDP.

For completeness and avoidance of doubt, this appendix identifies UDP policies superseded:

- by the Greater Manchester Joint Waste Development Plan Document;
- by the Greater Manchester Joint Minerals Development Plan Document;
- by Places for Everyone; and
- the adoption of Homes, Spaces, Places.

In some instances, UDP policies are superseded by a single policy within a subsequent development plan document. In other cases, the matters previously addressed by a UDP policy are now covered by a combination of policies across more than one development plan document. There are also instances where a direct replacement policy is not required because the matter is no longer relevant, has been implemented, or is otherwise addressed through the broader policy framework of the development plan. The policies identified within this appendix comprise all policies of the Tameside Unitary Development Plan. Following adoption of Homes, Spaces, Places, no policies of the Tameside Unitary Development Plan will continue to form part of the development plan.

UDP Policy	UDP Title	Status	By
E1	Regional Investment Site / Strategic Regional Site	Implemented / Superseded	JPA27, HSP S2A, HSP S2B, HSP S2D
E2	Development Opportunity Areas	Superseded	HSP S2D - S2L

E3	Established Employment Areas	Superseded	HSP J1
E5	Local Employment Opportunities and Mixed Uses	Superseded	HSP J2
E6	Detailed Design of Employment Developments	Superseded	HSP PL7, HSP PL8
E7	Local Access to New Employment	Superseded	HSP PE1, HSP J2, HSP J5, HSP T6
H1	Housing Land Provision	Superseded	JPA28, JPA29, JP-H1, HSP S1, HSP S2D - S2L
H2	Unallocated Sites	Superseded	HSP S1
H4	Type, Size and Affordability of Dwellings	Superseded	HSP H1, HSP H2
H5	Open Space Provision	Superseded	HSP PE3
H6	Education and Community Facilities	Superseded	JP-D1, JP-D2, HSP PE7
H7	Mixed Use and Density	Superseded	JP-H4, HSP S1, HSP PL8
H8	Gypsies, Travellers and Showmen	Superseded	HSP H6
H9	Backland and Garden Development	Superseded	HSP PL8
H10	Detailed Design of Housing Developments	Superseded	HSP PL8, HSP PL9
S1	Town Centre Improvement	Superseded	HSP C1, HSP S2D-S2L
S2	New Retail Developments in Town Centres	Superseded	HSP C3, HSP C5
S3	New Retail Developments Outside Town Centres	Superseded	HSP C5



S4	Retail Dominance and Shopping Frontages	Superseded	HSP C2, HSP C3
S5	Changes of Use in Local Shopping Centres	Superseded	HSP C4
S6	New Local Shopping Developments	Superseded	HSP C4, HSP C5
S7	Food and Drink Establishments and Amusement Centres	Superseded	HSP C8
S8	Built Recreation, Leisure and Tourism Developments	Superseded	HSP C8, HSP J4
S9	Detailed Design of Retail and Leisure Developments	Superseded	HSP PL7, HSP PL8
S10	Existing Out-of-Centre Retail Parks and Stores	Superseded	HSP C5
OL1	Protection of the Green Belt	Superseded	JP-G9
OL2	Existing Buildings in the Green Belt	Superseded	JP-G9
OL3	Major Developed Sites in the Green Belt	Superseded	JP-G9
OL4	Protected Green Space	Superseded	HSP PE2
OL6	Outdoor Sport, Recreation and Play Space Developments	Superseded	HSP PE5
OL7	Potential of Water Areas	Superseded	HSP PE4, HSP PL12
OL8	Informal Recreation and Countryside Access	Superseded	HSP PE4
OL9	Derelict Land Reclamation	Retired - No Direct Replacement Required	N/A

OL1	Landscape Quality and Character	Superseded	HSP PL7
OL11	Support for Agriculture	Retired - No Direct Replacement Required	N/A
OL12	Development Associated with Agriculture	Retired - No Direct Replacement Required	N/A
OL13	Accommodation for Agricultural Workers	Retired - No Direct Replacement Required	N/A
OL14	Allotments	Superseded	HSP PE1, HSP PE2, HSP PE3
OL15	Openness and Appearance of River Valleys	Superseded	HSP PL7, HSP PL12
OL16	Peak District National Park	Superseded	HSP PE6
T1	Highway Improvement and Traffic Management	Superseded	HSP T1
T2	Trunk Road Developments	Implemented / Partially Superseded	HSP T2
T3	Major Highway Schemes	Implemented / No Longer Required	N/A
T4	Rail Infrastructure	Implemented / Superseded	HSP T3
T5	Metrolink Extension	Implemented / Superseded	HSP T4
T6	Facilities for Buses	Superseded	HSP T5
T7	Cycling	Superseded	JP-C6, JP-C8, HSP T6
T8	Walking	Superseded	JP-C6, JP-C8, HSP T6
T9	Freight Movement	Superseded	HSP T7
T10	Parking	Superseded	HSP T8

T11	Travel Plans	Superseded	HSP T1
T12	Special Needs	Superseded	HSP T6, HSP PE1
T13	Transport Investment	Superseded	JP-D1, HSP T1
T14	Transport Assessments	Superseded	HSP T1
C1	Townscape and Urban Form	Superseded	HSP PL7, HSP PL8
C2	Conservation Areas	Superseded	HSP PL3
C3	Demolition of Unlisted Buildings in Conservation Areas	Superseded	HSP PL3
C4	Control of Development in or Adjoining Conservation Areas	Superseded	HSP PL3
C5	Alternative Uses, Alterations and Additions for Listed Buildings	Superseded	HSP PL2
C6	Setting of Listed Buildings	Superseded	HSP PL2
C7	Enabling Development for Conservation of Heritage Assets	Retired – No Direct Replacement Required	N/A
C8	Demolition of Listed Buildings	Superseded	HSP PL2
C9	Historic Parks and Gardens	Superseded	HSP PL4
C10	Development Affecting Archaeological Sites	Superseded	HSP PL1
C11	Shop Fronts	Superseded	HSP PL10
C12	Art in the Environment	Retired - No Direct Replacement Required	N/A
N1a	International Nature Conservation Sites	Superseded	HSP E3

N1b	National Nature Conservation Sites	Superseded	HSP E3
N2	Locally Designated Nature Conservation Sites	Superseded	HSP E3
N3	Nature Conservation Factors	Superseded	JP-G8, HSP E3, HSP E4
N4	Trees and Woodland	Superseded	JP-G6, JP-G7, HSP E3
N5	Trees Within Development Sites	Superseded	JP-G6, JP-G7, JP-G8, HSP E3, HSP PL7
N6	Protection and Enhancement of Waterside Areas	Superseded	JP-S4, JP-G7, HSP E2, HSP PL12, HSP PE4
N7	Protected Species	Superseded	JP-G7, JP-G8, HSP E3
MW1	Protection of Mineral Resources	Superseded	Minerals Plan Policies 8, 11 and 12
MW2	Supply of Aggregate Minerals	Superseded	Minerals Plan Policies 2, 3 and 5
MW3	Reclamation of Derelict Land	Superseded	Minerals Plan Policy 10
MW5	Movement of Minerals and Waste	Superseded	Minerals Plan Policy 9
MW6	Waste Management Facilities	Superseded	Waste Plan Policies 4, 5, 10, 11 and 12
MW7	Recycling, Collection and Ancillary Waste Management	Superseded	Waste Plan Policies 4, 5 and 10
MW8	Energy from Waste	Superseded	Waste Plan Policies 1, 4, 5, 8 and 10



MW9	Control of Minerals and Waste Developments	Superseded	Minerals Plan Policies 2, 3, 4, 6, 7, 9, 10, 11, 12 and 13 and general development management policies
MW10	Development on or near Landfill Sites	Superseded	JP-S1, JP-S4, HSP PL8
MW11	Contaminated Land	Superseded	JP-S1, JP-S4, HSP PL8
MW12	Control of Pollution	Superseded	JP-S1, JP-S4, JP-S5, HSP PL8
MW13	Hazardous Installations	Superseded	JP-S1, JP-S4, JP-S5, HSP PL8
MW14	Air Quality	Superseded	JP-S5
MW15	Protection of Water Resources	Superseded	JP-S4, HSP E2
U1	Utilities Infrastructure	Superseded	JP-D1, JP-D2
U2	Telecommunications	Retired – No Direct Replacement Required	N/A
U3	Water Services for Developments	Superseded	JP-D1
U4	Flood Prevention	Superseded	JP-S4, HSP E2
U5	Energy Efficiency	Superseded	JP-S2, JP-S3
U6	Renewable Energy	Superseded	JP-S2, JP-S3, HSP E1



18 Appendix E – Strategic and non-strategic policies

HSP Policy	Strategic or non-Strategic
HSP S1: Overall Spatial Strategy	Strategic
HSP S2A: Eastern Growth Cluster	Strategic
HSP S2B: Ashton Mayoral Development Zone	Strategic
HSP S2C: Hyde Triangle	Strategic
HSP S2D: Ashton-under-Lyne	Non-Strategic
HSP S2E: Audenshaw	Non-Strategic
HSP S2F: Denton	Non-Strategic
HSP S2G: Droylsden	Non-Strategic
HSP S2H: Dukinfield	Non-Strategic
HSP S2I: Hyde	Non-Strategic
HSP S2J: Longdendale	Non-Strategic
HSP S2K: Mossley	Non-Strategic
HSP S2L: Stalybridge	Non-Strategic
HSP C1: Network, Hierarchy and Designation of Centres	Strategic
HSP C2: Primary Shopping Areas	Non-Strategic
HSP C3: Development and Change of Use in Designated Centres	Non-Strategic
HSP C4: Local Shopping Areas and Parades	Non-Strategic
HSP C5: Development Involving Main Town Centre Uses	Non-Strategic
HSP C6: Markets	Non-Strategic
HSP C7: Healthier Food Environments	Non-Strategic

HSP C8: Food, Drink and Leisure Uses in Centres	Non-Strategic
HSP E1: Renewable and Low Carbon Energy	Strategic
HSP E2: Surface Water and Water Efficiency	Non-Strategic
HSP E3: Biodiversity and Geodiversity	Strategic
HSP E4: Nature Recovery	Strategic
HSP H1: Housing Size, Type, Mix and Tenure	Non-Strategic
HSP H2: Meeting Affordable Housing Needs	Strategic
HSP H3: Meeting Specific Housing Needs	Strategic
HSP H4: Build to Rent	Non-Strategic
HSP H5: Houses in Multiple Occupation (HMO)	Non-Strategic
HSP H6: Gypsy, Traveller and Travelling Showpeople	Strategic
HSP J1: Existing Employment Areas	Non-Strategic
HSP J2: New Employment Development	Strategic
HSP J3: Assessing the Loss of Employment Land or Accommodation	Non-Strategic
HSP J4: The Visitor Economy	Non-Strategic
HSP PE1: Development and Healthier Environments	Strategic
HSP PE2: Protection and Enhancement of Open Spaces	Non-Strategic
HSP PE3: Open Space Provision in New Developments	Non-Strategic
HSP PE4: Strategic Recreation and Countryside Access	Strategic
HSP PE5: Indoor and Outdoor Sport and Recreational Facilities	Non-Strategic
HSP PE6: Peak District National Park	Strategic
HSP PE7: Early Years, Schools and Post-16 Education Facilities	Non-Strategic



HSP PE8: Provision of Health and Social Care Facilities	Non-Strategic
HSP PE9: Tameside General Hospital	Strategic
HSP T1: General Approach	Strategic
HSP T2: Trunk Road Developments	Non-Strategic
HSP T3: Rail Infrastructure	Strategic
HSP T4: Rapid Transit	Strategic
HSP T5: Facilities for Buses	Strategic
HSP T6: Walking, Wheeling and Cycling	Strategic
HSP T7: Freight Movement and Deliveries	Non-Strategic
HSP T8: Parking	Non-Strategic
HSP T9: EV Charging Infrastructure	Non-Strategic
HSP PL1: Archaeology and Scheduled Monuments	Non-Strategic
HSP PL2: Listed Buildings	Non-Strategic
HSP PL3: Conservation Areas	Non-Strategic
HSP PL4: Historic Parks and Gardens	Non-Strategic
HSP PL5: Designated Heritage Assets - Energy Efficiency and Renewable Energy Generation	Non-Strategic
HSP PL6: Non-Designated Heritage Assets	Non-Strategic
HSP PL7: Landscapes, Townscape and Urban Form	Strategic
HSP PL8: Design and Amenity	Non-Strategic
HSP PL9: Design of Residential Additions, Alterations and Extensions	Non-Strategic
HSP PL10: Design of Commercial Frontages	Non-Strategic
HSP PL11: Outdoor Advertisements and Signage	Non-Strategic
HSP PL12: Design and Enhancement of the Waterside	Non-Strategic



HSP PL13: Design of Public Realm and Urban Spaces	Non-Strategic

19 Appendix F – Draft Monitoring Framework

Vision	Objective	Indicator
Homes: A place where people are proud to live, with a range of attractive and affordable homes that meet local needs.	**Homes:** To ensure sufficient new housing is provided against the PfE requirement, proving a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.	**Efficient use of land** - Percentage of new dwellings delivered on previously developed land. **Affordable housing –** Percentage of net additional socially rented property as a proportion of all net additional dwellings. **Affordable housing –** Percentage of net affordable homes as a proportion of all net additional dwellings. **New Homes –** Number of net additional dwellings delivered. **New Homes –** Cumulative number of net additional dwellings delivered since the start of the plan period.
Jobs: A place with a strong local economy where businesses choose to remain, invest and grow, and where residents can learn and earn.	**Jobs:** To meet our employment needs and provide greater opportunities for residents, reversing a decline in job density, enabling all to share in the opportunities provided by economic growth.	**Successful businesses** – Sqm of new gross office and industry and warehousing floorspace delivered. **New and effective businesses** - Percentage of total businesses being new, high growth enterprises. **Job density** – Job density ratio. **Good pay and benefits** - Average monthly pay in Tameside as a percentage of the northwest average.

Centres: A place with a range of strong, vibrant and diverse centres which serve their local communities and where people want to spend time.	**Centres:** To support the regeneration of the borough's centres, to thrive, be vibrant and attractive and safe spaces where people choose to spend time, growing their resident population through new homes.	**Use of space in centres** – Town centre commercial units vacant as a percentage of all town centre units. **Town centre churn** – Percentage of town centre commercial units vacant for longer than 12months. **Resident population** – Net additional dwellings delivered within town and edge of centre locations.
Travel: A well-connected place, where active travel is the first and natural choice, with high quality public transport connections, where people can travel safely and conveniently to destinations both within and beyond the borough.	**Travel:** To enable everyone to travel safely and conveniently, supporting the sustainable movement of people and goods, achieving the 'right mix' of transport modes, as set out within our Local Transport Plan, with 50% of trips made by public transport or active travel by 2040.	**Travel safety** – An absolute reduction in Road Traffic Accidents (RTAs) measured as % variance from the 2017 – 2019 average. **Public Transport use** – an absolute increase in passenger boardings in Tameside for bus and Metrolink as well as Bee Network Rail, once live. **Service Reliability** – Bus punctuality (services running between one minute early and five minutes late as 'on time') for services in Tranche 3 (Tameside) of the Bee Network against an 80% minimum target. Metrolink punctuality (departing less than 2 minutes late) as a % against a 90% minimum target. Rail punctuality as measured by PPM (public performance measure) for operators in GM against an 85% minimum target. Punctuality of Bee Network Rail



		services against an 85% minimum target to be measured following the introduction of service.
Places: A place where our cultural and built heritage are cherished, and where good design creates sustainable, safe, inclusive and accessible places.	**Places:** To deliver development that promotes high quality design, protects, enhances and makes a positive contribution to the character, heritage and identity of Tameside and maintains protection of the Green Belt.	**Civic pride** - Increase Tameside residents' civic pride, including satisfaction with local area and recommending the area as a good place to live, compared to Greater Manchester neighbours. **Culture and heritage** - number of designated heritage assets. **Culture and heritage** - number of designated heritage assets on the at risk register. **Culture and heritage** - number and areas of designated conservation areas.
Environment: A greener place with a thriving natural environment and clean air, where communities and infrastructure are sustainable and climate resilient.	**Environment:** To ensure that new development is energy efficient and responds positively to climate change, ecologically sensitive locations, avoids pollution and flood risk, protects resources and remediates land.	**Clean air** – Percentage of Tameside designated as an air quality management area. **Ecological protection** – Number and grade of designated Sites of Biological Importance. **Ecological protection** – Ecological condition of the boroughs designated SSSI. **Water bodies** - percentage water bodies of in good ecological status or potential.

People: A place where children are given the best start in life, are able to exceed expectations and where everyone is able to live a healthy, happy and active life within thriving supportive communities, supported by the services they need.	**People:** To reduce inequalities, improve outcomes and ensure the provision or enhancement of services and infrastructure, including health, education and green infrastructure to support new and existing communities.	**Hot food Takeaways (HFT)** – Fewer HFTs per 1,000 residents. Currently 1.51 per 1, 000 residents. **Young people in employment** - percentage of young working age population in employment. **Borough lifespan** – life expectancy gap between the most deprived and least deprived areas in Tameside. **Healthy Food Environments** – Number of Year 6 pupils classed as obese (including severe obese) within the borough. No increase in levels of childhood obesity.

20 Consultation instructions and what happens next

Consultation 1 October 2026 – 13 November 2026

This consultation is being carried out under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is the final opportunity to make representations on the proposed Local Plan before it is submitted to the Secretary of State for independent examination.

At this stage, comments should only focus on whether the Plan is **legally compliant** and **sound**:

- **Legal compliance** - does the plan meet the legal requirements made under various statutes.
- **Soundness** - has the plan been positively prepared, and is it justified, effective and consistent with national policy.

Representations should specify the matters to which they relate and the grounds on which they are made.

How to view the Homes, Spaces, Places Publication Plan and Supporting Documents

The Plan and all supporting documents can be found on the Council's website at: www.tameside.gov.uk/homesspacesplaces.

The Plan can also be viewed electronically and in paper form at the Council's main office in Ashton-under-Lyne and all Tameside Council libraries during their normal opening hours during the consultation period[69]. A hard copy of the Integrated Assessment can also be inspected at the Council's main office in Ashton-under-Lyne.

If you would like to discuss this consultation or ask any questions before making your comments, you can book a telephone appointment with a planning officer. Appointments run for up to 20 minutes. To book an appointment please call 0161 342 8355, selecting option 4.

How to comment

[69] https://www.tameside.gov.uk/libraries/openingtimes

While it is requested that representations are made via the online comments form on the Council's website where possible, they can be submitted by any of the following means:

Online at: www.tameside.gov.uk/homesspacesplaces

By email to: planpolicy@tameside.gov.uk

By post to: Planning Policy Team, Tameside One, PO Box 304, Ashton-under-Lyne, Tameside, OL6 0GA.

All comments should be received by no later than Friday 13 November 2026.

Treatment of comments

Representations cannot be made anonymously and all representations received during the consultation will be submitted to the Planning Inspectorate and the appointed Planning Inspector for consideration as part of the examination process. Representations will be 'made available' in line with the Regulations (The Town and Country Planning (Local Planning) (England) Regulations 2012 – Regulations 20, 22 and 35). This includes publication of representations alongside the respondent's name on the council's website. Personal information such as postal and email addresses, signatures and phone numbers will be redacted.

Redacted comments may be summarised using an advanced large language model to support the council in analysing consultation responses. These summaries will then be reviewed by planning officers before being made available.

The council will process your data and information in accordance with the UK General Data Protection Regulation (UK GDPR) and the Data Protection Act 2018. Respondents should be aware of the Council's privacy notice[70] in responding to the consultation. Your information will not be sold to other organisations or moved beyond the UK. Your information will not be used for automated decision making.

What happens next

Following the consultation the council will, subject to the decision of Full Council, submit the Plan and supporting documents for examination, conducted by the appointed independent Planning Inspector(s), together with all of the representations received and a summary of the main issues raised. Examination of

[70] https://www.tameside.gov.uk/documents/d/guest/planning-policy-privacy-notice-final-pdf

the Plan is expected to take place in 2027. While the Inspector(s) will determine the most appropriate procedure to adopt to hear those who wish to participate in the examination, if respondents would like to appear and speak at the hearings or be notified of the submission of the plan to the Secretary of State for examination, they should state this in their response.

Stay Informed

If you wish to be kept informed of progress on Homes, Spaces, Places as well as other planning policy and related matters in Tameside you can sign up to our planning policy consultation mailing list by scanning the QR code below or following the link[71] at the bottom of the page.

You can unsubscribe from the mailing list at any time by contacting the Planning Policy team at planpolicy@tameside.gov.uk,by calling 0161 342 8355, selecting option 4, or by writing to Planning Policy Team, Tameside One, PO Box 304, Ashton-under-Lyne, Tameside, OL6 0GA.

[71] https://forms.office.com/e/0EzkUCNcTH

