

Tameside Metropolitan Borough Council

Integrated Assessment of The Homes, Spaces, Places Plan – Regulation 19 Draft Plan

Main Report

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

1.1 Introduction

Tameside Metropolitan Borough Council ('the Council') has prepared the Homes, Spaces, Places Plan (hereinafter referred to as 'the Plan') to set out the long-term vision and spatial strategy for the Borough up to 2042. The Plan encompasses development management policies, land allocations, and provisions to support infrastructure delivery, all centred around key themes including People, Environment, Homes, Jobs, Travel, Places, and Centres.

Ove Arup & Partners (Arup) has been commissioned by the Council to undertake an Integrated Assessment (IA) of the Plan. IA is a systematic process employed to evaluate the potential environmental, economic, health, and equality effects of a Plan. It assists in identifying significant impacts and proposes strategies to mitigate any adverse outcomes that may be identified.

This main IA report summarises the findings of the IA which was carried out on the Regulation 19 Plan, including the assessment of reasonable alternatives, and the reassessment of thematic policies and site allocations. It describes the methodology applied, outlines the results from this stage of the process and sets out proposed mitigation measures. Findings from the previous iteration of assessment can also be found in Sections 4.1 and 4.2. Further details on the overall IA process and work completed to date can be found in Section 2.

1.2 The Homes, Spaces and Places Plan

Homes, Spaces, and Places is Tameside's Local Plan, complementing the Greater Manchester Places for Everyone Strategy. The purpose of the Homes, Spaces and Places Plan, is to set the long-term vision and spatial strategy for the borough up to 2042, provide development management policies, designate and allocate land for various purposes, identify priority regeneration areas, support growth and vibrant town centres, improve travel and reduce congestion, maintain the protection of the borough's Green Belt, and support the delivery of infrastructure. The Plan includes a series of policies organised by seven themes, including People, Environment, Homes, Jobs, Travel, Places, and Centres, with the addition of the Spatial Framework policies.

These themes have been built around the Plan's objectives, which were assessed during the Compatibility Assessment portion of the IA of the Options and Preferences Plan (see

the Integrated Assessment of The Homes, Spaces, and Places Plan – Options and Preferences Main Report, April 2025).

The Plan's objectives have since been updated; however, given that the changes are minor, a formal reassessment has not been undertaken, as the objectives remain the same in principle. The updated Plan objectives are as follows:

- **Homes:** To ensure sufficient new housing is provided against the Pfab [Places for Everyone – Greater Manchester's Joint Development Plan] requirement, providing a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.
- **Jobs:** To meet 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.
- **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.
- **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 the Local Transport Plan, with 50% of trips made by public transport or by active travel by 2040.
- **Places:** To deliver development that promotes high-quality design and protects, enhances and makes a positive contribution to the character, heritage and identity of Tameside and maintains protection of the Green Belt.
- **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.
- **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.

It is important to note that the Homes, Spaces and Places Plan only constitutes part of Tameside's planning context and must be considered alongside other relevant policy documents, including the National Planning Policy Framework, Places for Everyone Joint

Development Plan and the Greater Manchester Joint Waste and Minerals Development Plans.

2. Applying the Integrated Assessment Framework

2.1 Purpose and Scope of the IA

The purpose of IA is to facilitate the evaluation of potential sustainability, health, social, and economic consequences associated with the implementation of a Plan. IA supports plan development through a systematic, iterative assessment process that examines draft policies and plan objectives within the context of the IA framework.

Through this approach, the IA will recommend ways in which a Plan can be improved. This is in line with Planning Practice Guidance which states: *The development and appraisal of proposals in Local Plan documents should be an iterative process, with the proposals being revised to take account of the appraisal findings. This should inform the selection, refinement and publication of proposals* (PPG: Paragraph: 018 Reference ID: 11-018-20140306).

The IA incorporates and aligns with the assessments and regulations outlined below.

2.1.1 Work Completed to Date as part of the IA

Work undertaken to date includes the completion of Stages A to D of the IA process (see Figure 1 below for a summary of the IA Stages).

For Stage A, an initial Scoping Report was produced by Amec Foster Wheeler in 2017. In 2023, Arup completed an updated scoping exercise to set the current context and the baseline and establish the IA objectives. Consultation was completed on the IA Scoping Report in summer 2023. The Scoping Report was issued for consultation to statutory consultation bodies and a range of stakeholders between July and September 2024. Consultation responses received have been considered and appropriately actioned in the final Scoping Report (April 2024) and are set out in the IA Scoping Report appendix.

In Spring 2025, assessment of the Plan's objectives against the IA framework was undertaken in the form of a Compatibility Assessment. At the same time, the HSP Options and Preferences Draft Local Plan, including thematic policies, were assessed against the IA framework as part of Stage B of the IA process. The main report, along with the accompanying Equality Impact Screening Statement and non-technical summary, constitutes Stage C of the IA process. Between April and June 2025, the IA was subject to consultation. The IA reports were updated following this feedback, to reflect updates to the Plan and any resulting amended IA scoring. This constitutes Stage D of the IA process.

In Autumn 2025, the Regulation 18 HSP Preferred Option Draft Local Plan, including thematic policies, site allocations, and reasonable alternatives were assessed against the IA framework - a main report, Equality Impact Screening Statement and non-technical summary were produced to detail the findings. The December 2025 IA was consulted on for 7-weeks as part of the statutory Regulation 18 consultation from December 2025 to February 2026. The reports were updated again following this feedback.

In August 2026, the Regulation 19 HSP Publication Draft Local Plan, including updated thematic policies and site allocations were reassessed against the IA framework, with the findings contained in this report, accompanying appendices, and the non-technical summary.

2.1.2 Strategic Environmental Assessment

SEA is a process which ensures environmental impact is considered at the formation of plans stage (i.e. the strategic level). SA does the same, but it takes in a broader scope of impacts, looking at the economy and local communities/wider society as well as the environment (i.e. the assessment headings looked at under the banner of sustainability). SA in the UK is mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004, which requires a local planning authority to carry out SA of each of the proposals in a plan, during its preparation. SEA is mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (“the SEA Regulations”).

2.1.3 Equality Impact Assessment (EqIA)

EqIA is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the IA to add value and depth to the assessment process. Under the Equality Act, public bodies are required to:

- Have due regard to the need to eliminate discrimination;
- Advance equality of opportunity; and
- Foster good relations between different people when carrying out their activities.

This IA therefore needs to consider in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people.

In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of “protected characteristics”:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex, and
- Sexual orientation.

EqlA is two-stage process:

Stage 1: Screening - this involves the assessment of impacts of the strategy/plan against the protected characteristics outlined above. If no negative effects are identified during screening, no further assessment is required. If there are effects that cannot easily be mitigated, a full EqlA should be undertaken.

Stage 2: Full EqlA - this involves more in-depth assessment of the impacts of the strategy/plan, the recommendation of mitigation measures, definition of monitoring and evaluation measures and public consultation.

To ensure this IA meets the requirements of EqlA, it will consider whether there is potential for the Plan’s policy options to affect people differently based on the protected characteristics, this is reflected in the IA Framework. Further details are set out in Appendix A as part of the supporting detailed EqlA.

2.1.4 Health Impact Assessment (HIA)

There is no statutory requirement to undertake HIA as part of the plan-making process. It is included to ensure a wider definition of potential impacts is considered. HIA has one overarching aim: to ensure that plans and policies minimise negative and maximise positive health impacts. Consideration of the determinants of health and the broad requirements of the Department of Health HIA screening questions have been integrated

into the IA Framework. As such, by including consideration of health, alongside the other environmental, sustainability and equality considerations, the Plan's IA covers the scope of a HIA.

2.2 Integrated Assessment Stages

The approaches to SA, SEA, EqIA and HIA discussed above use similar assessment steps. Broadly speaking these include:

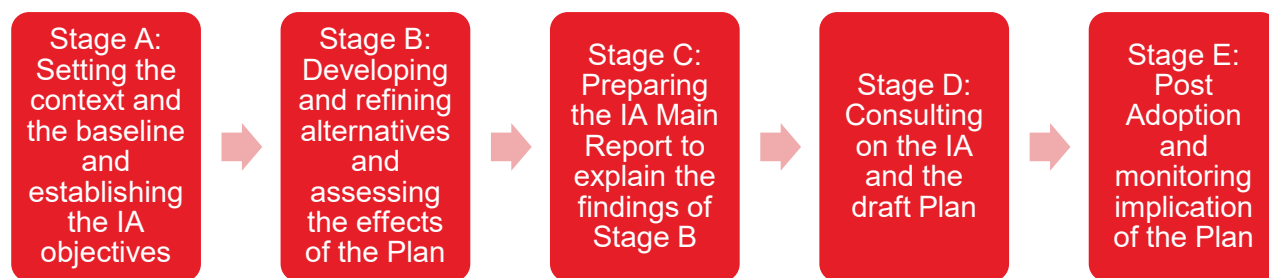
- Screening (i.e. deciding if the assessment is needed);
- Setting the baseline context;
- Identifying where there are impacts on defined relevant topics areas (e.g. flora and fauna, the determinants of health, or the impact on certain groups of people in society);
- Understanding impacts of that which is being assessed; and
- Making recommendations for mitigation where necessary.

The structure of the IA is based upon the process contained in the ODPM best practice guidance from 2005 on SEA¹ and Planning Practice Guidance on SEA and SA², updated in 2020. Through integration of equalities and health considerations, the IA Framework (the central component of the IA) ensures that all four assessment types are considered and completed. The IA process is outlined in Figure 1 and described in more detail below. At this point the IA has only addressed Stages A and B, with this report forming part of Stage C and the Plan's consultation forming part of Stage D, as its aim is to help develop and refine alternatives and assess effects.

¹ A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)

² HM Government (2020) Planning Practice Guidance: Strategic Environmental Assessment and Sustainability Appraisal. Available at: <https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal>

Figure 1: The IA Process



2.3 The IA Framework

Developed as part of the Scoping stage of work, the IA framework is made up of a series of IA objectives and assessment criteria which have been developed specifically for the Plan. The IA Framework is used to identify the likely social, economic and environmental effects and guide mitigation and policy development. The Framework was developed following extensive consultation with statutory organisations, local, regional and national stakeholders and the public. Following this consultation, the Framework was then agreed with the Council. Further information regarding this process can be found in the Scoping Report.

Under the SEA guidance³, an IA objective is defined as ‘*a statement of what is intended, specifying a desired direction of change*’. For the present IA, objectives are specific aims that the Plan should strive to achieve. Crucially, the IA objectives, as shown in Table 1, may differ from any stated objectives of the Plan, though it is acknowledged there may be synergies.

Table 1: The IA Framework

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing	Will Homes, Spaces, Places: Ensure an appropriate quantity of housing land to meet Tameside's objectively assessed need for market housing? Ensure an appropriate quantity of housing land to meet Tameside's	Population

³ A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
	need, and to support economic growth	objectively assessed need for affordable housing? Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand? Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate? Support improvements in the energy efficiency and resilience of the housing stock? Ensure an appropriate quantity of pitches/plots to meet Tameside's Gypsies, Travellers and Travelling Show People's assessed needs?	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Will Homes, Spaces, Places: Meet current and future demand for employment land for Tameside? Support education and training to provide a suitable labour force for future growth? Provide sufficient employment land in locations that are well-connected and well-served by infrastructure? Support the diversification of Tameside's local economy?	Population

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		Support the enhancement of the vitality and viability of Tameside's town centres?	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Will Homes, Spaces, Places: Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development? Improve transport connectivity? Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development? Support the transition to active and sustainable modes of transport? Support the delivery of a safe transport network which minimises the impact on the local environment and public health? Support both the existing network and creation of new cycling and walking routes?	Population Human Health Air
4	Reduce levels of deprivation and disparity	Will Homes, Spaces, Places: Reduce the proportion of people living in deprivation? Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the	Population Human Health

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		domains of the Indices of Multiple Deprivation?	
5	Promote equality of opportunity and the elimination of discrimination	Will Homes, Spaces, Places: Foster good relations between different people? Ensure equality of opportunity and equal access to facilities/infrastructure for all? Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010? Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed? Create a sense of belonging, community cohesion and wellbeing for all members of the Tameside community?	Population Human Health
6	Support improved health and wellbeing of the population and reduce health inequalities	Will Homes, Spaces, Places: Support healthier, active lifestyles, proactive and preventative care and support improvements in determinants of health? Reduce health inequalities within Tameside and with the rest of England?	Population Human Health

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		Increase the quantity and quality of active environments, open spaces, green and blue infrastructure? Promote access to green and blue infrastructure, public open space, leisure and recreational facilities? Promote community safety and design which discourages crime?	
7	Ensure access to and provision of appropriate social infrastructure	Will Homes, Spaces, Places: Ensure people are adequately served by key healthcare facilities and community well-being assets, regardless of socio-economic status? Ensure sufficient access to educational facilities for all children and working age adults? Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	Population Human Health
8	Support improved educational attainment and skill levels for all	Will Homes, Spaces, Places: Improve education levels of children in the area, regardless of their background? Improve education and skill levels of the population of working age the area, regardless of their background?	Population Human Health

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
9	Promote sustainable modes of transport	Will Homes, Spaces, Places: Reduce the need to travel and promote efficient patterns of movement? Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles? Support the use of sustainable and active modes of transport?	Population Material Assets Human Health
10	Improve air quality	Will Homes, Spaces, Places: Improve air quality within Tameside, specifically within designated sites, Greater Manchester Combined Authority Air Quality Management Area, and other biodiversity assets? Minimise emissions and particulates from harmful pollutants when delivering new developments? Locates development not within existing areas of poor air quality?	Air Human Health
11	Conserve and enhance biodiversity, green and blue infrastructure and geodiversity assets	Will Homes, Spaces, Places: Protect, conserve and enhance new and existing European, nationally and locally designated wildlife and geological sites?	Biodiversity, Flora and Fauna Human Health

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		Encourage enhancement and restoration of designated wildlife sites, habitats and species and protected and unique geological features? Support and enhance existing multifunctional green and blue infrastructure and / or contribute towards the creation of new multifunctional green and blue infrastructure? Ensure access to green and blue infrastructure providing opportunities for recreation, amenity and tranquillity? Support and safeguard local wider ecological networks including local wildlife-rich habitats?	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Will Homes, Spaces, Places: Ensure that communities, existing and new developments and infrastructure systems within Tameside are resilient to the predicted effects of climate change? Support the delivery of renewable and low carbon energy technology? Encourage the restoration and enhancement of peatlands?	Climatic Factors

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		Support the delivery of nature-based solutions to climate change?	
13	Reduce the risk of flooding to people and property	Will Homes, Spaces, Places: Restrict development in areas of high flood risk or a greater risk of flooding? Ensure adequate measures are in place to manage existing and residual flood risk from all sources? Ensure that development does not increase flood risk due to increased run-off rates? Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change? Deliver sustainable drainage systems and promote flood defences that reduces Tameside's vulnerability to flooding? Promote the use of nature-based solutions to manage flood risks?	Water Climatic Factors
14	Protect and improve the quality and availability of water resources	Will Homes, Spaces, Places: Encourage compliance with the Water Framework Directive?	Water Climatic Factors

Number	IA Objective	Assessment Criteria	SEA Directive Topic(s)
		Promote management practices that will protect water features from pollution? Avoid consuming greater volumes of water resources than are available to maintain a healthy environment? Ensure that new water/waste water management infrastructure is delivered to support new development? Minimise the risk of pollution arising from new development? Encourage water efficiency and promote the use of water recycling systems?	
15	Increase energy efficiency, encourage low carbon energy generation (including heat) and reduce greenhouse gas emissions	Will Homes, Spaces, Places: Encourage energy demand reductions and energy efficiency in new development? Encourage development that incorporates energy generation to achieve carbon emission reductions? Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted within Tameside?	Climatic Factors

Number IA Objective		Assessment Criteria	SEA Directive Topic(s)
		Promote the use of renewable and low carbon energy schemes?	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of Tameside?	Will Homes, Spaces, Places: Improve landscape quality and the character of open spaces and the public realm? Conserve and enhance the historic environment, heritage assets and their setting? Respect, maintain and strengthen local character and distinctiveness including the setting of the Peak District National Park? Promote high quality design in context with its urban and rural landscape? Protect or enhance the significance of designated and non-designated heritage assets?	Landscape Cultural Heritage
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Will Homes, Spaces, Places: Support the development of previously developed land and other sustainable locations? Protect the best and most versatile agricultural land / soil resources from inappropriate development? Protect soils of high environmental value in both a general and local context?	Soil Material Assets

Number IA Objective		Assessment Criteria	SEA Directive Topic(s)
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses? Support reductions in land contamination through the remediation and reuse of previously developed land? Encourage the protection of peat?	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Will Homes, Spaces, Places: Support the sustainable use of physical resources? Safeguard existing supply of natural resources? Promote movement up the waste hierarchy? Promote reduced waste generation rates? Encourage recycling and composting of waste and avoid landfill?	Material Assets

2.4 Assessment Matrices

The assessment criteria comprise a series of considerations which are based on the specific issues, defined at the scoping stage. Using assessment criteria to appraise policy and sites helps the assessor to arrive at a conclusion about potential impacts in a methodical and consistent manner across IA objectives and helps stakeholders to understand the reasoning behind the assessment. The IA framework is the starting point in the assessment matrices. The notation in the assessment matrices is defined in Table 2.

Table 2: IA Assessment Levels of Effect

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

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

Effects are categorised as being likely to occur in the short term (0-4 years), medium term (5-9 years), or long term (10+ years). The assessment also seeks to categorise if the effects are direct, indirect, temporary and/or permanent, primary, secondary, cumulative and synergistic. Where applicable, a description of likely receptors or affected groups is also given, along with any cumulative effects which might occur.

The SEA Directive requires that the assessment of effects includes direct/indirect, primary/secondary, cumulative and synergistic effects. As defined within this assessment, secondary effects are effects that are not a direct result of the plan but occur away from an original primary effect. For example, improving active travel infrastructure which encourages people to use active travel modes and thus affects air quality in the local area.

As defined within this assessment, cumulative effects are where proposals may not have a significant effect individually, but in combination with other proposals, policies and projects could have a significant effect. Cumulative effects could be:

- Additive – the sum of all the effects together creating a new outcome;
- Neutralising – the sum of all the effects together counteracting each other to reduce the effect;

As defined within this assessment, synergistic effects are where two or more effects act together to create a greater effect than when acting along for example, developments which come forward that each fragment a green infrastructure network with limited effects on specific species until collectively the network is too small to support the species.

3. Assessment of Reasonable Alternatives

The SEA Directive has a requirement for the IA process, which includes the SEA, to consider: *‘reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme’* and *‘give an outline of the reasons for selecting the alternatives dealt with’* (Article 5.1 and Annex I). Reasonable alternatives can also be referred to as strategic scenarios or options.

The Planning Practice Guidance states that: *“Sustainability appraisal should predict and evaluate the effects of the preferred approach and reasonable alternatives and should clearly identify the significant positive and negative effects of each alternative.”* (PPG: Paragraph: 018 Reference ID: 11-018- 20140306). The following section outlines the reasonable alternatives and summarises the key findings from the assessment.

3.1 Defining the Reasonable Alternatives

The Council has identified reasonable alternatives which would satisfy the statutory requirements placed upon the plan where an SEA is required. The assessment of these reasonable alternatives was carried out by evaluating the performance of each against the IA Framework. To assess the reasonable alternatives against the IA Objectives, a series of assumptions were developed by the Council, based on what are considered likely outcomes from each of the reasonable alternatives. The reasonable alternatives and associated assumptions are summarised in Table 3 below.

It is noted that these reasonable alternatives should be read in the context of the strategic planning framework established through PfE. This is because PfE forms part of the Development Plan for Tameside. PfE establishes the strategic distribution of housing and employment growth to 2039, following its own assessment of growth and spatial options through the plan-making process, including its own IA, undertaken as part of the development of PfE. The Plan, including the reasonable alternatives outlined in Table 3, therefore aligns with the spatial strategy of PfE. However, the Plan will extend beyond the PfE plan period to 2042 to provide a minimum 15-year horizon, in line with the NPPF. Whilst spatial strategy, growth patterns and infrastructure priorities beyond 2039 remain uncertain, no alternative strategic planning framework or spatial development strategy is currently adopted for this time period. In the absence of such, this IA assumes that the

broad spatial strategy, growth patterns and infrastructure priorities established through PfE would continue to apply between 2039 and 2042.

It is noted that it is the intention that future development requirements and the long-term distribution of growth beyond 2039 are expected to be considered through subsequent plan making, including a future Greater Manchester Spatial Development Strategy (SDS). Until Places for Everyone Joint Development Plan is reviewed or superseded through a subsequent development plan, it is considered that this approach represents a reasonable, justified and durable framework for assessment for the full 15 -year Plan period of the HSP Plan.

Table 3: Alternatives and assumptions (Tameside Council, 2025)

Reasonable Alternative	Assumptions
Urban Max	This option would maximise housing growth in and around the borough's urban area, particularly Ashton-under-Lyne as the borough's principal centre, at densities over and above those within the existing land supply and over those within PfE, delivering more apartment-led accommodation in the municipal hub of Tameside. It would use the existing land supply for employment growth, delivering sites primarily within the west of the borough focused around Ashton Moss and St Petersfield.
Decentralisation/Suburbanisation	This option would focus housing growth on the suburbs of identified town centres. Growth would be redistributed to the edges of the urban area, reflecting increased levels of homeworking, and trends toward online retailing. This option would also spatially shift away from Ashton being the primary focus in addition to moving away from the more urban west of Tameside for future housing growth and redistribute it toward the Eastern more rural parts of the borough. It would be likely that additional sites would need to be found, potentially

	beyond the urban area, as development would be delivered at lower densities. It would continue to use the existing land supply for employment growth as a basis, but balance this with a greater emphasis placed on finding new sites in the east.
Neighbourhood Balance	This option uses the existing housing land supply, which has been subject to optimisation in accordance with PfE, making the best use of sites within the urban area and good access to public transport. It would seek to deliver sites distributed across the nine towns commensurate with their role and housing opportunities, providing a balance of town centre apartment-led accommodation delivered at density with more suburban, potentially new sites, for family housing. It would use the existing land supply for employment growth, potentially releasing some sites for housing where they are no longer viable for commercial uses, but supplement this with additional employment land, primarily in the west, with good access to public transport and the strategic highway network.

3.2 Assessment Summary

This section outlines the findings of the reasonable alternatives assessment and suggests key mitigation or enhancement for each. Refer to Appendix A.2.3 for the full reasonable alternative assessment tables, including all suggested mitigation and enhancement.

Alternative 1: Urban Max

The Urban Max alternative had a weak alignment against the IA Objectives, with a negative impact against seven of the eighteen objectives. This is primarily due to there being no reference to infrastructure to support growth, as well as no reference to climate

change adaptation and mitigation. However, the alternative performed positively against four objectives, including those which focus on housing and employment growth, and reducing deprivation.

The key suggested mitigation or enhancement for the alternative is as follows:

- Reference the delivery of different types of residential development;
- Incorporate the delivery of transport, utilities, health and wellbeing, education, social, and waste infrastructure to support housing and employment growth;
- Make more explicit reference to supporting growth in areas with high levels of deprivation;
- Make explicit reference to mitigation and adaptation measures to ensure the resilience of new developments to climate change and air pollution;
- Making explicit reference to mitigation and adaptation measures to ensure the conservation of biodiversity, green and blue infrastructure, and geodiversity assets; and
- Reference the use of brownfield sites to achieve growth.

Alternative 2: Decentralisation/Suburbanisation

Alternative 2, or the Decentralisation/Suburbanisation alternative, also had a weak alignment against the IA Objectives, with a negative impact against eight of the eighteen objectives. Similarly, this was due to a lack of reference to supporting infrastructure and climate change adaptation and mitigation. It also received an uncertain score against IA Objective 2, which focuses on economic growth, as it references using existing land supply for employment growth, but aims to redistribute housing growth to the edges of the urban area to reflect trends in online retailing; this could have a cumulative impact on town centres and retail districts. However, the alternative performed positively against two objectives, including those which focus on housing growth and reducing deprivation.

The key suggested mitigation or enhancement for this alternative is as follows:

- Incorporate the delivery of transport, utilities, health and wellbeing, education, social, and waste infrastructure to support housing and employment growth;
- Reference the delivery of transport infrastructure to improve connectivity to town and urban centres to foster employment and economic growth;

- Make more explicit reference to supporting growth in areas with high levels of deprivation;
- Make explicit reference to mitigation and adaptation measures to ensure the resilience of new developments to climate change and air pollution;
- Making explicit reference to mitigation and adaptation measures to ensure the conservation of biodiversity, green and blue infrastructure, and geodiversity assets; and
- Reference the use of brownfield sites to achieve growth.

Alternative 3: Neighbourhood Balance

The assessment of reasonable alternatives found that Alternative 3, or the Neighbourhood Balance alternative, performed the best overall across the IA Objectives. It scored very positively against three of the objectives, and positively against a further six. This includes objectives relating to housing growth, economic growth, transport capacity, reducing deprivation, improving health and wellbeing, access to social infrastructure, sustainable modes of transport, improving air quality, and efficient use of land.

However, as there was no reference to other infrastructure, such as education, utilities and waste, to support growth, as well as no reference to climate change adaptation and mitigation, it had a weak alignment against two objectives. The others received a neutral score due to a relatively less focus on topics such as education and skills, and heritage.

The key suggested mitigation or enhancement for this alternative is as follows:

- Incorporate the delivery of utilities, health and wellbeing, education, social, and waste infrastructure to support housing and employment growth;
- Incorporate additional sustainable transport modes, such as active travel;
- Make more explicit reference to supporting growth in areas with high levels of deprivation;
- Make explicit reference to mitigation and adaptation measures to ensure the resilience of new developments to climate change and air pollution;
- Making explicit reference to mitigation and adaptation measures to ensure the conservation of biodiversity, green and blue infrastructure, and geodiversity assets; and

- Reference the use of brownfield sites to achieve growth.

3.3 Conclusion

The IA of the reasonable alternatives shows that while all three alternatives have beneficial impacts against key IA Objectives, the Neighbourhood Balance approach (Alternative 3) is the most effective overall. It aligns well with the overarching Plan objectives of providing a range of housing, enabling economic growth, and reducing congestion. It promotes sustainable transport modes, enhances economic prosperity, and promotes a reduction in deprivation.

However, all alternatives lack explicit climate change adaptation measures, and none explicitly prioritise the environment or green and blue infrastructure. Whilst Alternative 3 covers transport infrastructure to support growth, all alternatives lack reference to additional supporting infrastructure, such as utilities, social, health, and waste. To achieve a fully integrated and sustainable approach, it is recommended to focus more on integrating supporting infrastructure, as well as green and blue infrastructure, and embedding climate adaptation strategies into development.

For a full conclusion on this stage of IA, see Section 5.

4. Assessment of the Plan

This section contains a summary of the 2025 and 2026 IA of the Plan's thematic policies and site allocations. For full details of each policy and allocations reassessment (2026), please refer to Appendix A.2.1 and Appendix A.2.2.

As previously noted, due to the topic-specific nature of many of the thematic policies, some IA objectives are not directly relevant to every policy. The assessment should therefore be considered in the context of the Local Plan as a whole and the wider planning framework, including Places for Everyone and the Joint Minerals and Waste Plans. Whilst all IA objectives are important, not every policy or allocation is expected to contribute positively to every objective, with the overall sustainability performance of the Plan arising from the combined effects of its policies and site allocations.

Where policies have received neutral or negative scores against IA objectives, this does not necessarily indicate that the issue has been overlooked within the Plan. In many cases, potential adverse effects are balanced by other policies, site allocations or higher-tier planning documents. However, negative scores have been retained where the policy itself could still contribute to an adverse effect. This ensures that the assessment transparently reflects the likely effects of individual policies, even where mitigation is provided elsewhere in the planning framework.

4.1 Thematic Policies (December 2025)

The seven draft strategic Plan objectives, shaped by the results of the Scoping and Issues consultation held in 2024 and shared by the Council in February 2025, reflect the vision for Tameside by 2042. The Plan objectives also lead on from the strategic objectives established by PfE. The Plan objectives have been defined in Section 1.2 of this IA report and were assessed as part of the IA process in the Compatibility Assessment (April 2025). They have since been updated; however, they remain substantially unchanged in principle.

Within the draft Plan, these objectives are then used to frame the seven 'Thematic Policy Chapters', including the additional 'Spatial Framework' chapter, which contain a total of 66 policies. The Thematic Policy Chapters support the overarching Plan Objectives, with the overall aim of setting out how Tameside in 2042 will be a place where people are proud to live, with a strong local economy, and thriving natural environment.

4.1.1 Summary of Assessment Findings

The proposed thematic policies for the Plan have been assessed in relation to the 18 IA objectives outlined in the IA framework. In several instances, where policies have been assessed as having a weaker alignment against certain objectives, this is due to the criteria being primarily addressed by a different Thematic Policy Chapter. It should be noted that the Plan must be considered as a whole, which includes the policy content provided by Places for Everyone, and it is recognised that it is not desirable or practicable to have all objectives covered by every policy.

The assessment findings identified a number of strengths in the thematic policies when assessed against the IA objectives. In particular, the policies scored well in terms of providing a sustainable supply of housing land; providing a sustainable supply of employment land to ensure sustainable economic growth and job creation; conserving and enhancing biodiversity, green and blue infrastructure and geodiversity assets; and conserving landscape, townscape, heritage assets and their setting and the character of Tameside; all which support the overarching objectives of the Plan.

The assessment findings also identified areas of weaker alignment or uncertainty within the Thematic Policy Chapters in terms of increasing energy efficiency, encouraging low carbon energy generation (including heat) and reducing greenhouse gas emissions, and reducing the risk of flooding to people and property. Key mitigation and enhancement recommendations have been outlined under the IA objectives below, highlighting opportunities to further strengthen the Plan and future projects in the Plan area, and therefore the Plan as a whole.

This stage of the IA assesses each thematic policy against the IA framework and various categories of potential effects (as set out in Section 2.3). This section outlines each IA framework objective separately and below, provides a comprehensive and integrated summary of the thematic policy assessment against the objective, including key enhancement and recommendations.

For full details of each policy assessment, including suggested mitigation and enhancement, refer to the assessment tables in Appendix A.2.2 of the Main Report (2025). For a full conclusion on the IA of thematic policies, refer to Section 5.2.

IA Framework Objective 1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth

Policies under the 'Spatial' Thematic Policy Chapter received a mix of scores. All policies scored mostly positive in terms of ensuring an appropriate quantity of housing land and ensuring that housing land is well-connected with employment, centres, and green space. Policies HSP SP2A to HSP SP2L had a weak alignment in terms of meeting Tameside's need for affordable housing and could be enhanced by explicitly referencing affordable housing as part of the housing delivery objectives.

Policies under the 'Centres' Thematic Policy Chapter scored mostly neutral against the objective. However, Policies HSP C1 and HSP C3 demonstrated stronger alignment. Policy HSP C1 supports new high-density housing and above-ground floor uses, while Policy HSP C3 encourages the use of underused and vacant floor space for residential purposes. To strengthen Policy HSP C3 further, it could explicitly link the promotion of upper-floor residential uses to the broader objective of meeting housing needs. Conversely, Policy HSP C1 received a negative score regarding the connection between housing land and employment land. This policy could be enhanced by making explicit reference to a mix of new residential provision within centres to support diversification of uses and the creation of thriving communities.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral against the objective, however, Policy HSP E1 had a stronger alignment due to its reference to the development of renewable and low carbon energy technologies, which will support energy efficient residential development. The policy could be enhanced by making explicit reference to adopting renewable and low carbon technologies in housing developments as well as commercial and industrial developments.

Policies within the 'Jobs' Thematic Policies Chapter scored mostly neutral against this objective, as providing a sustainable supply of housing land is not directly relevant. However, Policy HSP J2 received negative score in relation to ensuring housing and employment land are well-connected, which is a missed opportunity for employment developments in new locations. Policy HSP J3 had uncertain effect against this criterion, as it focuses on retaining employment uses but does not have clear reference to the connection with housing land. Both policies could be enhanced by including considerations for connectivity between housing and employment land.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policies HSP PE1, HSP PE3, and HSP PE4 scored positively in terms of ensuring housing land is well connected, as they reference promoting access and connectivity to different land uses from housing developments and ensuring open space provision. Policy HSP PE2 scored also has positive effects as development proposals within open spaces will only be supported where they do not adversely affect its use, the green space will be replaced, and it would not lead to a deficiency of open space. Policy HSP PE1, however, received a single weak score for not referencing how provision of affordable housing can reduce health inequalities.

The 'Homes' Thematic Policies received a mix of positive and neutral scores against this objective. There are references to ensuring sufficient housing land supply for various types of properties and Policy HSP H3 states that the council is committed to promoting high-quality, sustainable design in all residential schemes, and signposts to Policy HSP PL8. Policies HSP H4 and H5 demonstrate weak alignment with energy efficiency and resilience, as they do not include explicit references to improving the energy performance or resilience of the housing stock

Policies within the 'Travel' Thematic Policy Chapter scored mostly neutral against this objective, however, Policy HSP T1 scored positively in terms of ensuring housing land is well-connected, as it references enabling access to employment, services, and leisure, but could be enhanced by additionally enabling access to centres and spaces. Policies HSP T2-HSP T6 also scored positively against this same criterion, however, alignment was weaker as improvements to the connectivity of housing land was inferred from the respective policies rather than explicitly stated within them. Expansion of road, rail, rapid transit, bus and active travel infrastructure would be expected to provide increased connectivity to housing land, so these policies could therefore be enhanced by explicitly stating such benefits.

The 'Places' Thematic Policies within the 'Places' Thematic Policy Chapter scored mostly positive against this objective. Policies HSP PL8 and HSP PL9 scored most strongly as they directly relate to residential development design. However, Policy HSP PL5 scored positively for supporting improvements in energy efficiency, as it focuses on improving the energy efficiency of designated heritage assets, as did HSP PL8 and HSP PL9 which reference incorporating energy efficiency into residential developments. Policies HSP PL6, , HSP PL7, HSP PL9, HSP PL10, and HSP PL11 all had a positive alignment in terms of ensuring an appropriate mix of types, tenures and sizes of properties.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Explicitly reference affordable housing as part of the housing delivery objectives;
- Include additional policy text in Policy HSP C1 to support residential diversification in centres;
- Signpost to PfE Policies JP-S1 to JP-S6, or reference opportunities in adopting renewable and low carbon technologies in residential developments; and
- Signpost to PfE Policy JP-C8 or include considerations for connectivity between housing and employment land, highlighting where transport infrastructure can or will do this.

IA Framework Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation

Policies under the 'Spatial' Thematic Policy Chapter scored mostly positive against this objective, however, there was a general weak alignment with regard to supporting education and training to provide a suitable labour force for future growth. The policies could therefore be enhanced by making explicit reference to the provision of education or training facilities to support enhanced skill levels within the area, or signpost to PfE Policy JP-J1.

Policies within the 'Centres' Thematic Policy Chapter scored strongly against this objective as it specifically focuses on rebuilding towns and high streets through retail and the designation of different shopping areas. Policy HSP C3 and HSP C5 could be enhanced by referring to employment land.

Policies within the 'Environment' Thematic Policy Chapter scored mostly neutral against the objective, however, Policy HSP E1 had a stronger alignment due to its reference to the development of renewable and low carbon energy technologies, as these types of developments can diversity the local economy through job creation and investment opportunities. The assessment recommends that the policy could be further enhanced through explicitly referencing the benefits of renewable energy opportunities.

The 'Jobs' Thematic Policies received a mix of positive, negative and neutral scores against this objective. All four policies make a positive contribution to supporting the diversification of the local economy and mostly support meeting current and future demand for employment land. Policy HSP J1 had a strong alignment with all criteria as it focuses

on employment and ancillary uses within existing employment areas. The policy could be further improved by referencing improvements to connectivity and town centre activities. Policy HSP J2 and J3 could also be enhanced by including reference to connectivity, and provision for ancillary facilities.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE4 had positive effects as new and enhanced walking, wheeling and cycling infrastructure can enhance connectivity of neighbourhoods to employment land, centres and green space. Policies HSP PE7 and HSP PE9 also received positive scores for strengthening education and skills infrastructure and accessibility.

Policies related to the 'Homes' Thematic Policy Chapter scored predominantly neutral against this objective, as providing a sustainable supply of employment land to ensure economic growth and job creation is not directly relevant to housing development. Policy HSP H4 makes a positive contribution to diversifying Tameside's local economy. Locating housing in town centres can support regeneration and attract new residents, which in turn promotes diversification through town centre renewal. Housing-led growth can also reinforce town centre vitality. However, Policy HSP H4 shows weaker alignment with this objective as it does not actively support employment land provision and may create minor competition for land in town centres.

Policies within the 'Travel' Thematic Policy Chapter scored mostly neutral, however, Policies HSP T1 to HSP T7 scored positively in terms of providing sufficient employment land in well-connected locations as they reference enabling access and connectivity to employment land.

The 'Places' Thematic Policies received mostly neutral scores. Policies HSP PL3, HSP PL5 to HSP PL8, and HSP PL10 to HSP PL13 scored positively in terms of supporting the enhancement of vitality and viability of Tameside's town centres. Policies HSP PL2, HSP PL6 and HSP PL8 also scored positively for supporting the diversification of Tameside's local economy as they encourage the reuse of heritage buildings and mixed-use developments.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Signpost to PfE Policy JP-J1, or have spatial policies reference the provision of education or training facilities to support enhanced skill levels within the area;
- Explicitly reference employment land in Policies HSP C4;

- Explicitly reference the economic benefits of renewable energy opportunities; and
- Include consideration for connectivity and ancillary facilities in support of new employment development locations.

IA Framework Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development

Policies under the 'Spatial' Thematic Policy Chapter scored mostly positive against this objective, however, there was a general weak alignment with regard to the provision of utility and digital infrastructure to support future growth, and it was therefore suggested that the policies should make explicit reference to this. Policy HSP S2D and HSP S2H received an uncertain score against the criteria relating to the delivery of a safe transport network, as whilst they reference improvements in the Metrolink and train station infrastructure, it does not reference safety of active travel users or the transport network in general.

The policies under the 'Centres' Thematic Policy Chapter scored mostly negative, as they focus on retail provision and improving town centres within Tameside. This emphasis is likely to increase the need to travel and require supporting utilities and digital infrastructure. However, the policies do not currently reference the utilisation or expansion of transport, utilities, and digital infrastructure to support growth and development. Policy HSP C5 scored negatively in relation to utilities. Nevertheless, it showed strong alignment with the Objective by prioritising development in accessible locations and encouraging sustainable transport connections.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral against this objective as they do not directly relate to the coverage and capacity of transport and utilities to support growth and development. Policies HSP E1 and HSP E2, however, did score positively in terms of providing utilities infrastructure, due to their references to renewable energy and water efficiency.

Policies related to the 'Jobs' Thematic Policy Chapter received mostly positive or neutral scores. Policies HSP J1, J2, and J4 received positive scores in relation to ensuring infrastructure could support growth and improving transport connectivity. However, they could be enhanced by including more explicit reference to these aspects. Policy HSP J4 also had a weaker alignment with delivering a safe transport network and minimising impact on the local environment, which are relevant considerations for tourism promotion.

The policy could be improved by including considerations for transport safety and local impacts near attractions.

Policies under the 'People' Thematic Policy Chapter received mostly positive scores for promoting sustainable access and supporting active travel. Policy HSP PE2 received a weak score as it does not reference how open spaces can also support mobility. Policy HSP PE3 had positive / uncertain effects as it includes a walking accessibility criterion but does not reference connecting open space in new developments with walking and cycling routes. Policy HSP PE8 has slight negative effects as it does not address transport infrastructure, but the merging of health facilities may increase travel distances for residents.

The 'Homes' Thematic Policies scored mostly neutral against this objective, with HSP H4 and H5 aligning more weakly against criteria that aim to improve connectivity and ensure that the transport and utilities capacity could provide for future developments. It is recommended that the policy include considerations for the potential increase in needs and opportunities to improve connectivity through new BTR and HMO developments. Policy HSP H6 on 'Gypsy, Traveller and Travelling Showpeople' was positively aligned with this criterion as it ensures new sites are properly serviced with the necessary utilities and infrastructure.

Policies within the 'Travel' Thematic Policy Chapter scored mostly positive, due to references to supporting new transport infrastructure. Policy HSP T2 received a weak score as a new road development will encourage private vehicle use, rather than a transition to sustainable and active modes. Policy HSP T7 also received weak and uncertain scores as freight traffic is not sustainable, however, is required for the efficient movement of goods and services. Policy HSP T9 was given positive/uncertain scores as the provision of EV charging infrastructure will not reduce the reliance on private vehicles, however, is required to transition to a more environmentally sustainable network.

The 'Places' Thematic Policies within the 'Places' Thematic Policy Chapter scored mostly neutral. Policies HSP PL8, HSP PL12, and HSP PL13 scored positively as they reference sustainable transport and improving public access and connectivity to the waterside. Policy PL12, however, also received a weak score as there is no reference to utilities, even though increased waterside development could place pressure on drainage and water infrastructure.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Make explicit reference to utility and digital infrastructure to support future growth;
- Make explicit reference to transport connectivity and the delivery of transport and utilities infrastructure in support of employment growth;
- Reference how open spaces, such as green and blue corridors, can integrate with provision of new active travel routes;
- Include considerations for transport safety and local impacts near tourist attractions; and
- Reference maintenance of waterside paths and the approach to managing shared space between different mobility modes.

IA Framework Objective 4: Reduce levels of deprivation and disparity

Policies under the 'Spatial' Thematic Policy Chapter scored mostly neutral, except for Policies HSP S1, HSP S2A, and HSP S2B, which received positive scores as improving growth in local neighbourhoods could help to reduce deprivation. Policies HSP S2A and HSP S2B also reference reduction of deprivation as a result of employment growth and supporting actions, and the improvement of transport accessibility and connectivity.

The policies under the Centres Thematic Policy Chapter scored neutral, as they do not explicitly address deprivation or disparity. Policy HSP C1 on Network, Hierarchy and Designation of Centres could be strengthened by highlighting how supporting thriving communities can help reduce deprivation, for example, through the creation of job opportunities.

In contrast, Policy HSP C7 on Healthier Food Environments scored more positively because it references improving health and wellbeing across the borough. Better health outcomes and reduced health disparities can indirectly reduce deprivation by enabling people to work and improve their quality of life. This policy could be further enhanced by making explicit the direct and indirect links between health and deprivation, and by ensuring healthy food options are available in lower socio-economic areas.

The policies under the 'Environment' Thematic Policy Chapter scored neutral as they do not reference deprivation and disparity.

The 'Jobs' Thematic Policies scored neutral and positive against this objective. Policies HSP J1 and J2 received positive scores as they encourage job creation and support employment growth, helping to indirectly reduce deprivation.

Policies under the 'People' Thematic Policy Chapter received positive scores across all policies as it supports improved healthcare and recreational facilities, access and active travel, which indirectly reduces deprivation.

The policies under the 'Homes' Thematic Policy Chapter scored mostly neutral against this objective, with HSP H2, H3 and H4 scoring more positively as they promote the maximisation of affordable homes and could help to address deprivation.

Policies within the 'Travel' Thematic Policy Chapter scored mostly neutral scores, except for Policy HSP T6 which received a strong score as it supports increased walking, wheeling and cycling, indirectly reducing the proportion of people living in deprivation through improved health.

The 'Places' Thematic Policies received mostly neutral scores, except for Policy HSP PL8 which received positive scores as appropriate application of the design and amenity policy can indirectly lead to reduced deprivation, such as through healthy and sustainable homes that meet diverse needs.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Explicitly reference how supporting thriving communities can reduce deprivation through job creation opportunities;
- Include consideration of indirect and direct health benefits in relation to deprivation and disparity; and
- Make more explicit reference to lower socio-economic groups and deprived areas in relation to affordable housing provisions.

IA Framework Objective 5: Promote equality of opportunity and the elimination of discrimination

Policies under the 'Spatial' Thematic Policy Chapter received a mix of scores. Policies were scored positive for their references to accessibility, public realm, green space, and recreation improvements, which could help to create a sense of belonging and support community cohesion and wellbeing. Policies HSP S2D, HSP S2E, HSP S2F, and HSP S2H, however, had a weak alignment as whilst they mention access, they do not reference the needs of all users.

The policies under the 'Centres' Thematic Policy Chapter received a mix of scores against the objective. Policy HSP C1 scored positively against the objective, as it references

supporting thriving communities and making centres safe, inclusive, and welcoming. Several policies, including HSP C1, C3, C5, C6, C7 and C8, scored positively for promoting thriving, inclusive communities and supporting accessibility. HSP C3 encourages community uses, leisure opportunities, and active frontages to foster cohesion and wellbeing. Policy HSP C5 also aligns well by promoting development in accessible locations, reducing car dependency, and supporting equal opportunity, though it could be strengthened by ensuring accessibility for all users, including those with mobility challenges. However, the following policies HSP C2, C3, C4, and C6, scored negatively in relation to ensuring equality of opportunity and equal access to facilities and infrastructure, indicating scope for improvement in addressing inclusivity more explicitly.

The policies under the 'Environment' Thematic Policy Chapter scored neutral as they do not reference equality of opportunity.

Policies under the 'Jobs' Thematic Policy Chapter generally scored neutral, however, Policy HSP J2 could benefit from considering the needs of different areas when deciding on appropriate locations for new employment developments. Policy HSP J1 scored positively in providing access to education facilities for working age adults, as it references provision for training facilities in support of employment uses.

Policies under the 'People' Thematic Policy Chapter received mostly neutral and positive scores, as they reference neighbourhood facilities, social connection, new play spaces, and accounting for disabled people. Policy HSP PE8, however, received weaker scores as even though it seeks to maintain accessibility, merging facilities could disadvantage those with limited mobility or transport options over time.

Policies within the 'Homes' Thematic Policy Chapter were generally positively aligned with the objective of promoting equality and good relations. HSP H1 and HSP H2 performed well but could better reflect the differing needs of urban, suburban, and rural areas.

HSP H3 performs strongly by encouraging safe, accessible, and socially engaging housing for older and disabled people, supporting home adaptations, and reducing health inequalities through affordable, well-located housing. It also fosters inclusive environments that enhance safety and discourage crime. It could be strengthened, however, by requiring digital connectivity, active travel infrastructure, and equality impact assessments for major developments, alongside explicit reference to all protected characteristics. HSP H4 and HSP H5 supported improved access but would benefit from greater detail to ensure inclusivity. HSP H1 and HSP H6 showed weaker alignment in addressing area-specific

needs and should make clearer reference to vulnerable groups and protected characteristics. Additionally, policies should explicitly consider these needs when identifying sites for gypsies, travellers, and travelling showpeople.

Policies within the 'Travel' Thematic Policy Chapter scored mostly neutral and positive, as they reference improving access, addressing access needs, and supporting wheeling. However, Policy HSP T4 received a weak score as it does not reference ensuring rapid transit is accessible to all. Policy HSP T8 also scored weakly as it does not reference accessible parking for disabled people and those with children, however, this is featured within the Tameside Parking Standards.

The 'Places' Thematic Policies received mostly neutral and positive scores due to references to inclusive design and accessibility, particularly for disabled people.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Ensure rapid transit is accessible to all;
- Explicitly reference safety and accessibility for those protected under the Equality Act 2010;
- Support the provision of accessible parking for disabled people and those with children, making reference to Tameside's Parking Standards;
- Explicitly reference that accessible sites meet all users' needs, including wheeling and those with mobility challenges and limited transport options;
- Explicitly reference accessibility and inclusivity across primary shopping areas, designated centres, markets, public realm, and community events, including how this will be achieved across Policies C5, C6 and C7;
- Include clear reference to improving infrastructure accessibility; and
- Consider the needs of different areas in relation to new locations for employment developments.

IA Framework Objective 6: Support improved health and wellbeing of the population and reduce health inequalities

Policies under the 'Spatial' Thematic Policy Chapter received mostly positive scores against this objective, as they reference the provision of leisure facilities, enhancements to

public realm, canal network and river trails, and improvements to sites for sport and physical activity, all of which support improved health and wellbeing.

Policies within the Centres Thematic Policy Chapter generally scored neutral, with some positive exceptions. HSP C1 promotes safe, inclusive, and welcoming centres; HSP C3 supports leisure and community uses that encourage healthier lifestyles; HSP C7 focuses on healthier food environments for young people; and HSP C8 encourages vibrant town centres through food, drink, and cultural activities, which can improve wellbeing and natural surveillance. The assessment recommends strengthening HSP C1, C2, C3 and C4 by clarifying how welcoming spaces will be achieved, such as through public realm improvements and green/blue infrastructure. HSP C8 could also be enhanced by explicitly referencing landscaping, planting, or green features to activate public spaces.

Policies related to the 'Environment' Thematic Policy Chapter scored a mix of neutral and positive. All policies received positive scores in relation to supporting improvements in determinants of health and reducing health inequalities. Policy HSP E1, for example, promotes renewable and low carbon energy sources (and the subsequent reduction in the reliance on fossil fuels) and is better for overall health and wellbeing. Similarly, Policy HSP E2 aims to managing surface water and run-off will result in less pollution events and Policy HSP E3 protects biodiversity, which is also beneficial to health.

Policies under the 'Jobs' Thematic Policy Chapter scored neutral against this objective, as supporting improved health and wellbeing of the population and reducing health inequalities are not directly related to the delivery of jobs.

Policies under the 'People' Thematic Policy Chapter received mostly neutral and positive scores, as they focus on supporting healthier, active lifestyles and providing improved health and social care. Policy HSP PE1 scored positively overall against this framework objective, however, it also contained a positive/uncertain score, as whilst it supports co-locating health facilities with other community facilities and open space, and references access to healthcare as a consideration in HIAs for new developments, it does not reference the quality or quantity of these spaces and facilities. Policy HSP PE2 scored positive/uncertain as it references that proposals for alternative uses will only be supported where green space will be replaced with an equivalent of better quality and quantity, however it is unclear how this applies to other open spaces. This policy, as well as Policy HSP PE3, PE4, and PE5, also scored positively as they all reference increasing active environments, including sharing educational spaces for community benefit. Policy PE8

scored positively in terms of co-locating health facilities and health care provision, which has benefits for active travel. In contrast, Policy PE7 had a weak alignment as there is no reference to increasing the quantity and quality of active environments, whereas the policy aims to protect outdoor sport and recreational facilities.

The 'Homes' Thematic Policies generally scored neutral against this objective, with HSP H3, HSP H5, and HSP H6 showing positive alignment by promoting community safety, inclusive design, and healthier living environments. HSP H3 performs strongly by encouraging safe, accessible, and socially engaging housing for older and disabled people, supporting home adaptations, and reducing health inequalities through affordable, well-located housing. It also fosters inclusive environments that enhance safety and discourage crime. HSP H5 complements this by improving housing standards, natural light, ventilation, outdoor space, and cycle storage, which promote wellbeing and active travel. HSP H6 further supports equality by improving access to health and education services for Gypsies, Travellers, and Travelling Showpeople, although its impact on wider population disparities is limited. In contrast, HSP H4 shows weaker alignment as it does not require outdoor amenity space in Build-to-Rent developments.

Policies within the 'Travel' Thematic Policy Chapter received a mix of scores. Policies HSP T1, HSP T5, HSP T6, and HSP T8 received positive scores as they support sustainable and active travel. Policy HSP T9 has positive/uncertain effects as the provision of EV charging infrastructure will support more environmentally sustainable travel, minimising air pollution, which is a determinant of health, however, will not reduce non-exhaust emissions or the reliance on the private vehicle. Policy T7 received a positive score as the segregation of HGVs onto dedicated infrastructure has documented positive impacts on health and safety. Policy T2 received an uncertain score as a new road development will induce demand and encourage private vehicle use, however, it also highlights the need for appropriate infrastructure to support different vehicle types and segregate more dangerous modes. This will lead to a safer, lower carbon network overall. Policies HSP T3 and HSP T4 had a weak alignment in terms of safety, as they do not reference improving safety on rail or rapid transit infrastructure

The 'Places' Thematic Policies received mostly neutral and positive scores due to references to improving access to green and blue infrastructure, public safety, and active travel, including Policy HSP PL7, PL8, PL12, and PL13. Policy HSP PL4, however, received a positive/uncertain score as there is reference to protecting, conserving, and enhancing the overall significance of registered parks and gardens, which can act as

green infrastructure and provide public open space, leisure and recreational functions, in turn promoting access, however there is no explicit reference to promoting access through other means. Policy HSP PL9 also received a weak score as there is no reference to community safety and design, even though residential alterations, additions and extensions can affect this.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Explicitly reference improving safety in primary shopping areas (Policy C2);
- Promote the sustainable movement of freight, including low- or zero- carbon delivery mechanisms;
- EV charging infrastructure is co-located with or installed alongside active travel and public transport facilities, such as at Mobility Hubs;
- Explicitly reference the provision of healthy food options in lower socio-economic areas (Policy C7);
- Explicitly include measures to promote physical activity, healthy food choices, and integration of landscaping or green features to activate public spaces (Policy C8);
- Policy HSP H4 could make more explicit reference to green and blue infrastructure in relation to provision of outdoor amenity spaces around BTR development; and
- Include linking affordable housing provision to areas with highest deprivation.

IA Framework Objective 7: Ensure access to and provision of appropriate social infrastructure

Policies under the 'Spatial' Thematic Policy Chapter received a mix of positive and negative scores. Policy HSP S1 had a strong alignment as it references ensuring the effective development and implementation of infrastructure, however, it could make explicit reference to social infrastructure. Policies HSP S2I and HSP S2J also gained positive scores for ensuring safe and accessible connections between social infrastructure and enhancing the Grade II listed Hyde Town Hall as a significant cultural destination. Other policies received negative scores due to limited reference to social infrastructure to support growth.

The 'Centres' Thematic Policies scores mostly neutral against the objective, with some variation. Policy HSP C1 showed weak alignment regarding the provision of healthcare

facilities and community wellbeing assets, which are important for thriving communities. The assessment recommends making explicit reference to these assets and their role in supporting community wellbeing.

Policy HSP C3 on 'Development within Designated Centres' scored strongly as it encourages community uses and leisure opportunities, which can include facilities that strengthen social infrastructure. Policy HSP C5 'Development involving Retail and Leisure Uses' also scored positively by supporting out of centre leisure uses where viable.

The policies under the 'Environment' Thematic Policy Chapter scored neutral as they do not reference social infrastructure.

Policies related to the 'Jobs' Thematic Policy Chapter scored mostly neutral against this objective, with Policy HSP J1 scoring positively in providing training facilities for working age adults, as it references provision for training facilities in support of employment uses.

Policies under the 'People' Thematic Policy Chapter received neutral and positive scores, as they are focused on reducing health inequalities and supporting healthier, active lifestyles.

Policies under the 'Homes' Thematic Policy Chapter generally scored neutral against this objective, with HSP H6 showing positive alignment by improving access to healthcare and education facilities. Policy HSP H5 on Houses in Multiple Occupation (HMOs) aligns positively with the promotion of social infrastructure, requiring outdoor amenity space in HMO developments. In contrast, Policy HSP H4 on Build-to-Rent demonstrates weaker alignment as it does not include any requirement for the provision or enhancement of community social infrastructure.

Policies within the 'Travel' Thematic Policy Chapter received a mix of neutral and positive scoring. Policy HSP T1 to HSP T6 scored positively as it is assumed that improvements to transport infrastructure will improve access to different land uses, and in turn improve access to social infrastructure. Policy HSP T8 also had a strong alignment as accessible and safe parking provision, in line with the Parking for All Standards, will ensure better access to social infrastructure.

The 'Places' Thematic Policies received mostly neutral and positive scores. Positive scores were a result of references to outdoor amenities, play space, improving waterside environments, and connecting places to health and education facilities.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Explicitly reference the provision of community wellbeing assets and how they can support thriving communities in Policy HSP C1; Explicitly reference provision of social infrastructure as a complementary use to retail in Policies HSP C2 and C4;
- Explicitly support integration of healthcare, wellbeing, educational, and training facilities within designated centres, including use of vacant or upper floors to enhance vitality and diversity (Policy C3);
- Explicitly reference provision of community social infrastructure such as playgrounds (Policy C3);
- Explicitly reference that transport improvements can and should enhance access to social infrastructure, such as education and healthcare, particularly in Policy HSP T1;
- Require new developments to demonstrate proximity to healthcare facilities and includes measures to ensure equitable access for all socio-economic groups for Policy H3; and
- Include a requirement to contribute to or provide community social infrastructure to mitigate pressure on existing amenities and support community well-being.

IA Framework Objective 8: Support improved educational attainment and skill levels for all

Policies under the 'Spatial' Thematic Policy Chapter scored mostly neutral. Policy HSP S2J, however, received a positive score against for improving education and skill levels, as it continues to promote community involvement in local initiatives such as Lymefield Site, Broadbottom and the Hattersley Community Garden and café; offering opportunities for volunteering, skill development and training to support social isolation and strengthen community cohesion.

Policies under the 'Centres' Thematic Policy Chapter scored neutral against this objective as it does not reference education and skills.

Policies under the 'Environment' Thematic Policy Chapter scored neutral against this objective as they do not reference education and skills.

Policies under the 'Jobs' Thematic Policy Chapter generally scored neutral against this objective. In relation to improving education and skills level of the working age population, Policy HSP J1 scored positively with its reference to support the development of training

facilities, whereas Policy HSP J2 could be further improved by also including reference to education or training facilities alongside new employment developments.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores, except for Policies HSP PE1 and HSP PE7; the former references ensuring good access to education facilities whilst the latter requires high quality education facilities and ensures accessibility for catchments.

The 'Homes' Thematic Policies scored neutral against this objective, as supporting improved educational attainment and skill levels for all are not directly relevant to home developments. However, Policy HSP H6 scored positively as it reduces barriers to education.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as it does not reference education and skills.

The 'Places' Thematic Policies scored neutral against this objective as it does not reference education and skills.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Require new and improved education facilities to incorporate targeted support programs, inclusive learning environments, and digital resources to ensure all children can access high-quality education; and
- Include consideration for education or training facilities in support of employment developments in new locations.

IA Framework Objective 9: Promote sustainable modes of transport

Policies under the 'Spatial' Thematic Policy Chapter received positive scores across all policies, as they reference improvements in transport infrastructure and new developments in accessible locations which will reduce the need to travel. Policy HSP S2J, however, received a weak score as its main form of transport infrastructure is based on the Mottram Bypass (A57 link road project).

Policies under the 'Centres' Thematic Policy Chapter scored mostly neutral against the objective. Policy HSP C3 scored positively for reducing the need to travel by focusing development within designated centres. This clustering approach limits long-distance travel for essential services and promotes efficient movement through mixed-use environments. In contrast, Policy HSP C1 showed weak alignment as it does not reference

accessibility by sustainable transport. The assessment recommends explicitly linking centre growth with sustainable and active travel modes.

Policies under the 'Environment' Thematic Policy Chapter scored neutral against this objective as they do not reference transport.

Policies related to the 'Jobs' Thematic Policy Chapter scored mostly neutral against this objective, whilst Policy HSP J1 scored positively against reducing the need to travel and promoting efficient patterns of movement, as it encourages the development of employment use and ancillary infrastructure within existing employment areas.

Policies under the 'People' Thematic Policy Chapter received a mix of scores. They scored negatively where there was no reference to reducing reliance on private motor vehicles and promoting active travel and the benefits this has for determinants of health, and how open spaces can also support mobility. Policy HSP PE8 had a particularly weak alignment as facility mergers can increase travel distances without strong local provision or transport links. Positive scores were received where policies promoted sustainable and active travel, accessibility standards for open space, and co-locating health facilities with community facilities.

The 'Homes' Thematic Policies scored a mix of neutral and positive outcomes, with a strong emphasis on positive performance against this objective. Policies H3 and H5 scored positively as they promote integration with wider neighbourhoods and improve access to community facilities, local services, and public transport. H3 could be strengthened by explicitly linking specialist housing provision to affordability measures and employment support initiatives. Policies H4 and H6 also scored positively for reducing the need to travel, as they prioritise locations with good access to public transport and proximity to shops and employment opportunities.

All policies within the 'Travel' Thematic Policy Chapter received positive scores as they focus on the provision of sustainable transport infrastructure, except for Policy HSP T2 which promotes the development of a new trunk road and Policy T7 which seeks to enable freight movement and deliveries.

The 'Places' Thematic Policies scored mostly neutral, except for Policies HSP PL8 and HSP PL11 to HSP PL13, which scored positively for prioritising sustainable transport and active modes in new development design, ensuring outdoor adverts and signage do not compromise safety on active travel routes, and improving public access to the waterside by active travel links.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Explicitly referring to safety or improvements to the transport network;
- Explicitly link centre growth with sustainable and active transport;
- Incorporate transport measures such as cycle storage, EV charging points and pedestrian friendly design;
- Policy H3 could be enhanced by explicitly linking specialist housing provision to affordability measures and employment support initiatives;
- Promote the sustainable movement of freight, including low- or zero- carbon delivery mechanisms, and explicitly referencing further measures to ensure all road users are accommodated safely, such as driver layover facilities; and
- Reference any mitigation proposed for the provision of the trunk road route, such as supporting active travel infrastructure.

IA Framework Objective 10: Improve air quality

Policies under the 'Spatial' Thematic Policy Chapter received positive scores with regard to improving air quality within Tameside, specifically within designated sites and AQMAs as they promote green and blue infrastructure, and sustainable transport which reduces private vehicle use and greenhouse gas emissions. Policies score mostly negative against the other two criteria as they are not explicit with regard to minimising emissions when delivering new developments within the area or avoiding locations with existing poor air quality when delivering new developments.

Policies under the 'Centres' Thematic Policy Chapter scored neutral/uncertain against this objective as it does not reference air quality, however, the policy is focused on centres and shopping areas, which often have existing air quality issues due to traffic and construction. The policies could be enhanced by stressing the importance of public transport and active connection in and around centres and retail locations, and travel plans for new developments.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral or positive against the objective. Policy HSP E1 had a positive alignment, as the promotion of renewable and low carbon energy sources reduces emissions and improve air quality. Policy HSP E3 also scored positively against these criteria as it references avoiding

adverse impacts on the environment. However, both policies could make more explicit references to improving air quality and minimising emissions to support their aim.

Policy HSP J3 and J4 under the 'Jobs' Thematic Policy Chapter scored neutral, whilst Policy HSP J1 had a positive alignment with this objective as it supports improvement to environmental quality and promotes development within existing employment areas. Policy HSP J2 referenced avoiding adverse impact from development and scored positively against minimising emissions but received negative scores against the criteria which encourages locating developments away from existing areas of poor air quality. Both policies could be improved by including control measures for air quality and emissions from new developments.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE1, however, had a strong alignment due to stating air quality as a consideration in HIAs for new developments. HSP PE3, and HSP PE4 also had a stronger alignment as there is reference to ensuring sufficient provision for active travel and open spaces, including green spaces, which could help to enhance air quality.

Policies under the 'Homes' Thematic Policy Chapter scored mostly neutral against this objective. However, HSP H5 could give more considerations to avoiding areas with poor air quality in terms of selecting the appropriate locations for new development sites. Whereas H6 scored positively against this as it makes reference to taking account of local environment quality including noise quality.

Policies within the 'Travel' Thematic Policy Chapter received a mix of scores. Policies focused on the provision of sustainable infrastructure scored positively in terms of improving air quality, however, Policies HSP T3 to HSP T5 also scored weakly as they do not reference using sustainable construction practices to deliver new infrastructure. Policy HSP T2 and HSP T7 scored weakly as they focus on trunk road development and freight movement, which will have a negative impact on air quality.

The 'Places' Thematic Policies scored mostly neutral and positive, as they reference improving sustainable and active travel, enhancing natural environments, lowering carbon emissions of designated heritage assets, and the incorporation of energy-efficient materials and systems. Policy HSP PL11 received a weak score as it does not reference the potential for use of low-energy lighting where outdoor advertising or signage uses illumination or digital displays.

The key suggested enhancement or mitigation for this IA objective is as follows:

- The policy could be enhanced by referencing the opportunities for advertising and signage that is more energy-efficient, or providing stronger guidance for control of illumination;
- Stress the importance of public transport and active connection in and around centres and retail locations;
- Reference using sustainable construction practices to deliver new infrastructure;
- Give more considerations to avoiding areas with poor air quality in terms of selecting the appropriate locations for new development sites; and
- Signpost to PfE Policy JP-S5 or include measures or requirements for improving air quality and reducing emissions in support of environmental protection and enhancement.

IA Framework Objective 11: Conserve and enhance biodiversity, green and blue infrastructure and geodiversity assets

Policies under the ‘Spatial’ Thematic Policy Chapter received a mix of scores. Many of the policies reference unlocking the full potential of the canal and river network, supporting leisure and recreation in parks, and investing in high quality green space, and therefore received positive scores. Policy S1 and S2H scored positively against the other criteria focused on wildlife as they reference protecting ecologically sensitive locations, wildlife corridors, and the South Pennine Moors. Policies HSP S2C, S2D, S2I, and S2L received weak scores as they seek to significantly increase the residential offer, and Policy HSP S2J supports the development of road infrastructure; both of which is likely to result in the loss of habitats and trees and increase fragmentation.

Policies related to the ‘Centres’ Thematic Policy Chapter scored neutral against this objective as it does not reference conserving and enhancing biodiversity, green and blue infrastructure and geodiversity assets. There was also weak alignment as some policies were not explicit with regard to the impact on biodiversity. Policy HSP C1, C3, C4 and C5 support mainly urban development, however, could indirectly reduce green/blue infrastructure if densification happens on sites with ecological or green value. Furthermore, if development occurs on peripheral green areas or former natural sites it could conflict with biodiversity goals.

Policies related to the ‘Environment’ Thematic Policy Chapter scored neutral or positive against this objective. Policy HSP E3 had a strong alignment, as it focuses on the

conservation and enhancement of biodiversity and geodiversity. Policy HSP E1 also scored positively with its direct reference to enhancement of ecological interest in relation to hydro power schemes. However, this policy could be further enhanced by including environmental protection requirements for other types of developments as well.

The 'Jobs' Thematic Policies scored a mix of positive and negative against this objective, with Policies HSP J2 and J4 scoring positively against protection for designated sites and habitats, as they reference avoiding adverse environmental impacts and enhancement of natural features respectively. These policies could be further improved by including explicit reference to designated sites and habitats. Policy HSP J1 scored uncertain and J3 scored negatively. Both policies prioritise the retention, protection and intensification of existing employment areas, which are typically dominated by hardstanding, large industrial buildings and other low biodiversity land uses. By safeguarding these areas for continued industrial and warehousing functions, the policies limit opportunities for ecological enhancement, habitat creation, or the introduction of green or blue infrastructure. Policy HSP J1, however, does specifically reference general support for improving the environmental quality of existing employment areas and contributing to sustainable development.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE1 scored weakly as it does not reference the protection or enhancement of biodiversity or wildlife, the presence of which can contribute to healthier environments. The policy could be enhanced by referring to the benefits of quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration. Policy HSP PE6 also had a weak alignment as there is a lack of focus on enhancement and restoration, whereas the policy aims to protect the Peak District National Park. The policy could make more explicit reference to enhancement and restoration measures on top of protection of the Peak District National Park. Policies HSP PE2, HSP PE3, and HSP PE4 scored positively as they are focused on protecting and enhancing a network of high-quality routes, open spaces, country parks, countryside, green and blue corridors, and amenity greenspace.

Policies related to the 'Homes' Thematic Policy Chapter scored negative against this objective because they collectively promote significant levels of new residential development across the borough. This increases pressure for land take, habitat loss and fragmentation, and the further sealing of natural surfaces, particularly where development may occur on greenfield or ecologically sensitive sites. The policies prioritise housing

delivery, mix and tenure but do not include explicit requirements to protect or enhance biodiversity or integrate green infrastructure. As a result, they are likely to lead to residual negative effects on ecological assets unless strong mitigation is delivered through other parts of the Local Plan. Policy HSP H3, however, signposts to Policy HSP PL8 which covers design and amenity and specifically addresses nature and the environment and therefore has scored positively.

Policies within the 'Travel' Thematic Policy Chapter received mostly neutral scores. Policies HSP T1 and HSP T3 to HSP T6, however, received positive scores for enabling access to different land uses, such as green infrastructure. Policy HSP T2 received a weak score as the alignment of the new road development to be protected passes through local Sites of Biological Importance. The policy could be enhanced by referencing any mitigation proposed for the provision of the route, such as measures to protect and enhance biodiversity.

The 'Places' Thematic Policies scored mostly neutral and positive, due to references to enhancing biodiversity, green infrastructure, waterside environments, and mitigating impacts to wildlife and protected species. Policy HSP PL4 scored positive/uncertain as there is reference to protecting, conserving, and enhancing the overall significance of registered parks and gardens, which can act as green infrastructure and provide public open space, leisure and recreational functions, in turn promoting access, however there is no explicit reference to ensuring access through other means. The policy could be enhanced by referencing how access to Historic Parks and Gardens will be promoted, beyond development management and protection.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Reference how access to Historic Parks and Gardens will be promoted, beyond development management and protection;
- Policy T2 could be enhanced by referencing any mitigation proposed for the provision of the route, such as measures to protect and enhance biodiversity;
- Include environmental protection requirements for more types of developments;
- Make explicit reference to designated sites and habitats in relation to environmental protection and enhancement;
- Refer to the benefits of quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration; and

- Make more explicit reference to enhancement and restoration measures on top of protection of the Peak District National Park.

IA Framework Objective 12: Ensure communities, developments and infrastructure are resilient to the effects of expected climate change

Policies under the 'Spatial' Thematic Policy Chapter scored mostly neutral. Policy HSP S1, however, received positive scores as it references carbon neutral and maximising carbon storage and sequestration, as well as the protection and enhancement of ecologically sensitive locations, which includes peatlands. Policies HSP S2A to HSP S2L had a weak alignment in terms of resilience to climate change as whilst they reference the delivery of new homes, they are not explicit about climate change adaptation when delivering new developments within the area.

Policies under the 'Centres' Thematic Policy Chapter scored mostly neutral against this objective; however, it aligned weakly in terms of ensuring developments are resilient to climate change. The policy could make more explicit reference to measures that enhance the resilience of new developments and infrastructure within centres and areas designated for retail uses.

Policies regarding the 'Environment' scored positively, particularly HSP E1 as it references the development of renewable and low carbon energy technologies, which reduces dependence on fossil fuels and enhances local resilience to climate change. Policy HSP E2 also scored positively, as it references surface-water run-off and water efficiency requirements for new developments, which will ensure they are resilient to surface water flooding and support sustainable use of water resources. However, the policy could make more explicit reference to nature-based solutions such as sustainable drainage systems. Policy HSP E3 received positive scores in terms of encouraging the restoration of peatlands, however, it could be more explicit with its reference to peatlands in the policy wording.

The 'Jobs' Thematic Policies scored mostly neutral against this objective, with HSP J1 and HSP J2 aligned weakly for ensuring the resilience of new developments and infrastructure against climate change. It is recommended that these policies include measures to enhance the climate change resilience of new developments in both existing and new employment areas.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE2 and HSP PE3 received positive scores for protecting and enhancing publicly

accessible open spaces can mitigate climate change risk by reducing flood risk, carbon sequestration and supporting other ecosystem services. Policy HSP PE1 received a weak score for not referencing the potential effects of climate change on health and wellbeing.

Policies under the 'Homes' Thematic Policy Chapter generally scored neutral against this objective. However, HSP H4 and H5 could be further improved by including measures to ensure the resilience of new developments to climate change. The policy could be enhanced by making reference to the benefits of quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration.

Policies within the 'Travel' Thematic Policy Chapter received mostly neutral scores. Policy T8, however, received a weak score as it does not reference guidance for EV parking or charging provision, which is a low/zero-carbon technology. The policy could be enhanced by explicitly referencing different types of parking for modes using low-carbon and renewable energy technology, such as EVs. Policy T9 received a positive score as it promotes the use of EVs, which use low or zero carbon technology.

The 'Places' Thematic Policies received a mix of scores. Policies scored positively where they referenced green infrastructure, energy-efficient materials and resource efficiency, and mitigating climate change. Policy HSP PL2 received a weak score as there is no reference to climate change or adaptation measures to environmental damage that could be required to protect listed building property and their settings. The policy could be enhanced by referencing considerations for how development could affect a listed building's resilience to environmental risk, such as new development that increases flood risk. This is, however, covered by Policy HSP PL5, which scored positively as there is reference to mitigating climate change through improving carbon efficiency of heritage assets. Policy HSP PL7 also received a weak score as whilst it references enhancing natural landscapes and heritage assets, it does not reference protecting them from the effects of climate change. Another policy that had a weak alignment with this objective was Policy HSP PL11, as it does not reference the potential for use of low-energy lighting where outdoor advertising or signage uses illumination or digital displays. Lastly, Policy HSP PL12 also scored weakly as there is no reference to flood risk or climate change, even though extreme weather events may place greater risk on waterside developments.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Reference considerations for how development could affect a listed building's resilience to environmental risk, such as new development that increases flood risk;
- Policy T8 could be enhanced by explicitly referencing different types of parking for modes using low-carbon and renewable energy technology, such as EVs;
- Include reference to specific nature-based solutions for climate change such as sustainable drainage systems and peatland restoration;
- Include measures to ensure the resilience of new developments and infrastructure to climate change;
- Include specific provisions for climate adaptation or infrastructure resilience;
- Reference the benefits of quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration;
- Signpost to PfE Policy JP-S2; and
- Reference opportunities for advertising and signage that is more energy-efficient or uses low-carbon technology.

IA Framework Objective 13: Reduce the risk of flooding to people and property

Policies under the 'Spatial' Thematic Policy Chapter received mostly negative scores, as whilst they reference the delivery of new homes and redevelopment, they are not explicit with regard to avoiding locations with existing high flood risks, managing run-off rates, and climate change adaptation. Policy HSP S1, however, had a strong alignment with this objective, as it references flood risk management consistent with PfE policy JP-S4. Policy HSP S2C also scored well, due to referencing improving permeability through redevelopment of surface car parks.

Policies under the 'Centres' Thematic Policy Chapter scored mostly neutral against this objective, however, they had a weaker alignment due to not reference protecting town centre and retail developments, and designated centres from flooding, and therefore the assessment recommends restricting development in centres where there is a risk of flooding.

Policy HSP E3 under the 'Environment' Thematic Policy Chapter scored neutral against this objective, whilst Policies HSP E1 and E2 received a mix of scores. Policy HSP E1 had a weaker alignment to criteria relating to managing existing and future flood risks, which

are relevant considerations to the policy given its emphasis on hydro power schemes. This could be enhanced by including flood risk management requirements developments. Policy HSP E2 scored mostly positive with its clear reference to reducing surface water run-off and promotion of the drainage hierarchy but had a weaker alignment on consideration for areas with existing high flood risks. The policy could be improved by addressing this consideration and including reference to nature-based solutions as part of the drainage hierarchy.

Policies HSP J3 and J4 under the 'Jobs' Thematic Policy Chapter scored neutral against this objective, whilst Policies HSP J1 and J2 received negative scores in relation to ensuring developments do not increase and are future proof to flood risks. This could be enhanced by including flood risk management and climate change adaptation requirements for new developments. Policy HSP J1 also received positive score in relation to restricting development in areas of high flood risk, as it promotes developments within existing employment areas.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE1 had a weak alignment in terms of restricting development in areas of high flood risk as it does not reference the potential effects of flooding on health and wellbeing. The policy could be enhanced by making explicit reference to not siting new development in existing areas of high flood risk. Policy HSP PE2 and HSP PE3 had a strong alignment with regard to ensuring that development does not increase flood risk due to increased run-off rates; they reference considerations of environmental value, and open space which can mitigate flood risk.

The 'Homes' Thematic Policies received a mix of positive, negative, and neutral scores. HSP H6 scored positively against this objective as there is reference to avoid areas with high flood risk when selecting new Gypsies, Travellers and Travelling Show People sites. However, Policies HSP H4 and H5 did not include such references and could benefit from including considerations for flood risk adaptation in new Build to Rent and HMO developments.

Policies within the 'Travel' Thematic Policy Chapter received a mix of neutral and negative scores, as they do not reference protecting new transport infrastructure from flooding.

The 'Places' Thematic Policies received mostly neutral scores. Policies HSP PL8 and HSP PL13 had a stronger alignment as there is reference to measures to manage flood risk and to managing surface water and aligning with PfE Policy JP-S4 Flood Risk and the Water

Environment. Policies HSP PL2, HSP PL9, and HSP PL12 received weak scores as they do not reference climate change or adaptation measures to environmental damage that could be required to protect listed building property and their settings. There is also no reference to consideration of increased run-off rates that can result from alterations, additions and extensions, as well as no reference to ensuring developments do not increase flood risk.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Ensure new transport infrastructure is protected from flooding;
- Include flood risk management and climate change adaptation considerations for all types of developments;
- Make clear reference to avoiding developments within existing areas of high flood risks and adoption of nature-based solutions;
- Consider how development could affect a listed building's resilience to environmental risk, such as new development that increases flood risk;
- Consider material choice and roof area/pitch can affect run-off rates and in turn flood risk;
- Signpost to PfE Policies JP-S1 to JP-S6; and
- Ensure developments do not increase flood risk in relation to requirements for new developments near waterside environments.

IA Framework Objective 14: Protect and improve the quality and availability of water resources

Policies under the 'Spatial' Thematic Policy Chapter received a mix of scores. There was weak alignment as most policies were not explicit with regard to the provision of water management infrastructure and minimising pollution in support of new developments within the area. Policies HSP S1, HSP S2A and HSP S2B had a stronger alignment due to supporting the implementation of infrastructure in support of new developments, which includes water management infrastructure.

Policies under the 'Centres' Thematic Policy Chapter scored neutral against this objective as it does not reference water resources.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral or positive against this objective. Policy HSP E2 had a strong alignment as it promotes water efficiency and sets clear standards, however, it could be further improved by including reference for waste water management infrastructure in new developments. Policies HSP E1 and E3 scored positively for their reference to protecting and enhancing the natural environment, which include water features. These policies could be enhanced by including pollution control measures and reference to the Water Framework Directive.

The 'Jobs' Thematic Policies scored mostly neutral against this objective, with Policies HSP J1 and J2 scoring positively in minimising the risk of pollution from new developments as they include considerations for environmental quality. Policy HSP J1 also received positive score in provision for waste water management infrastructure in support of new developments, whereas Policy HSP J2 scored negatively against this criterion. Both policies could be enhanced by including explicit reference to waste water management facilities and pollution control measures for new developments.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE1, however, had a weaker alignment in terms of minimising the risk of pollution arising from new development, as it does not reference minimising water pollution as a consideration for new development, the presence of which can contribute to healthier environments. Policy HSP PE6 received a positive score for assessing impacts and restricting new developments, which could minimise the risk of pollution.

Policies under the 'homes' Thematic Policy Chapter received neutral scores as the policies are not directly related to the management of water resources. Policy H6 did score positively against minimising the risk of pollution arising from new development.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as it does not reference water resources.

The 'Places' Thematic Policies received mostly neutral scores. Policies HSP PL7, HSP PL8, and HSP PL13, however, had a stronger alignment due to references to enhancing waterways, preventing water pollution, and considering sustainable water management principles. Policy HSP PL12 received weak scores across all criteria as there is no reference to water management, efficiency, or pollution, despite the policy being focused on waterside development.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Include consideration for waste water management infrastructure in support of new developments;
- Make explicit reference to pollution control measures and the Water Framework Directive;
- Protect water features in relation to the requirements for new developments that enhances waterside environments;
- Control water consumption in relation to the requirements for new developments that enhances waterside environments; and
- Minimise the risk of pollution in relation to the requirements for new developments that enhances waterside environments.

IA Framework Objective 15: Increase energy efficiency, encourage low carbon energy generation (including heat) and reduce greenhouse gas emissions

Policies under the 'Spatial' Thematic Policy Chapter received a mostly neutral score. Policy HSP S1 and Policies HSP S2A to HSP S2H, however, scored positively for promoting a proactive reduction in greenhouse gas emissions, due to supporting sustainable transport. Alternatively, Policies HSP S2I to HSP S2L had a weak alignment as whilst they reference a focus on housing growth and sustainable development, it is not explicit with regard to reducing energy demand and improving energy efficiency when delivering new developments within the area.

Policies under the 'Centres' Thematic Policy Chapter generally scored neutral against this objective, with weak alignment overall due to the lack of reference to energy efficiency in new development. The assessment recommends explicitly incorporating measures to improve energy efficiency in new developments and supporting infrastructure within centres. Policy HSP C3 was the only exception, scoring positively as its focus on reusing existing floorspace and concentrating development within designated centres may indirectly reduce energy consumption compared to dispersed development.

Policies HSP E2 and E3 under the 'Environment' Thematic Policy Chapter generally scored neutral against this objective, while Policy HSP E1 scored strongly as it promotes renewable and low carbon energy developments, which could play a key role in encouraging low carbon energy generation and reducing greenhouse gas emissions. Policy HSP E3 received a positive score against the criteria focused on reducing greenhouse gas emissions as biodiversity plays a key role in carbon sequestration.

Policies under the 'Jobs' Thematic Policy Chapter scored mostly neutral against this objective. However, Policies HSP J1 and J2 had a weak alignment against considerations for energy efficiency as they involve support for new developments and could be enhanced by including requirements for energy demand reduction and energy efficiency.

Policies under the 'People' Thematic Policy Chapter received mostly neutral, however, Policies HSP PE1 to HSP PE4 scored positively as they reference active travel and open spaces, both of which can help to reduce greenhouse gas emissions.

Policies related to the 'Homes' Thematic Policy Chapter generally scored neutral against this objective, as this chapter does not make direct reference to energy schemes. However, Policies H4 and H5 had slight negative effects as there is no reference to energy demand reductions and energy efficiency and they could be enhanced by making explicit reference to energy demand reduction and energy efficiency in relation to BTRs and HMOs.

Policies within the 'Travel' Thematic Policy Chapter received mix scores. Policies focused on the provision of sustainable and active travel infrastructure received positive scores, whilst Policies HSP T2 and HSP T7 received positive scores as the segregation of HGVs onto dedicated infrastructure is a critical part of Vision Zero and addressing NOX pollution. The 'Places' Thematic Policies received mostly neutral and positive scores, as they referenced measures to lower carbon emissions, integrating renewable energy, resource efficiency, and energy-efficient materials and systems. Policies HSP PL11 and HSP PL12 had a weak alignment against the objective; HSP PL11 does not reference the potential for use of low-energy lighting where outdoor advertising or signage uses illumination or digital displays, whilst HSP PL12 does not consider energy efficiency in new waterside developments.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Promote the sustainable movement of freight, including low- or zero- carbon delivery mechanisms;
- Include requirements for energy demand reduction and energy efficiency for new developments;
- Policy T2 could be enhanced by referencing any mitigation proposed for the provision of the route, such as supporting active travel infrastructure;

- Policies HSP J1 and J2 could signpost to PfE Policy JP-S2, which covers requirements for energy demand reduction and energy efficiency; and
- Reference opportunities for advertising and signage that is more energy-efficient or uses low-carbon technology.

IA Framework Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of Tameside

Policies under the 'Spatial' Thematic Policy Chapter received mostly positive scores as they referencing strengthening the role of centres and villages and enhancing local heritage and the environment. Several policies had a weak alignment in terms of promoting high quality design, however, this is covered by the 'Places' thematic policies.

The 'Centres' Thematic Policies mostly scored neutral against this objective, with some positive exceptions. Policy HSP C3 scored well as it seeks to enhance the character and appearance of frontages and maintain vibrant centres, complementing heritage conservation. Policy HSP C6 also performed positively by referencing improvements to the public realm, including market which can strengthen character. Policy HSP C8 encourages the use of outdoor areas, activating public spaces and enhancing their character.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral as there is no direct reference to landscape, town scape, or heritage assets. However, Policy HSP E1 received negative scores in relation to maintaining local character and surrounding contexts, which will be relevant considerations when incorporating renewable and low carbon energy technologies into existing and new developments.

Policies Under the 'Jobs' Thematic Policy Chapter received a mix of positive and neutral scores against this objective. Policy HSP J1 and J2 scored positively in relation to promoting design in context with the local character, as they promote development uses compatible with their surrounding areas. However, they could be further improved by including design standards for new developments or referencing Policy HSP PL8. Policy HSP J4 had a positive alignment to most criteria, as it references protection and enhancement for cultural, historical, and natural features. The policy could be enhanced by including considerations to improve landscape quality and local distinctiveness in support of tourism.

Policies under the 'People' Thematic Policy Chapter received a mix of neutral and positive scores. Policies HSP PE1 to HSP PE4 and HSP PE6 scored positively as they reference

protecting and enhancing open spaces, landscapes, and heritage. Policy PE4, however, received a weak score in terms of promoting high quality design, however, this is covered within the 'Places' thematic policy chapter. To improve, the policy could make more explicit reference to high quality design requirements in relation to enhancing pedestrian and cycling routes, such as LTN 1/20 standards.

The 'Homes' Thematic Policies were generally scored neutral against this objective. Policy H2 and H3 scored positively against high quality design as it supports high quality design for specialist housing. But H3 could be further enhanced by explicitly requiring specialist and custom-build housing to respect and respond to the character of surrounding urban or rural landscapes. Policy H4 and H5 had a weaker alignment in terms of design and local character. These policies could benefit from including considerations for the suitable designs of Build to Rent and HMOs that can integrate with their surroundings.

Policies within the 'Travel' Thematic Policy Chapter received mostly neutral scores, except for Policy HSP T6, which scored positively as it references protecting and enhancing Public Rights of Way, which are a key aspect of the Peak District National Park.

The 'Places' Thematic Policies received mostly positive scores as they focus on protecting and enhancing landscape, townscape, and heritage. Policy HSP PL9, however, had a weaker alignment as it does not reference possible interface and the effect on heritage assets and their setting.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Make more explicit reference to high quality design requirements in relation to enhancing pedestrian and cycling routes, such as LTN 1/20 standards;
- Include explicit reference to how welcoming spaces will be achieved, for example through high-quality design;
- Include specific considerations for open spaces and landscaping;
- Include requirements for developments to respect the local character and distinctiveness when incorporating renewable and low carbon energy technologies;
- Include design standards for new developments and consideration for landscape quality to strengthen local character and distinctiveness; and
- Policy HSP PL9 could cross-reference HSP PL2 and PL5 to ensure consideration of possible interface and the effect on heritage assets and their setting.

IA Framework Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination

Policies under the 'Spatial' Thematic Policy Chapter received mostly neutral and positive scores, referencing redevelopment efforts and development on key brownfield sites. Policies HSP S2B, HSP S2F, and HSP S2H, however, scored weakly as whilst they reference the delivery of new homes, they do not explicitly encourage the redevelopment of derelict land.

The 'Centres' Thematic Policies generally scored neutral against this objective, with stronger alignment for Policies HSP C3 and C4. Both support the redevelopment of previously developed and derelict land by encouraging alternative uses for vacant retail properties, returning them to appropriate and sustainable uses. Policy HSP C3 focuses on introducing alternative uses within designated centres, while Policy HSP C4 promotes the reuse of vacant properties and buildings, reducing dereliction and supporting regeneration.

Thematic policies related to 'Environment' generally had a neutral alignment with the objective. Policy HSP E3 had a stronger alignment to soil protection as it references conservation and enhancement of priority habitats. The policy could be enhanced by making explicit reference to protecting agricultural land, soil resources, and peat from inappropriate development. Policy HSP E1 also received positive score against one criterion as it references alternative use of decommissioned sites.

The 'Jobs' Thematic Policies received a mix of scores against this objective. Policies HSP J1 and J3 had a strong alignment with supporting developments on previously developed land and encouraging redevelopment as they reference regeneration, refurbishment and redevelopment of existing built areas. Meanwhile, Policy HSP J2 scored positively for protecting soil resources with its reference to avoiding adverse environmental impacts, however, it could be improved by including clear considerations for soil protection. The policy could also include more considerations for land use in relation to the locations for new developments and encourage the use of previously developed land where appropriate.

Policies under the 'People' Thematic Policy Chapter received mostly neutral scores. Policy HSP PE1, however, received a positive score as it references promoting the co-location of health facilities with other land uses, which can enhance the sustainability of development.

Policy HSP PE4 also scored positively for referencing the new Hartshead Country Park, sited at a former industrial site.

Thematic Policies related to 'Homes' scored mostly neutral against this objective. However, HSP4 and HSP5 scored positively through supporting the development of previously used land through conversions, as well as directing development to town centres and allocated sites. Policy H4 could be enhanced further by prioritising redevelopment of derelict land and buildings. However, Policy H6 received a negative score for their missed opportunity to promote remediation and reuse of previously used land when selecting locations for new sites for gypsies, travellers and travelling show people.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as it does not reference the allocation of land resources.

The 'Places' Thematic Policies received mostly positive scores as there is reference to previously developed land, reusing existing buildings, structures and features of heritage value, which could involve reductions in land contamination.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Include explicit reference to the use of brownfield land and vacant buildings to improve primary shopping areas and consider providing new markets within these spaces to activate and revitalise centres;
- Policy H6 could make more explicit reference to promoting remediation and reuse of previously used land when selecting locations for new sites for gypsies, travellers and travelling show people;
- Considering the protection of agricultural land, soil resources, and peat from inappropriate development; and
- Include considerations for appropriate new development locations and encourage the use of previously developed land.

IA Framework Objective 18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy

Policies under the 'Spatial' Thematic Policy Chapter scored neutral against this objective as it does not reference the consumption of resources and waste.

Policies under the 'Centres' Thematic Policy Chapter scored neutral against this objective as it does not reference the consumption of resources and waste.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral against this objective as they do not reference the consumption of resources and waste. Policy HSP E1 and E2 received positive scores in relation to safeguarding natural resources, as they promote reduction in fossil fuel dependence and water consumption.

The 'Jobs' Thematic Policies scored mostly neutral, with Policies HSP J1 and J3 scoring more positively for their references to promote recycling facilities and the reuse of existing buildings. Policy HSP J1 could be further enhanced by referencing reduction of waste generation rates in new developments.

Policies under the 'People' Thematic Policy Chapter scored neutral against this objective as it does not reference the consumption of resources and waste.

Policies under the 'Homes' Thematic Policy Chapter scored neutral against this objective, as the promotion of sustainable resource consumption and waste hierarchy cannot be directly addressed by home developments.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as it does not reference the consumption of resources and waste.

The 'Places' Thematic Policies received mostly neutral scores, however, Policies HSP PL8 and HSP PL12 scored positively for promoting the reuse of existing buildings, structures and features of heritage value, as well as for referencing accessible and convenient waste management facilities and well-designed refuse and service areas, which can combine to indirectly promote movement up the waste hierarchy.

The key suggested enhancement or mitigation for this IA objective is as follows:

- Include considerations for reducing waste generation rates in new developments.

4.2 Allocations (December 2025)

The Plan has 30 housing allocations and 20 employment allocations which were selected using a sound methodology based around the IA Objectives and are strategic in nature; therefore, they do not tend to focus on protected characteristics.

Each allocation has been assessed using the IA framework⁴. The key themes have been drawn out into this section of the report from the assessment tables shown in Appendix A.2.2 of the Main Report (2025).

4.2.1 Notes on the Assessment

A methodology has been created to support the assessment of Plan allocations. This stage of the IA is to ensure the appropriate and proportionate assessment of each site allocation. Each IA objective and assessment criteria have had bespoke assessment guidance relevant for site allocations, as opposed to thematic policies. To ensure alignment with Places for Everyone, and its IA Framework, these have also been reviewed and considered as part of this process.

The allocations primarily focus on site-specific topics, and the thematic policies, summarised in Section 4.1, pick up the general topics. Therefore, some of the IA objectives are less relevant for most allocations as they are picked up in the thematic policies. Where the IA objective is not relevant to the allocation, it has been given a neutral score.

It should also be noted that the Plan and the wider planning context, including Places for Everyone and the Joint Waste and Mineral Plans, must be considered as a whole. Although it is acknowledged that each IA topic is important, it is not possible or appropriate to have all objectives covered by every policy or allocation.

Appendix A.2.2 of the Main Report (2025) provides the assessment tables for each allocation. It includes a score, explanation against the site proformas and planning assessment of the site, and any residual mitigation.

4.2.2 Synergies with the IA Framework

The IA and site allocations have clear links which are evident in the assessments shown in Appendix A.2.2 of the Main Report (2025). It is not necessary to list out all synergies within this report, but specific examples include provision of housing, employment, sustainable transport connectivity, biodiversity/green infrastructure, and protection/enhancement of heritage assets. There are commitments throughout to work with existing features and sensitive receptors (e.g. relating to cultural heritage, ecology and landscape).

⁴ The assessment tables used differ slightly to those used in the thematic policy assessment, due to uncertainty at this stage around when developments will come forward (i.e. short/medium/long term). Similarly, all effects are considered likely to be localised in terms of spatial coverage.

There are a number of instances where strategic aims of the IA are not applicable to the site-specific nature of site allocations (e.g. addressing health inequalities across Tameside). Although it is acknowledged in these instances that sites have an important part to play in achieving these strategic aims, such matters are more appropriate for consideration in thematic policies.

4.2.3 Recommended Enhancement and Mitigation

This section contains a summary of the enhancement and mitigation recommendations from the allocation assessments shown in Appendix A.2.2 of the Main Report (2025). The mitigation measures identified focus on the future development of the sites, recognising that many potential effects will depend on the detailed design, layout and implementation of proposals at the planning application stage. Key strategic themes have been drawn out. Site specifics are contained within the assessment tables.

For housing and employment (Objective 1 and 2), all sites contain either housing or employment land (or both) and therefore primarily result in a neutral or positive score, however, mitigation has still been proposed. Against Objective 1, it is recommended to ensure that new provision includes affordable housing in line with policy, to provide sufficient housing mix in line with local needs, and to consider energy efficiency in new developments. It is also noted that a new housing or employment development could increase pressure on transport facilities and therefore, the improvement or additional provision of these has been recommended for consideration.

The main mitigation proposed for transport and utilities (Objective 3) is to consider a feasibility study into the requirements and ability of the local utilities and digital network to support development. This mitigation is proposed for all allocations.

For the objective relating to deprivation and disparity (Objective 4), allocations have been predominantly scored as having uncertain effects. This is because of the uncertainty around how the development will affect deprived areas (the presumption being that there is no certainty around investment affecting deprivation, unless it is targeted). Some allocations, however, have scored more positively where they are located within the IMD decile based on LSOA. The IA states that benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider, and specifically target, deprived areas. Where possible such benefits should be maximised to help bring about long-term benefits for deprived areas.

The allocations are mostly considered to have uncertain or neutral effects against equality of opportunity (Objective 5) and health (Objective 6) related objectives, particularly where the IA framework asks strategic questions of the policy. Where they score positively, it's because of their links to active travel infrastructure or open space, both of which support healthier, active lifestyles. Negative scored have been given where development would result in the loss of open space, green infrastructure, or sport provision, or has poor links to active travel infrastructure. Several allocations are also within a COMAH Zone and therefore it is recommended that new development considers the health and safety of employees and local residents and takes appropriate measures to mitigate any risk.

For Objective 7 (provision of social infrastructure), mixed scores were received across the allocations. Some housing allocations were scored positively due to their proximity to GPs, dentists, and schools, whilst others had a weak alignment due to distance. Most employment allocations received uncertain/neutral scores as the provision of education and training was unclear. This was also the case for Objective 8, relating to improved educational attainment and skills levels.

For Objective 9 relating to the promotion of sustainable modes of transport, allocations scored well if they were covered by the GMAL index score of 5 and above, or were located nearby to train stations, town centres, Metrolink and bus stops (within 800m and 400m respectively). As noted above, a new residential development or employment facility could increase pressure on sustainable and active transport facilities and therefore the improvement or additional provision of these could be considered.

Air quality (Objective 10) has commonly received positive scores because many of the allocations are highly accessible by sustainable and active transport modes and therefore should be positioned to reduce reliance on private motor vehicles. The suggested mitigation for the air quality objective is to seek to minimise the number of trips made by private car to/from the site and consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.

For Objective 11, concerning biodiversity and green and blue infrastructure, several allocations scored poorly as they were located within or in close proximity to an environmental designation, including open space, SBI, SSSI, and LNRS. Where there was no loss of green and blue infrastructure, the allocation was given an uncertain score as there was no specified provision of enhancement or restoration to the allocation. The IA

recommends that new development avoids these areas and/or maximises the ability to mitigate any impacts or loss to biodiversity, green and blue infrastructure, and open space.

With Objective 12 and 13, relating to climate change resilience and risk of flooding, allocation policies have scored neutral if are located within Flood Zone 1, however, have received a weak score if they are in Flood Zone 2 or 3. The mitigation that has been proposed is to consider appropriate flood risk mitigation in line with best practice. There is no mention in any allocation of how to address other risks associated with climate change, such high temperature weather events. It is recommended therefore that masterplan design include best practice for cooling during high temperature and other weather events associated with climate change. This is particularly relevant for large scale proposals.

All allocations have received neutral scores with regard to Objective 14 (quality and availability of water resources) as development is assumed to follow best practice with regards to water management, flood risk and (potential) impacts on watercourses. As each allocation is brought forward and developed, various assessments, such as Flood Risk Assessments, would be conducted as part of the planning process to determine the impact of the individual development on the surrounding area.

Low carbon and energy efficiency considerations are rarely mentioned in the allocations and therefore uncertain scores have been given against Objective 15. Proposed mitigation/enhancement is to encourage energy efficiency in new developments and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.

Not all of the allocations contain (or are near to) important heritage or landscape receptors, however, where such features exist, they have received negative scores against Objective 16, with mitigation being to ensure that the new development avoids these areas and/or maximises the ability to mitigate any impacts or loss of landscape and heritage designations.

Many of the allocation sites are located on brownfield land and have therefore received positive scores against Objective 17. Where sites are greenfield land and/or would result in the loss of agricultural, green, or open space, the IA recommends that the Plan consider how development of PDL (or other derelict features) could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL, where possible). Where allocations are located within an area of Coal Mining High Risk, they have been

scored uncertain as whilst they are often brownfield sites, the land is unstable and requires remediation.

The site allocations do not contain details on waste and therefore all of the allocations have been given the same mitigation against Objective 18, which is to promote sustainable construction methods and to consider waste and recycling facilities in design.

4.3 Thematic Policies (August 2026)

Following a 7-week Regulation 18 public consultation on the draft HSP Preferred Options Plan between December 2025 and February 2026, the draft thematic policies were updated by the Council to reflect consultation feedback. The eight Thematic Policy Chapters remain unchanged in structure but now contain a total of 67 policies (previously there were 66 policies, however, Policy HSP S2 has been removed, and two new policies have been added, namely, HSP J5: Skills, Training, Apprenticeships and Local Labour Agreements and HSP E4: Nature Recovery).

At this stage, two types of assessment were carried out, including an assessment of the two new policies using the original IA assessment matrix, and a reassessment of the revised policies using an updated matrix. The new matrix highlights updated scoring across short-, medium- and long-term timescales based on the amended policy wording; and any remaining suggested mitigation or enhancement (i.e. residual impacts). The detailed findings of the reassessment are provided in Appendix A.2.1.

This section summarises the updated scoring against the assessment objectives and identifies any residual impacts, taking into account the mitigation measures recommended in the previous iteration of the assessment. A summary of the assessment findings is presented in Section 4.3.1, while Section 5.2.2 sets out the overarching conclusions arising from the 2026 reassessment of the thematic policies.

4.3.1 Summary of Assessment Findings

The assessment findings identified a number of strengths in the thematic policies when reassessed against the IA objectives. In particular, policies across different Thematic Policy Chapters received significantly improved scores when compared to the 2025 assessment to positive or very positive in terms of promoting economic growth and town centre vitality, as well as supporting local health and wellbeing. Additionally, the 'Spatial' Thematic Policy Chapter has been largely updated to have a stronger alignment with reducing deprivation, ensuring access to social infrastructure, and enhancing the

ecological network. The previous 2025 assessment findings highlighted areas of weakness, including around increasing energy efficiency, encouraging low carbon energy generation (including heat) and reducing greenhouse gas emissions; however, policies received improved scores against this IA objective, and this can now be considered a strength, supporting the overarching objectives of the Plan.

The reassessment findings continue to identify areas of weakness or uncertainty within the thematic policy chapters, where suggested mitigation and enhancement from the previous assessment were not incorporated in the Plan. This was particularly prevalent across reducing flood risk, air quality management, and climate change resilience. Residual mitigation and enhancement recommendations have therefore been outlined under the IA objectives below, highlighting opportunities to further strengthen the Plan and future schemes to be implemented in the plan area, and therefore the Plan as a whole.

As previously noted, due to the topic-specific nature of many of the thematic policies, some IA objectives are not directly relevant to every policy. The assessment should therefore be considered in the context of the Local Plan as a whole and the wider planning framework, including Places for Everyone and the Joint Minerals and Waste Plans. Whilst all IA objectives are important, not every policy or allocation is expected to contribute positively to every objective, with the overall sustainability performance of the Plan arising from the combined effects of its policies and site allocations.

Where policies have received neutral or negative scores against IA objectives, this does not necessarily indicate that the issue has been overlooked within the Plan. In many cases, potential adverse effects are balanced by other policies, site allocations or higher-tier planning documents. However, negative scores have been retained where the policy itself could still contribute to an adverse effect. This ensures that the assessment transparently reflects the likely effects of individual policies, even where mitigation is provided elsewhere in the planning framework.

For full details of each policy reassessment, including residual mitigation and enhancement, refer to the assessment tables in Appendix A.2. For a full conclusion on the IA of thematic policies, refer to Section 5.2.2.

IA Framework Objective 1: Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth

Policies under the 'Spatial' Thematic Policy Chapter received a mix of updated scores. Policies HSP S2A and HSP S2F improved from negative to positive due to referencing sustainable development driving the provision of new homes across the area, delivering a broad range of housing, and enhancing connections between neighbourhoods. Policies HSP S2I and HSP S2L improved from neutral to positive for also referencing delivering a broad mix of housing. However, Policies HSP S2B, HSP S2C, HSP S2J, and HSP S2K had a weaker alignment as they failed to reference housing mix despite aiming to deliver a substantial number of homes, and therefore residual mitigation has been identified, including to reference the delivery of different types of housing as part of the housing delivery objectives.

Policies under the 'Centres' Thematic Policy Chapter received the same scores, except for Policy HSP C1, which received improved scores, from negative to positive, as it has been amended to refer to the provision of residential uses in centres.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral as there are limited references directly relevant to this objective. Policy HSP E1 received improved scores to very positive against the criteria in relation to energy efficiency, with its increased reference to energy resilience and support for low carbon technologies. The new Policy HSP E4 scored neutral as it does not reference housing land.

The scores for the 'Jobs' Thematic Policies remained mostly unchanged, however, Policy HSP J2, which originally scored negative, received an uncertain score as the policy has been amended to refer to accessibility by public transport and active travel networks, but does not explicitly reference housing land. New Policy HSP J5 scored neutral against the objective as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral or positive alignment. Policy HSP PE1 improved from negative to positive as it was amended to reference assessing housing affordability.

Policies under the 'Homes' Thematic Policy Chapter retained their mostly positive and neutral scores. Policy HSP H2, HSP H3 and HSP H4 also received improved scores to very positive due to updated references to housing land acquisition, connectivity and dwelling mix. Policy HSP H5 scored positively in terms of housing mix, however, retained

its weaker alignment against the 'energy efficiency and resilience' criteria due to lack of references to energy and EPC requirements, therefore residual mitigation has been recommended, including to make more explicit reference to energy efficiency in relation to the requirements for HMO developments.

Policies within the 'Travel' Thematic Policy Chapter received mostly unchanged scores from the last iteration and all mitigations remained as residual impacts. Policy HSP T3 received more positive scoring in relation to improving connectivity of housing land, as it now explicitly references improving connectivity of transport networks.

The 'Places' Thematic Policies received mostly neutral and positive scores that are unchanged from the last iteration. Policy HSP PL8 and Policy HSP PL12 received enhanced scores to very positive in relation to the connectivity of housing land as this is now explicitly referenced in both policies. Most mitigations from the last iteration remained as residual impacts.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Explicitly reference considerations for connectivity with housing land and relevant infrastructure or facilities.
- Reference the delivery of different types of housing as part of the housing delivery objectives.
- Promote energy efficiency in housing in line with EPC requirements, including within designated heritage assets and HMO developments, where appropriate.
- Encourage the reuse of non-designated heritage assets for residential purposes to support local housing demand.
- Support residential development that is well integrated with employment opportunities, centres, services and sustainable transport routes.

IA Framework Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation

Policies under the 'Spatial' Thematic Policy Chapter received similar scores. Policy HSP S2E, however, received improved scores from neutral to very positive under the criteria that focuses on connectivity and infrastructure, as it has been amended to refer to new development being supported by investment in transport infrastructure and active travel

network. Policies HSP S2F, HSP S2G, and HSP S2I received more positive scores due to references to town centre and economic diversification, and Policy HSP S2H also improved due to referring to vitality and viability. However, Policy HSP S2J received a less positive score against the criteria for supporting education and training as references to volunteering, skills and training were removed.

Policies under the 'Centres' Thematic Policy Chapter received improved scores, from positive to very positive, due to references to investment (HSP C1), town centre diversification (HSP C8), the application of the sequential approach to maintain town centres (HSP C2), and vitality and viability (HSP C4).

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral as there are limited references directly relevant to this objective. Policy HSP E1 received more positive scoring in relation to support the diversification of Tameside's local economy, as it has been amended to explicitly reference considerations for economic benefits. The new Policy HSP E4 scored neutral against this objective as it does not reference employment land and economic growth.

The 'Jobs' Thematic Policies received improved scores against this objective. Policy HSP J1 and HSP J4 had a stronger alignment due to supporting diversification of Tameside's local economy, such as through the provision of leisure, heritage, and culture. Policy HSP J2, which previously had a weak alignment in terms of education training and connectivity, received very positive scores due to referencing skills and training and accessibility by public transport and active travel networks. Policy HSP J4 now refers to contributing to the vitality, viability, and regeneration of town centres and therefore has a stronger alignment. New Policy HSP J5 received positive scores for supporting education and training and supporting the diversification of the economy.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral or positive alignment. Policy HSP PE4 improved from neutral to positive as it was amended to reference linking neighbourhoods to jobs.

Policies under the 'Homes' Thematic Policy Chapter retained its mostly neutral scores. Policy HSP H3, however, received an improved score for referencing access to education in relation to the locations for children's residential accommodation and care leavers supported accommodation. Policy HSP H4, however, retained its weaker alignment as it does not actively support employment land provision and may create minor competition for

land in town centres. As a result, residual mitigation has been recommended, including to include safeguards for employment land and promotion of mixed-use schemes.

Policies within the 'Travel' Thematic Policy Chapter received mostly unchanged scores from the last iteration and most mitigations remained as residual impacts. Policy HSP T3 received more positive scores in relation to supporting well-connected employment land and the local economy, as the policy has been amended to reference connectivity and integration of the transport network and rail proposals to support wider regeneration and sustainable development objectives.

Several 'Places' Thematic Policies received improved scores to very positive. Policy HSP PL3 received more positive scores in relation to diversifying Tameside's local economy as it now references support for heritage-led regeneration and adaptive reuse of heritage assets. Policy HSP PL7, HSP PL8, HSP PL10, HSP PL11, and HSP PL12 also had more positive alignment with supporting the enhancement of Tameside's town centres, with an increased reference to linking high quality townscape and urban form to wider benefits, place-making and design principles supporting multifunctional centres, considerations for the character and appearance of the streetscape including disabled access and public realms. Policy HSP PL12 also scored more positively in relation to providing sufficient connectivity for employment. Scoring for other policies remain unchanged and mitigations from the last iteration partly remained.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Reference connectivity with key locations, infrastructure, facilities and employment areas, including the benefits of new transport provision.
- Retain references to volunteering, skills and training opportunities.
- Reference the economic benefits of conserving and enhancing heritage assets.

Include safeguards for employment land and promotion of mixed-use schemes.

IA Framework Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development

Policies under the 'Spatial' Thematic Policy Chapter retained their strong alignment with this objective in relation to transport, with Policy HSP S2H receiving improved scores for strengthening connections and investment in transport infrastructure. However, all policies

continued to have a weak alignment in terms of utilities and digital infrastructure, and therefore the IA has recommended that the policy makes explicit reference to the provision of utilities and digital infrastructure in support of new developments and future growth within the area.

Policies HSP C1 and HSP C6 under the 'Centres' Thematic Policy Chapter received improved scores, from negative to positive, due to references to places and public spaces being well connected to public transport and active travel networks, and to proposals affecting markets only being supported where they support improvements to active travel networks and public transport. Weak alignment remains against all criteria for Policies HSP C2, HSP C3, and HSP C4, and therefore residual mitigation to utilise and grow transport infrastructure and prioritise active and public modes of transport has been recommended.

Policies under the 'Environment' Thematic Policy Chapter scored mostly neutral and scoring for Policy HSP E1 and Policy HSP E2 remained positive against the criteria in relation to ensuring sufficient utilities infrastructure to support growth. The new Policy HSP E4 scored neutral against this objective as it does not reference transport and utilities.

'Jobs' Thematic Policies HSP J2 and HSP J4 received improved scores for supporting connectivity to public transport and active travel networks and enhancing the accessibility of visitor destinations. New Policy HSP J5 scored neutral against the objective as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral or positive alignment. Policy HSP PE3 improved from positive/uncertain to very positive as it supports the integration with new walking, wheeling and cycling routes. Policies HSP PE2 and HSP PE8 have retained their weaker alignments, and therefore residual mitigation has been recommended, including to reference how open spaces, such as green and blue corridors, can integrate with provision of new active travel routes, and to improving transport accessibility, such as enhancing public transport and active travel links to consolidated health facilities.

Policies HSP H3 and HSP H4, under the 'Homes' Thematic Policy Chapter, have received improved scores against this objective due to referencing requirements for development to be located in proximity to public transport facilities, and access to public transport.

However, Policies HSP H4 and HSP H5 have also retained negative scores for lacking reference to the provision of utility and digital infrastructure in support of growth. Residual

mitigation has been identified, including to make more explicit reference to considerations for the needs of new Build to Rent and HMO developments in relation to the provision of utilities and digital infrastructure.

Most policies within the 'Travel' Thematic Policy Chapter received same the scores and mitigations from the last iteration are carried forward as residual impacts. Policy HSP T3 scored more positively in relation to improving connectivity and supporting transition to sustainable transport modes, with an increased reference to connectivity and integration of transport networks. Policy HSP T7 also received improved scores in relation to supporting the transition to sustainable modes of transport and the delivery of a safe transport network, as it now references considerations for the operation of the local highway network and surrounding amenity.

Policies HSP PL7, HSP PL12, and HSP PL13 in the 'Places' Thematic Policy Chapter received more positive scores against this objective with their increased reference to sustainable movement and connectivity, as well as enhancement of active travel routes. Policy HSP PL8 and HSP PL11 also scored more positively in relation to delivering a safe transport network as HSP PL8 have been amended to improve safety and accessibility, and PL11 now includes disabled access, cyclists, and public realms. Other policies received the same scores as the last iteration, and mitigations partially remained as residual impacts.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Reference provision for sustainable transport, utilities, and digital infrastructure in support of new employment development and economic growth.
- Prioritise active travel and public transport, integrating green and blue infrastructure, cycle parking, EV charging and direct access to key destinations, services and health facilities.
- Include parking standards that will support and enable new developments.
- Explain how freight movements could be supported by the transport network and minimise the impacts of freight movements on other modes of transport.
- Require mitigation for new road infrastructure, including measures to promote public transport and active travel.

- Provide guidance for illumination in relation to digital advertisements and signage.

IA Framework Objective 4: Reduce levels of deprivation and disparity

Several policies (HSP S2D, HSP S2F, HSP S2G, HSP S2H, HSP S2I, HSP S2K, and HSP S2L) under the 'Spatial' Thematic Policy Chapter received improved scores, from neutral to positive, due to added references to regeneration, town centre vitality, economic development, and investment, all of which can help to reduce levels of deprivation and disparity.

Policies under the 'Centres' Thematic Policy Chapter received the same scores, except for Policy HSP C1, which received an improved score, from neutral to positive, as it has been amended to refer to meeting residents' diverse needs and diversifying the economy through investments, which could result in the provision of job opportunities and help to reduce deprivation.

Policies under the 'Environment' Thematic Policy Chapter continued to score neutral against this objective as they do not reference deprivation and disparity, including the new Policy HSP E4.

'Jobs' Thematic Policy HSP J2 received improved scores for supporting local employment, skills and training outcomes, which could help to reduce deprivation. New Policy HSP J5 also had a strong alignment as its focus is on skills, training, apprenticeships, which will improve access to employment and reduce poverty.

Policies under the 'People' Thematic Policy Chapter retained their positive alignment against this objective.

Policies HSP H1 to HSP H4, under the 'Homes' Thematic Policy Chapter, received improved scores for seeking to respond to the housing needs of people unable to access owner occupation, younger households, key workers, older people, and households requiring managed rented housing, as well as supporting 100% affordable housing. This can help address deprivation by improving access to suitable housing for lower income and more vulnerable households, reducing housing inequalities and supporting social inclusion. Policies HSP H5 and HSP H6 retained their neutral and positive alignment.

Policy HSP T3 within the 'Travel' Thematic Policy Chapter received more positive scores against this objective as it has been amended to refer to connectivity and integration of transport networks, and support for wider regeneration and sustainable development, which would improve access to public transport in deprived areas across Tameside. New

mitigation has been identified for this policy to make explicit reference to improving rail and other transport networks in deprived areas. Scoring for other policies within the chapter remain unchanged from the last iteration.

Mitigations from the last iteration has been addressed for the 'Places' Thematic Policies. Scoring remained unchanged throughout the chapter with no residual impacts.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Explicitly reference the benefits of renewable energy opportunities, including reducing fuel poverty.
- Make explicit reference to improving transport connectivity in deprived areas.

IA Framework Objective 5: Promote equality of opportunity and the elimination of discrimination

Policies HSP S2D, HSP S2E and HSP S2F, under the 'Spatial' Thematic Policy Chapter received improved scores from negative to positive due to added references to wheeling, culture and civic renewal, and connections between neighbourhoods. Policy HSP S2G also had a stronger alignment due to references to community, culture, and improving local identity. Policy HSP S2H, however, retained its weak alignment against the criterion that focuses on equal access to infrastructure, as whilst it references new development and transport infrastructure, it does not reference the needs of all users. As a result, residual mitigation has been recommended, including to reference accessibility and consideration for all users.

Policies under the 'Centres' Thematic Policy Chapter received the same scores, except for Policy HSP C1 and HSP C6. Policy HSP C1 received improved scores, from positive to very positive, as it has been amended to refer more specifically to diversifying centres, community needs, and creating highly accessible and well-connected places. Policy HSP C6 has received improved scores from negative to positive as it refers to proposals affecting markets only being supported where they support improvements to the public realm and public accessibility. This will have a likely positive effect through improving equitable access to facilities, services and infrastructure for all users.

Policies under the 'Environment' Thematic Policy Chapter continued to score neutral against this objective as they do not reference equality and opportunity, including the new Policy HSP E4.

Jobs' Thematic Policy HSP J3 received improved scores, from neutral to very positive, as its requirement to assess the geographical distribution of employment sites supports more equitable access to jobs across Tameside. New Policy HSP J5 also had a strong alignment as it references inclusive economic growth and maximising opportunities for Tameside residents. Policy HSP J2 received an improved score, from negative to positive, in terms of addressing the needs of different areas, however, it also gained negative scores for failing to reference wheeling when ensuring improved accessibility.

Policies under the 'People' Thematic Policy Chapter retained their positive alignment, except for Policy HSP PE8 which continued to score negative, as even though it seeks to maintain accessibility, merging facilities could disadvantage those with limited mobility or transport options over time. Residual mitigation has therefore been recommended within the IA, including for the policy to make more explicit reference to inclusive design and transport provision to ensure equal access for all residents.

Policies under the 'Homes' Thematic Policy Chapter received improved scores. Policies HSP H1 to HSP H4 improved due to supporting a housing mix that responds to locally identified needs and including references to inclusive and mixed communities and living environments. Policy HSP H6 has retained its weaker alignment and therefore residual mitigation has been recommended, including to reference the needs of different areas in relation to selecting locations for the delivery of new sites for gypsies, travellers and travelling show people.

Scoring and mitigations for policies within the 'Travel' Thematic Policy Chapter remained mostly unchanged from the first iteration. Policy HSP T3 received more positive scores in relation to ensure the needs of different areas are equally addressed, as the policy has been amended to refer to connectivity and integration of transport networks and rail proposals to support wider regeneration and sustainable development objectives.

The 'Places' Thematic Policies received a mixed of neutral and positive scores. Mitigations from the last iteration have been partly addressed and several policies received improved scores. Policy HSP PL3 demonstrated a stronger alignment with the criterion relating to fostering good relations between people, as its reference to local identity and placemaking supports social interaction and a shared sense of belonging. Policy HSP PL7, HSP PL12 and HSP PL13 received enhanced scores to positive and very positive against all criteria under this objective with its additional references of inclusive, accessible and well-designed places that support community interaction, local identity and sense of place.

Policies HSP PL10 and HSP PL11 also scored more positively against the criterion for creating community cohesion as the inclusion of streetscape design principles can help create attractive, welcoming and locally distinctive places that support a sense of belonging.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Promote safe, inclusive design and accessible infrastructure that meets the needs of all users, including those with protected characteristics under the Equality Act 2010, through measures such as level access, lifts, dropped kerbs, appropriate parking provision and explicit references to wheeling.
- Ensure that disadvantaged communities have access to opportunities.
- Reference inclusive and accessible community engagement processes that provide equal opportunities for participation.
- Reference to the needs of different areas in relation to selecting locations for the delivery of new sites for gypsies, travellers and travelling show people.

IA Framework Objective 6: Support improved health and wellbeing of the population and reduce health inequalities

Policies under the 'Spatial' Thematic Policy Chapter generally received improved scores. Policy HSP S2A increased from neutral to positive due to references to active travel, leisure, and recreation, all of which promote healthy lifestyles. Policies HSP S2G, HSP S2I, HSP S2J, and HSP S2L increased from neutral and positive to very positive, as they were amended to reference green and blue infrastructure, leisure, public realm improvements, sports, physical activity, active travel, and community wellbeing, which can all support health and wellbeing. Policy HSP S2E, however, decreased in score from positive to negative as references to reducing severance in relation to active travel connectivity were removed.

Policies HSP C1, HSP C3 and HSP C6 under the 'Centres' Thematic Policy Chapter received improved scores, as they have been amended to reference active travel, community needs, leisure, and improvements to the public realm, all of which encourage healthier lifestyles.

Scoring for policies under the 'Environment' Thematic Policy Chapter remain unchanged including a mix of neutral, and positive scores. The additional Policy HSP E4 has scored mostly positive and neutral against the criteria in relation to safety, as the policy promotes nature recovery which would support improved health and wellbeing of the population.

'Jobs' Thematic Policy HSP J1, HSP J2 and HSP J4 received improved scores, from neutral to positive/very positive, as they now reference leisure and recreation uses, walking and cycling, trails and parks, all of which can contribute to healthier lifestyles. New Policy HSP J5 scored neutral against the objective as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their positive alignment, except for Policy HSP PE2 which continued to score negative as it does not consider safety in relation to the provision of open space. As a result, residual mitigation has been recommended, including for the policy to make more explicit reference to increasing the quantity and quality on top of safeguarding outdoor sport and recreational facilities for educational facilities.

Policies HSP H1 to HSP H3, under the 'Homes' Thematic Policy Chapter, have received improved scores due to promoting a housing mix that responds to the needs of different households, and to access to healthcare, community facilities, and provision for outdoor amenity spaces. Policy HSP H4 has received uncertain scores as it has been amended to reference access to community facilities, however it is unclear if these are health and wellbeing related. As a result, residual mitigation has been recommended, including for the policy to make more explicit reference to health and wellbeing facilities around Build to Rent development.

Policies within the 'Travel' Thematic Policy Chapter received mostly the same scores from the last iteration and also mitigations suggested were carried forward as residual impacts. Policy HSP T3 received improved scores in relation to promoting community safety, as it has been amended to include connectivity and integration of different types of public and active transport networks, which would improve natural surveillance and discourage crime.

The 'Places' Thematic Policies received a mixed of neutral and positive scores. Mitigations from the last iteration have been partly addressed and several policies received improved scores. Policy HSP PL4, HSP PL10, HSP PL12, and HSP PL13 received more positive scores with increased references to design principles that support the improvement of public spaces for recreation, well-being and wider determinants of health. Policy HSP PL7 and HSP PL9 also had an improved alignment in relation to design for safety.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Promote safety, high-quality design and residential amenity for all communities, including consideration of privacy, visual intrusion and reducing severance.
- Support active travel, public transport and sustainable freight movement, including provision of cycle parking, EV charging infrastructure and low or zero-carbon delivery solutions.
- Require mitigation for the potential health impacts of new road infrastructure, including measures that enhance public transport and active travel networks.
- Safeguard and enhance the quantity and quality of outdoor sports, recreation and educational facilities.
- Ensure Build to Rent and other residential developments provide appropriate access to health, wellbeing and amenity facilities.

IA Framework Objective 7: Ensure access to and provision of appropriate social infrastructure

Several policies (HSP S2A, HSP S2D, HSP S2G, HSP S2H, and HSP S2I) under the 'Spatial' Thematic Policy Chapter received improved scores from negative to very positive due to additional references to sports, leisure and recreation, community uses, and access to education. However, the remaining policies retained their weak alignment, and therefore residual mitigation has been recommended, including to reference the provision of healthcare and educational facilities to support new developments and growth within the area.

Policies HSP C1 and HSP C6 under the 'Centres' Thematic Policy Chapter received improved scores, from neutral to positive, as they refer to meeting local services, leisure and community needs, and the provision of leisure and community investment, as well as supporting pedestrian accessibility to markets.

Policies under the 'Environment' Thematic Policy Chapter continued to score neutral against this objective as they do not reference social infrastructure, including the new Policy HSP E4.

'Jobs' Thematic Policy HSP J1 received improved scores for supporting leisure uses, which could include sports facilities. Policies HSP J2 and HSP J4 also received improved

scores, from neutral to very positive, as they now reference employment, skills and training outcomes. New Policy HSP J5 had a strong alignment in terms of ensuring sufficient access to educational facilities as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment with this objective.

Policies HSP H3 and HSP H4, under the 'Homes' Thematic Policy Chapter have received improved scores for referencing access to community facilities, healthcare, public transport, and provision for outdoor amenity spaces. Other policies have retained their neutral and positive alignment.

Scoring and mitigation for policies within the 'Travel' Thematic Policy Chapter remain unchanged since the first iteration, as there are limited relevant amendments against this objective.

The 'Places' Thematic Policies received mostly received neutral and positive scores which are consistent with the last iteration of the assessment. Previously suggested mitigations partly remained as residual impacts. Policy HSP PL7 had a more positive alignment in promoting access to social infrastructure. Policy HSP PL12 also scored more positively as the policy has been amended to refer to connectivity to community facilities and green spaces.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Support thriving communities by ensuring the timely provision of healthcare, educational, community and social infrastructure to meet the needs of new development and growth and improve access to these facilities through sustainable transport modes.
- Promote the protection, enhancement and accessibility of Historic Parks and Gardens, recognising their contribution to recreation, wellbeing, heritage value and place quality.

IA Framework Objective 8: Support improved educational attainment and skill levels for all

Policies under the 'Spatial' Thematic Policy Chapter retained their mostly neutral alignment with this objective. Policy S2A, however, received improved scores from negative to very positive due to referencing access to education. Policy HSP S2J had a weaker alignment

as it removed references to volunteering, skills, and training, and therefore residual mitigation has been recommended, including to retain references to volunteering, skills, and training.

Policies under the 'Centres' Thematic Policy Chapter continued to score neutral against this objective as they do not reference education and skills but instead focus on town centres and retail.

Policies under the 'Environment' Thematic Policy Chapter continued to score neutral against this objective as they do not reference education and skills, including the new Policy HSP E4.

'Jobs' Thematic Policies HSP J2 and HSP J4 received improved scores, from negative/neutral to very positive, as they now reference employment, skills and training outcomes. New Policy HSP J5 had a strong alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective.

Policies under the 'Homes' Thematic Policy Chapter retained their mostly neutral scores, except for Policy HSP H3 which improved as it was amended to refer to access to education in relation to the locations for children's residential accommodation and care leavers supported accommodation.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as they do not reference education and skills.

The 'Places' Thematic Policies received neutral scores against this objective as they do not reference education and skills.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Retain support for volunteering, skills, training and education facilities to develop local skills, improve access to opportunities and support future growth within the area.

IA Framework Objective 9: Promote sustainable modes of transport

Policies under the 'Spatial' Thematic Policy Chapter retained their strong alignment with this objective. Policy HSP S2J, however, was the only policy with a weaker alignment due

to promoting the delivery of road infrastructure which could encourage private vehicle use. As suggested mitigation was not applied, it continued to score negatively. Residual mitigation has been recommended, including to explicitly reference public transport provisions as part of the A57 Link Road project.

Policies HSP C1 and HSP C6 under the 'Centres' Thematic Policy Chapter received improved scores. Policy HSP C1 improved from negative to very positive, as it has been amended to refer to making places highly accessible and connecting places to public transport and active travel networks. Policy HSP C6 has increased from neutral to positive as it refers to proposals affecting markets only being supported where they support improvements in connections to public transport and active travel networks. Other scores remain neutral.

Policies under the 'Environment' Thematic Policy Chapter continued to score neutral against this objective as they do not reference transport, including the new Policy E4.

'Jobs' Thematic Policies HSP J2 and HSP J4 received improved scores, from neutral to very positive, as they now support public transport and active travel networks, opportunities to connect assets, enhance the accessibility of visitor destinations, and support provision in sustainable and accessible locations. New Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective. Policy HSP PE4 has improved from negative to positive due to referencing connecting places via active travel. Policies HSP PE1, HSP PE2, and HSP PE8, however, have retained their weaker alignment and therefore residual mitigation has been identified, including to reference measures to maintain local accessibility, and to factor in how open spaces, such as green and blue corridors, can integrate with provision of new active travel routes.

Policies under the 'Homes' Thematic Policy Chapter retained their previous scores, except for Policies HSP H3 and HSP H4 which improved due to references to public transport access and access to services and facilities, which reduces reliance on private vehicles.

Scoring for policies within the 'Travel' Thematic Policy Chapter remain mostly unchanged and the mitigation from the last iteration remained as residual impacts. Policy HSP T7 received improved scores in relation to supporting the use of sustainable and active modes of transport, with its increased reference to considerations for impacts on surrounding highways and neighbourhoods.

The 'Places' Thematic Policies received mostly neutral scores with some existing and additional positive scores against this objective. Scoring for Policy HSP PL7 and HSP PL12 has changed to positive and very positive with additional references to sustainable movement and connectivity. Policy HSP PL13 also received more positive scores as it has been updated to strengthen support for efficient patterns of movement and active travel. The suggested mitigation for Policy HSP PL13 remained from the last iteration.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Support the delivery of the A57 Link Road alongside integrated public transport, active travel, cycle parking and EV charging infrastructure to maintain local accessibility and connectivity.
- Promote safe, accessible and sustainable transport networks, including measures to support active travel, public transport and community safety, while recognising links to air quality and health outcomes.
- Require mitigation for new road infrastructure that enhances public transport and active travel provision and integrates green and blue infrastructure corridors where appropriate.
- Support the sustainable movement of freight, including low or zero-carbon delivery mechanisms, while minimising impacts on active travel and other sustainable transport modes.

IA Framework Objective 10: Improve air quality

Policies under the 'Spatial' Thematic Policy Chapter have retained their weak alignment with this objective, as they do not have regard to minimising emissions when delivering new developments within the area. As a result, residual mitigation has been recommended, including to reference air quality control measures in relation to new developments and growth within the area, and to ensure new developments avoid areas with existing poor air quality.

Policies HSP C1, HSP C3, HSP C4, and HSP C6 under the 'Centres' Thematic Policy Chapter received improved scores. Policies HSP C1 and HSP C6 have received positive scores as they now reference public and active transport. This strengthens their contribution to improving air quality by encouraging a shift away from private car use, reducing vehicle emissions and supporting more sustainable travel patterns. Policies HSP

C3 and HSP C4 are now scored positive/uncertain as they refer to maintaining amenity by minimising impacts from odour and disturbance, which could be indirectly associated with air quality.

Policies under the 'Environment' Thematic Policy Chapter scored a mixed of neutral and positive scores. Policy HSP E1 received a more positive score against this objective with its increased reference to reducing emissions and considerations for air quality and environmental benefits, whilst scoring for HSP E2 and E3 remained the same and mitigations remained. The new Policy HSP E4 scored positively in relation to improving air quality as its focus on nature recovery has the potential to increase and enhance green infrastructure, including trees and vegetation, which can help filter airborne pollutants and improve local environmental quality.

'Jobs' Thematic Policies HSP J2 and HSP J4 received improved scores, from neutral to positive, as they now support public transport and active travel networks, opportunities to connect assets, enhance the accessibility of visitor destinations, and support provision in sustainable and accessible locations; all of which could indirectly help to improve air quality. New Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective.

Policy HSP H4 under the 'Homes' Thematic Policy Chapter received improved scores, from neutral to positive, as it now references access to public transport. However, it now scores uncertain against one criterion as it references sustainable locations but is not explicit about avoiding existing areas of poor air quality. Policy HSP H5 has retained its weaker alignment, and therefore residual mitigation has been recommended, including for the policy to reference avoiding areas of poor air quality in relation to location selection when delivering new development.

Scoring and mitigation for policies within the 'Travel' Thematic Policy Chapter remains unchanged from the first iteration, as there are limited relevant amendments against this objective.

For the 'Places' Thematic Policies mostly neutral and positive scores remained from the first iteration of the assessment, and all mitigations remained as residual impacts. Policy HSP PL11 received improved scores in relation to minimising emissions as it has been amended to refer to the incorporation of energy efficient, low carbon technologies and avoidance of light pollution. Policy HSP PL12 also had a more positive alignment with its

increased references to improve connectivity of places and integration with sustainable transport infrastructure, which could support sustainable travel and reduce harmful emissions.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Avoid development in areas of poor air quality where possible and require measures to reduce emissions and exposure to harmful pollutants.
- Promote sustainable transport through strong public transport and active travel connections, travel plans, and infrastructure for cleaner travel modes, including electric vehicles and cycling.
- Recognise the air quality benefits of energy efficiency, modal shift and sustainable freight movement, including low or zero-carbon delivery mechanisms.
- Require sustainable construction practices and mitigation for new road infrastructure, including measures that support active travel and other sustainable transport options.

IA Framework Objective 11: Conserve and enhance biodiversity, green and blue infrastructure and geodiversity assets

Policies under the 'Spatial' Thematic Policy Chapter have mostly been enhanced against this objective. Policies HSP S2D, HSP S2I, HSP S2J, and HSP S2L have improved from negative to positive due to references to environmental enhancement, improving ecological value, and supporting green and blue infrastructure. Similarly, Policies HSP S2E, HSP S2F, HSP S2G, and HSP S2K have also increased in score, having added references to enhancing the landscape and ecological value of specific sites. However, Policy HSP S2C has retained its weak alignment as it seeks to significantly increase the residential offer which is likely to result in a loss of habitat, trees, and increase fragmentation, but provides no mitigation.

Policies under the 'Centres' Thematic Policy Chapter have mostly received the same scores, however, Policy HSP C3 has improved from negative to positive/uncertain as it refers to ensuring that developments do not result in unacceptable impacts on amenity arising from environmental effects but does not reference green and blue infrastructure or biodiversity. All other policies have retained their negative scores, and mitigation remains,

including to ensure that the provision of new development does not have lasting effects on biodiversity.

Policies under the 'Environment' Thematic Policy Chapter scored a mixed of neutral and positive scores. Policy HSP E1 received more positive scores against two criteria as it now explicitly references considerations for designated sites, biodiversity, and environmental benefits. Scoring for HSP E2 and E3 remained unchanged. The new Policy HSP E4 scored very positively in relation to this objective as it directly promotes nature recovery, and explicitly references the enhancement, restoration, and creation of natural habitats.

'Jobs' Thematic Policy HSP J4 received improved scores, from neutral/positive to very positive, as it now reference protecting the Peak District National Park's assets, and enhancing, connecting and promoting the borough's leisure spaces, recreational uses, trails, parks, and public rights of way. This supports the protection and enhancement of green infrastructure assets and ecological connectivity. New Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective, except for Policy HSP PE1 which continued to score negatively, as it does not reference the protection or enhancement of green and blue infrastructure, which can contribute to healthier environments. As a result, residual mitigation has been identified, including to reference the benefits of high-quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration. Policy HSP PE2 has been amended to refer to the benefits of open spaces in relation to biodiversity, which now has a positive or uncertain alignment with the objective and new mitigation has been identified to include measures that could deliver the ecological benefits of open spaces. Policy HSP PE6 received an improved score, from negative to positive, as it supports the conservation and enhancement of the Peak District National Park and its setting, and seeks to protect its natural beauty and wildlife.

Policies under the 'Homes' Thematic Policy Chapter have retained their mostly weak alignment and therefore residual mitigation has been recommended within the IA, including for the policy to ensure that the provision of new development, particularly on greenfield sites, can mitigate potential effects on biodiversity. Policy HSP H3, however, has improved from positive to very positive as it now refers to provision for outdoor amenity spaces.

Scoring for policies within the 'Travel' Thematic Policy Chapter remain unchanged and all mitigations remained, as there are limited relevant amendments against this objective.

Most 'Places' Thematic Policies received neutral and positive scores consistent with the first iteration of assessment and previous mitigations were partially addressed. Policy HSP PL2 and HSP P12 received improved scores in relation to supporting local wider ecological networks as the policies now reference requirements for ecological assessment and mitigation, alongside stronger protection and enhancement of various natural features. Scoring for Policy HSP PL5 partly changed to very positive due to its increased reference to biodiversity considerations and support for local ecological networks. Policy HSP PL13 also received improved scores in relation to supporting access to green and blue infrastructure with its new requirements to incorporate them.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Protect and enhance biodiversity by avoiding lasting adverse effects on designated sites, ecological networks, wildlife-rich habitats and habitat connectivity, with appropriate mitigation and compensation for any loss of habitats or trees.
- Ensure new infrastructure, including road schemes, incorporates measures to avoid, reduce and mitigate impacts on biodiversity while enhancing green and blue infrastructure.
- Promote access to green and blue infrastructure, recreational facilities, and Historic Parks and Gardens through sustainable travel networks.
- Recognise the health, wellbeing and ecosystem service benefits of high-quality natural environments, including climate regulation, water management and opportunities for recreation and active travel.

IA Framework Objective 12: Ensure communities, developments and infrastructure are resilient to the effects of expected climate change

Policies under the 'Spatial' Thematic Policy Chapter have retained their mostly neutral and negative scores, and therefore residual mitigation has been recommended, including to explicitly reference climate change adaptation considerations in relation to delivering new developments and infrastructure within the area.

Policies under the 'Centres' Thematic Policy Chapter have mostly received the same scores, however, Policy HSP C3 has improved from negative to positive/uncertain as it refers to ensuring that developments do not result in unacceptable impacts on amenity arising from environmental effects but does not reference climate change specifically. All other policies have retained their negative scores, and mitigation remains, including to more explicitly reference to measures that enhance the resilience of new developments and infrastructure within centres.

Policies under the 'Environment' Thematic Policy Chapter received a mixed of neutral and positive scores. Policy HSP E2 received more positive scores against the criteria in relation to climate change solutions, due to the inclusion of drainage hierarchy details. Policy HSP E1 and Policy HSP E3 received same scores as the last iteration. The new Policy HSP E4 scored positive in relation to peatland restoration and nature-based solutions, as the policy explicitly references habitat creation and restoration. The mitigation to explicitly reference the restoration and enhancement of peatlands remained for Policy HSP E3 and also applies to the new Policy HSP E4.

The 'Jobs' Thematic Policies scores have not changed since the last assessment, however, new Policy HSP J5 had a positive/uncertain alignment as it references low carbon skills training which could result in a larger workforce in this space supporting the delivery of technology, however, this cannot be guaranteed.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective, except for Policies HSP PE1, which continued to score negatively and therefore residual mitigation has been identified, including to reference the benefits of quality natural environments for health and wellbeing, such as through ecosystem services like climate regulation and water filtration.

Policies HSP H1 to HSP H3, under the 'Homes' Thematic Policy Chapter, have retained their neutral alignment with this objective, whilst Policies HSP H4 and HSP H5 continue to score negatively. Residual mitigation has been recommended in the IA, including to make more explicit reference to requirements for climate change adaptation measures in relation to the design and management of Build to Rent and HMO developments. Policy HSP H6 has improved as it now seeks to locate sites in areas with the lowest risk of flooding, which will ensure communities are resilient to possible climate related flood events.

Policies within the 'Travel' Thematic Policy Chapter received the same scores as the last iteration and the mitigation for Policy HSP T8 remained, as there are limited relevant amendments to the policies against this objective.

Scoring for policies within the 'Places' Thematic Policy Chapter remained mostly unchanged, and the mitigations suggested were partially addressed. Policy HSP PL2 and HSP PL10, and HSP PL13 received more positive scores in relation to ensuring resilience to predicted climate change effects with additional reference to ecological assessment and mitigations, as well as climate-resilient designs. Scoring for Policy HSP PL11 has changed to very positive in relation to delivering renewable and low carbon energy technology as this is now explicitly referenced within the policy.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Require new development and infrastructure to incorporate climate change adaptation and resilience measures, including flood risk management, nature-based solutions and measures at both the development and household scale.
- Promote renewable and low-carbon energy technologies, sustainable transport choices and infrastructure for cleaner travel modes, including electric vehicles and cycling.
- Protect and enhance natural environments, peatlands, landscapes and townscapes, recognising their role in climate adaptation, carbon storage, ecosystem services and community wellbeing.
- Recognise the interrelationship between climate change mitigation and adaptation and the preservation and enhancement of biodiversity and nature recovery.

IA Framework Objective 13: Reduce the risk of flooding to people and property

Policies under the 'Spatial' Thematic Policy Chapter have retained their scores, with Policies HSP S1 and HSP S2C having a positive alignment, whilst other policies have scored negatively. As a result, residual mitigation has been recommended, including to avoid areas with existing high flood risk in relation to new developments and growth locations within the area, reference measures to minimise run-off risks, and consider flood risk management.

Policies under the 'Centres' Thematic Policy Chapter have mostly received the same scores, however, Policy HSP C3 has improved from negative to positive/uncertain as it refers to ensuring developments do not result in unacceptable impacts on amenity from environmental effects, which could include flooding. All other policies have retained their negative scores, and mitigation remains, including to ensure new centre developments are protected from flooding, by restricting development in areas at high risk. It can be acknowledged, however, that flood risk is addressed through other Thematic Policies, such as HSP S1 and HSP E2.

Policies under the 'Environment' Thematic Policy Chapter received a mix of neutral, positive, and negative scores. Policy HSP E1 received improved scores against most criteria under this objective, as the policy has been amended to refer to flood risk consideration. New mitigation has been identified for this policy including flood risk management measures associated with new development, particularly in relation to hydroelectric schemes. Policy HSP E2 scored more positively against criteria in relation to sustainable climate change solutions as it now includes additional details to promote sustainable drainage. However, scores remained negative and mitigations remained in relation to avoiding developments in areas with high flood risk, as the policy is focused on surface water management but does not reference areas with high flood risk, and mitigation recommendations from the last iteration remain. Policy HSP E3 and the new Policy HSP E4 scored neutral against this objective as they do not reference flood risk management.

The 'Jobs' Thematic Policies scores have not changed since the last assessment, and new Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective.

Policies HSP H1 to HSP H3, under the 'Homes' Thematic Policy Chapter, have retained their neutral alignment with this objective, whilst Policies HSP H4 and HSP H5 continue to score negative, with residual mitigation being provided within the IA, including for the policy to make more explicit reference to requirements for flood risk adaptation measures in relation to the design and management of Build to Rent and HMO developments. Policy HSP H6 has improved as it now seeks to locate sites in areas with the lowest risk of flooding.

Scoring for policies within the 'Travel' Thematic Policy Chapter remain unchanged with the same mitigations, as there are limited relevant amendments to the policies against this objective.

The 'Places' Thematic Policies received mostly the same scores and residual impacts from the last iteration including a mix of neutral, positive, and negative scores. Scoring for Policy HSP PL2 changed to neutral as it now references ecological assessment and mitigation but does not directly address future flood risk management or climate change adaptation. Policy HSP PL13 also received more positive scores with strengthened support for green and blue infrastructure and sustainable drainage, which promotes the use of nature-based solutions to manage flood risk.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Require sustainable drainage systems (SuDS) and other flood risk management measures to manage surface water runoff, including consideration of material choices, roof drainage and development near watercourses or hydroelectric schemes.
- Ensure new development avoids increasing surface water runoff and contributes to the effective management of flood risk at both the site and wider catchment scale.
- Restrict inappropriate developments in areas of high flood risks.
- Ensure existing and new transport infrastructure is protected from flooding.

IA Framework Objective 14: Protect and improve the quality and availability of water resources

Policies under the 'Spatial' Thematic Policy Chapter have retained their mostly neutral and negative scores, and therefore residual mitigation has been recommended, including to explicitly reference the provision of water management infrastructure and pollution management measures to support new developments and growth within the area. Policy HSP S2J, however, has received improved scores as it references reducing congestion and improving environmental conditions.

The 'Centres' Thematic Policies scores have not changed since the last assessment, meaning they are all remain neutral.

Policies under the 'Environment' Thematic Policy Chapter received a mix of neutral and positive scores. Policy HSP E1 and Policy HSP E2 scored more positively in relation to minimising pollution as Policy HSP E1 now references considerations for water quality and Policy HSP E2 now increased emphasis on prioritising sustainable drainage solutions. Mitigation recommendations for Policy HSP E1 remain from the last iteration. Scoring and mitigation for Policy HSP E3 remain unchanged, and the new Policy HSP E4 received neutral scores against this objective as it does not reference water resources.

The 'Jobs' Thematic Policies scores have not changed since the last assessment, and new Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral alignment against this objective, except for Policy HSP PE1 which continued to score negative and therefore residual mitigation has been identified, including to make more explicit reference to considerations for the risk of pollution from new developments in relation to the requirements for Health Impact Assessments.

Policies under the 'Homes' Thematic Policy Chapter retained their mostly neutral scores against this objective, with Policy HSP H6 retaining its positive score.

Policies under the 'Travel' Thematic Policy Chapter scored neutral against this objective as they do not reference water resources.

The 'Places' Thematic Policies received mostly neutral scores alongside some positive and negative scores remained from the last iteration. Mitigations have mostly remained as residual impacts. Policy HSP PL12 also received improved scoring in relation to protecting water features from pollution with its new reference to enhancement of the waterside environment and the ecological status of waterbodies, whilst other criteria remained negative.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Ensure new development is supported by appropriate water supply, wastewater and drainage infrastructure, with sustainable water management measures, including SuDS, integrated from the outset.
- Minimise risks to water quality and the water environment by controlling pollution from new development, aligning with the objectives of the Water Framework

Directive and incorporating relevant considerations into Health Impact Assessments where appropriate.

- Promote water efficiency in new development through measures to reduce water consumption, manage wastewater effectively and support the sustainable use of water resources.

IA Framework Objective 15: Increase energy efficiency, encourage low carbon energy generation (including heat) and reduce greenhouse gas emissions

Policies under the 'Spatial' Thematic Policy Chapter have retained their mostly neutral and positive scores. Most policies that had a weaker alignment have not improved and therefore residual mitigation has been recommended, including to explicitly reference considerations for energy demand reduction and energy efficiency when delivering new developments and infrastructure within the area. Policy HSP S2J, however, has received improved scores as it references reducing congestion and improving environmental conditions.

Policies under the 'Centres' Thematic Policy Chapter have retained their negative scores, and mitigation remains, including to make more explicit reference to measures that enhance the energy efficiency of new developments and infrastructure within centres.

Policy HSP E1 under the 'Environment' Thematic Policy Chapter scored very positive against this objective with explicit reference to promoting low carbon energy generation. Scoring for Policy HSP E2 and Policy HSP E3 remained neutral. The new Policy HSP E4 also received neutral scores against this objective as it does not reference energy.

The 'Jobs' Thematic Policy HSP JP1 received an improved score, from negative to positive, as it has been amended to refer to optimising use of previously developed land, which will contribute to energy efficiency. New Policy HSP J5 had a positive/uncertain alignment as it references low carbon skills training which could result in a larger workforce in this space supporting the delivery of technology, however, the implementation and specific effects cannot be guaranteed.

Policies under the 'People' Thematic Policy Chapter retained their neutral and positive alignment against this objective.

Policies under the 'Homes' Thematic Policy Chapter retained their mostly neutral scores against this objective, with Policies HSP H4 and HSP H5 retaining their weaker alignment.

Policies within the 'Travel' Thematic Policy Chapter received mostly unchanged scores since the first iteration and all mitigations remained. Policy HSP T3 scored more positively in relation to reduction in greenhouse gas, as it has been amended to include stronger support for transition to sustainable transport modes.

Scoring for the 'Places' Thematic Policies remained mostly unchanged, and mitigations remained as residual impacts. Policy HSP PL11 has been amended to have a very positive alignment with the objective as it now references incorporation of energy efficient and low carbon technologies.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Require new development and infrastructure to minimise energy demand and maximise energy efficiency through design, construction and operation.
- Promote renewable and low-carbon energy generation, including technologies such as solar energy, and provide guidance on their appropriate integration within heritage assets.
- Support the transition to low-carbon transport through active travel, sustainable freight movement, and infrastructure for cleaner travel modes, including electric vehicle charging and cycle parking, recognising their role in reducing greenhouse gas emissions.
- Encourage developments to incorporate on-site sustainable energy generation and other measures that contribute to net-zero and climate change objectives.

IA Framework Objective 16: Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of Tameside

Policies under the 'Spatial' Thematic Policy Chapter mostly retained their positive scores or received improved scores due to referencing public realm improvements, heritage considerations, and local identity and character. Policies HSP S2A and HSP S2L, however, retained their weaker alignment as they did not reference improved design quality, and therefore residual mitigation has been recommended to reference to design standards for new development proposals within the area.

Under the 'Centres' Thematic Policy Chapter Policies HSP C1, HSP C4, and HSP C5 have received improved scores from neutral to positive as they refer to the improvement of

public spaces, achieving welcoming spaces, and maintaining and enhancing the vitality, viability and amenity of shopping areas.

Policy HSP E1 under the 'Environment' Thematic Policy Chapter received improved scores and scored mostly positive against this objective, as it has been amended to reference considerations for landscape characters including the Peak District National Park. Policy HSP E2 and Policy HSP E3 continued to score neutral against this objective. The new Policy HSP E4 scored mostly positive with its references to improvement of the nature network in considerations of the design and layout. New mitigation was identified for this policy including explicitly referencing the setting of the Peak District National Park. The policy scored neutral against criteria in relation to heritage assets and setting as there it does not directly reference these.

The 'Jobs' Thematic Policy HSP JP2 and HSP J3 received an updated uncertain score as it they have been amended to refer to the reuse of previously developed land and vacant and underutilised buildings which could include heritage assets, however the impact is site specific and depends on the mitigation applied. Policy HSP J4 has received an improved score to very positive as it now references enhancing and protecting the Peak District National Park's assets, protecting and making appropriate use of the borough's cultural and heritage assets and the borough's leisure spaces, recreational uses, trails, parks, and public rights of way. New Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective. Policy HSP PE2 has been amended to refer to the benefits of open spaces in relation to enhancing the character and environmental quality of places, which now has a positive or uncertain alignment with the objective and new mitigation has been identified to include measures that could facilitate the benefits. Policy HSP PE4 received an improved score from negative to positive as it has been amended to reference route quality, accessibility, attractiveness and usability.

Policies HSP H3 and HSP H4, under the 'Homes' Thematic Policy Chapter, have received improved scores as they refer to local character, and more specifically, the considerations of adverse impact on local character in relation to development density and distribution of childcare provisions, and consideration for integration with the wider community in relation to specialist accommodation. Policy HSP H5 has retained its weaker alignment as it does not reference local character, however it has improved with regard to promoting high-

quality design. It has also received uncertain scores in terms of heritage protection, as it now references change of use to HMOs which could have a negative impact on heritage assets if not sensitively managed, however, also provides an opportunity to enhance these assets.

Scoring for policies within the 'Travel' Thematic Policy Chapter remain unchanged and the mitigation suggested for Policy HSP T6 remained from the first iteration.

The 'Places' Thematic Policies received partly the same scores and mitigations from the last iteration, and several policies received improved scores. Policy HSP PL1 scored more positively as it has been amended to reference safeguarding archaeological heritage and significance in support of the local character. Policy HSP PL4 also had a more positive alignment in relation to high quality design in context with the surrounding landscape. Policy HSP PL6 and HSP PL9 received improved scoring with strengthened references to the conservation and enhancement of heritage assets and local character. Policy HSP PL10, HSP PL11, and HSP PL12 also received more positive scores due to increased considerations for the character and appearance of the streetscape, public spaces, and heritage significance.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Ensure development is of a high design quality that responds positively to local character, landscape, townscape and heritage significance, including the setting of the Peak District National Park, designated and non-designated heritage assets, and Conservation Areas.
- Strengthen the relationship between development and its surrounding environment through appropriate scale, siting, appearance and design standards, including for HMOs, while drawing on relevant heritage conservation guidance.
- Support the conservation, enhancement and long-term management of heritage assets and Conservation Areas through partnership working and sensitive development.
- Enhance the character, environmental quality and accessibility of places through high-quality public realm and open space provision that supports active travel and placemaking.

IA Framework Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination

Several policies under the 'Spatial' Thematic Policy Chapter have improved against this objective, including Policy HSP S2F, as it now references the sensitive restoration of heritage assets, and Policies HSP S2K and HSP S2L, as they aim to make effective use of brownfield opportunities and the reuse and redevelopment of vacant buildings. Policies HSP S2H and HSP S2B, however, have retained their negative scores, as they do not encourage brownfield development. As a result, residual mitigation has been recommended to support developments on previously developed land and the redevelopment or reuse of existing buildings.

Under the 'Centres' Thematic Policy Chapter, policies mostly received the same scores, except for Policy HSP C8, which received improved scores from neutral to very positive as it supports the reoccupation and active use of vacant premises.

Policy HSP E1 under the 'Environment' Thematic Policy Chapter received improved scores to very positive against criteria in relation to supporting development on previously developed land, as it now explicitly references development on brownfield sites. Policy HSP E2 also received more positive scores for one of the criteria as the policy has been amended to set a separate standard for developments on previously developed land. Scoring and mitigation for Policy HSP E3 remain unchanged, and the new Policy HSP E4 scored neutral against this objective as the policy does not reference use of land resources.

The 'Jobs' Thematic Policy HSP J2 received an improved score from negative to very positive as it has been amended to refer to the reuse of previously developed land and vacant and underutilised buildings. Policy HSP J1 now also specifically refers to the re-use of previously developed land and buildings, however, this did not change the score from the previous assessment. New Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective.

Policies under the 'Homes' Thematic Policy Chapter retained their scores, with Policies HSP H1 to HSP H3 scoring neutral, HSP H4 and HSP H5 scoring positive, and HSP H6 scoring negative. Residual mitigation still applies, including for the policy to make more

explicit reference to promoting remediation and reuse of previously used land when selecting locations for new sites for gypsies, travellers and travelling show people.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as they do not reference the allocation of land resources.

Scoring for the 'Places' Thematic Policies remain unchanged from the last iteration as there are limited relevant amendments against this objective, and most mitigations remained as residual impacts.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Reference the protection of soils of high environmental value, including agricultural land, soil, and peat.
- Support developments on previously developed land and redevelopment or reuse of existing buildings.
- Promote partnership working in the conservation and management of Conservation Areas.

IA Framework Objective 18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy

Policies under the 'Spatial' Thematic Policy Chapter continued to score neutral against this objective.

Under the 'Centres' Thematic Policy Chapter, policies mostly received the same scores, except for Policy HSP C8, which received improved scores from neutral to very positive as it supports the reoccupation and active use of vacant premises, which will contribute to the sustainable use of physical resources and reducing waste.

Policies under the 'Environment' Thematic Policy Chapter received the same scoring since the previous assessment, and the new Policy HSP E4 scored neutral against this objective as it does not reference the consumption of resources and waste.

The 'Jobs' Thematic Policies scores have not changed since the last assessment, and new Policy HSP J5 had a neutral alignment as it is focused on skills and training.

Policies under the 'People' Thematic Policy Chapter retained their mostly neutral and positive alignment against this objective.

Policies under the 'Homes' Thematic Policy Chapter retained their neutral scores against this objective.

Policies within the 'Travel' Thematic Policy Chapter scored neutral against this objective as they do not reference the consumption of resources and waste.

The 'Places' Thematic Policies received mostly the same scores as the first iteration and the mitigations remained as residual impacts. Policy HSP PL3 now aligns positively against the criteria to support the sustainable reuse of physical resources, as it has been amended to prioritise the retention, adaptation and reuse of existing buildings and historic fabric.

The key residual impacts identified through this IA objective that apply to the plan are as follows:

- Reference examples of renewable and low-carbon energy technology.
- Require new developments to demonstrate measures to minimise waste.

4.4 Allocations (August 2026)

Following public consultation on the draft HSP between December 2025 and February 2026, the draft allocations have been updated by the Council to reflect consultation feedback. There are now a total of 28 housing allocations and 20 employment allocations (there were previously 30 housing allocations, however, HSP S2F Allocation 4 and HSP S2L Allocation 7 were removed from the Plan because the sites were no longer available for development).

At this stage, a reassessment of the revised site allocations was completed using an updated matrix. The new matrix highlights the updated score based on the amended site allocation boundaries and supplementary data; and any remaining suggested mitigation or enhancement (i.e. residual impacts). The detailed findings of the reassessment are provided in Appendix A.2.

This section summarises the updated scoring against the assessment objectives and identifies any residual impacts, taking into account the mitigation measures recommended in the previous iteration of the assessment. A summary of the assessment findings is presented in Section 4.3.1, while Section 5.2.2 sets out the overarching conclusions arising from the 2026 reassessment of the thematic policies.

4.4.1 Synergies with the IA Framework

As previously stated, there are now a total of 28 housing allocation and 20 employment allocations. Two housing allocations were removed from the Plan, including HSP S2F Allocation 4 (Two Trees Lane), as the site was no longer available, and HSP S2L Allocation 7 (Stalybridge Cricket Club) as the Cricket Club no longer wanted this part of their ground to be developed.

Most remaining site allocations received minor amendments to their boundaries to align with Land Registry parcels or planning application red line boundaries. This did not impact synergies with the IA framework and therefore assessment scores have remained the same, with the exception of three site allocations, which received updated scores.

HSP S2H Allocation 1 (Bow Street) changed from an uncertain alignment to a weak alignment against both Objective 6 (Health and Wellbeing) and Objective 11 (Green and Blue Infrastructure), as the allocation boundary has been amended to include an area of trees in the southwest of the site, and development could result in their removal. It has therefore been recommended that the allocation boundary is amended to omit these areas, or if this is not possible, that any new development avoids these areas and/or maximises the ability to mitigate any impacts or loss of biodiversity. It must, however, be acknowledged that this allocation is subject to a pending planning application that is due to be determined in September 2026, and the boundary was amended to largely replicate the application red line boundary.

Scoring for HSP S2I Allocation 1 (Victoria Street) improved from very negative to negative against Objective 6 (Health and Wellbeing) and Objective 11 (Green and Blue Infrastructure), Objective 16 (Landscape, Townscape and Heritage), and Objective 17 (Land Resources), as the site boundary has been amended to exclude the woodland areas to the west and south of the site. As a result, green infrastructure and TPOs are being protected and a reduced percentage of the site is now covered by the Tameside Council Open Space Assessment. As part of the site remains designated open space, the negative score remains, and it is recommended that new development maximises the ability to mitigate for the loss of the existing open space.

Scoring for HSP S2I Allocation 6 (Flowery Field Station) has increased from positive to very positive against Objective 3 (Transport Capacity) and Objective 9 (Sustainable Transport), as the boundary has been amended to include access points onto Bennett

Street, providing improved access to adjacent bus stops and enhanced connectivity to Flowery Field Station.

Although it is acknowledged that site allocations have an important part to play in achieving the strategic objectives of the IA, such matters are more appropriate for consideration in thematic policies.

4.4.2 Residual Enhancement and Mitigation

As most of the scores for the site allocations remain unchanged, the mitigation from the 2025 assessment remains applicable (see Section 4.2.3). The mitigation measures identified focus on the future development of the sites, recognising that many potential effects will depend on the detailed design, layout and implementation of proposals at the planning application stage. For a full assessment of the site allocations assessments, see Appendix A.2.2.

A summary of the residual mitigation for each site allocation has been outlined below.

For Objective 1 (housing), mitigation remains for all housing allocations, which includes to ensure that new provision includes affordable housing in line with policy, to provide sufficient housing mix in line with local needs, to consider additional supporting infrastructure, and to consider energy efficiency in new developments.

For Objective 2 (employment), mitigation remains for all employment allocations, for example, to consider the improvement or additional provision of supporting infrastructure, such as transport infrastructure, and to consider the provision of on-site education and training.

The residual mitigation proposed for transport and utilities (Objective 3) is to consider a feasibility study into the requirements and ability of the local utilities and digital network to support development. This is proposed for all allocations.

For the objective relating to deprivation and disparity (Objective 4), all allocations have received residual mitigation, including to ensure that benefits from new developments, such as the creation of construction and operational employment or improved transport links, should consider, and specifically target, deprived areas. Where possible such benefits should be maximised to help bring about long-term benefits for deprived areas.

Residual mitigation applies to all site allocations against Objective 5 (equality of opportunity), which is that new development should encourage equality of opportunity and

equal access to facilities and infrastructure, and to ensure housing mix meets affordable needs.

For Objective 6 (health and wellbeing), where site allocations would result in the loss of open space, green infrastructure, or sport provision, or has poor links to active travel infrastructure, it has been recommended that new development avoids these areas and/or maximise the ability to mitigate any impacts or loss of provision. Several allocations are also within a COMAH Zone (S2F Allocation 2 and S2L Allocation 1) and therefore it is recommended that new development considers the health and safety of employees and local residents and takes appropriate measures to mitigate any risk. For sites identified as being in an area of Coal Mining High Risk (S2D and S2F Allocations 5, S2I Allocations 4-6, S2J Allocation 3, S2K Allocation 8, and S2L Allocation 9), impacts should be mitigated through a Coal Mining High Risk assessment.

For Objective 7 (social infrastructure), all site allocations have been given the following residual mitigation, to ensure any new provision is accessible to all and that local capacity is considered throughout future master planning stages. For all employment allocations, consideration of the provision of on-site education and training has been recommended. For sites where development would result in a loss of sports or play provision (S2F Allocation 7 and 8 and S2I Allocation 3 and 6), it has been recommended that new development compensates for the loss through new provision on or off site.

For Objective 8 (education and skills), all employment allocations have received the same residual mitigation, which is to encourage the provision of on-site education and training. For all housing allocations, it has been recommended to ensure that any new education provision is accessible to all and that local capacity is considered throughout future master planning stages.

All allocations have received the same residual mitigation against Objective 9 (sustainable transport), which is to consider the improvement or provision of additional infrastructure and facilities to manage increased demand.

For Objective 10 (air quality), against most site allocations it has been recommended to minimise the number of trips made by private car to/from the site and consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.

For Objective 11 (biodiversity and green and blue infrastructure), the IA recommends that new development on all sites avoids sensitive areas and/or maximises the ability to mitigate any impacts or loss to biodiversity, green and blue infrastructure, and open space.

With Objective 12 and 13, relating to climate change resilience and risk of flooding, sites in Flood Zone 2 and 3 have received residual mitigation, including to consider appropriate flood risk mitigation in line with best practice, particularly through completing a Flood Risk Assessment. This includes the following site allocations: S2D Allocation 3; S2H Allocation 1 and 2; S2K Allocations 1-3, 5, and 9, and S2L Allocations 1, 2, and 4.

No residual mitigation has been identified for Objective 14 which focuses on improving the quality and availability of water resources.

For Objective 15, all site allocations have been recommended to encourage energy efficiency in new developments and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.

In line with Objective 16 (landscape, townscape and heritage), where sites contain or are in close proximity to a landscape designation or heritage asset, residual mitigation has been proposed including to ensure that the new development avoids these areas and/or maximises the ability to mitigate any impacts or loss of heritage designations. This includes the following site allocations: S2D Allocation 1-3, 5 and 6; S2E Allocation 1 and 2; S2F Allocation 3-8; S2G Allocation 1, 3 and 4; S2H Allocation 1 and 3; S2I Allocation 1-6; S2J Allocation 1 and 3; S2K Allocation 1-6 and 9; and S2L Allocation 1-9.

For Objective 17 (land resources), where sites are greenfield land and/or would result in the loss of agricultural, green, or open space, the IA recommends that the Plan consider how the development of previously development land could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent previously developed land, where possible). This includes the following site allocations: S2D Allocations 2, 4 and 5; S2E Allocations 1 and 2; S2F Allocation 3, 7 and 8; S2I Allocation 1, 3, 5 and 6; S2J Allocation 1; S2K Allocation 6; and S2L Allocation 5, 6 and 9.

Again, for sites identified as being in an area of Coal Mining High Risk (S2D and S2F Allocations 5, S2I Allocations 4-6, S2J Allocation 3, S2K Allocation 8, and S2L Allocation 9), residual mitigation remains, which is to complete a Coal Mining High Risk assessment.

The site allocations do not contain details on waste and therefore all of the allocations have been given the same mitigation against Objective 18, which is to promote sustainable construction methods and to consider waste and recycling facilities in design.

5. IA Conclusions

This report has outlined part of the IA Stages B and C process and work undertaken to ensure that sustainability, economic and social matters were considered in the development of the Plan. This section draws integrated conclusions from each stage of the IA.

5.1 Reasonable Alternatives

Three reasonable alternatives, each with a series of assumptions, were assessed. The assessment of these reasonable alternatives was carried out by evaluating the performance of each against the IA Framework. The reasonable alternatives have been considered within the strategic planning context established through PfE. The assessment assumes that the PfE spatial strategy, growth patterns and infrastructure priorities would continue, as there is currently no adopted alternative strategic framework for the period from 2039 to 2042. The continuation of this approach is considered reasonable given the uncertainty beyond the PfE plan period. It also recognises that these matters are more appropriately addressed through future strategic plan-making processes undertaken at the Greater Manchester level, including the Greater Manchester Spatial Development Strategy (SDS).

The IA of the reasonable alternatives shows that while all three alternatives have beneficial impacts against key IA Objectives, the Neighbourhood Balance approach (Alternative 3) is the most effective overall. It aligns well with the overarching HSP objectives of providing a range of housing, enabling economic growth, and reducing congestion. It promotes sustainable transport modes, enhances economic prosperity, and promotes a reduction in deprivation.

However, all alternatives lack explicit climate change adaptation measures, and none explicitly prioritise the environment or green and blue infrastructure. Whilst Alternative 3 covers transport infrastructure to support growth, all alternatives lack reference to additional supporting infrastructure, such as utilities, social, health, and waste.

To achieve a fully integrated and sustainable approach, it is recommended to focus more on integrating supporting infrastructure, as well as green and blue infrastructure, and embedding climate adaptation strategies into development.

Across all alternatives, it will be key to ensure any adverse effects are reduced, and beneficial effects are enhanced as appropriate through the carefully considered and identified mitigation measures. It is not the purpose of the IA to decide which alternative should be pursued. This is the responsibility of Tameside Council who have considered the preferred, most appropriate strategy to be taken forward.

5.2 Thematic Policies Assessment

5.2.1 2025 Conclusions

The proposed thematic policies for the Plan have been assessed in relation to the 18 objectives outlined in the IA framework. In several instances, where policies have a weaker alignment against certain objectives, this is due to the criteria being primarily addressed by a different Thematic Policy Chapter. It should be noted that the Plan must be considered as a whole, in addition to the wider planning context which includes the policies within Places for Everyone and the Greater Manchester Joint Waste and Minerals Development Plans, and it is recognised that it is not desirable or practicable to have all objectives covered by every policy.

The assessment findings identified a number of strengths in the thematic policies when assessed against the IA objectives. In particular, the policies scored well in terms of providing a sustainable supply of housing land. Notable strengths include the Spatial policies' focus on housing land provision, Centres policies encouraging high-density and reuse of vacant space, Travel policies enabling connectivity, and Places policies embedding design and energy efficiency. However, Policy HSP C1 could support residential diversification in centres and Policy HSP C3 could link upper-floor residential uses to housing needs. Other key enhancements include embedding renewable and low carbon technologies directly into housing developments; improving connectivity between housing and employment land and ensuring energy efficiency requirements are consistently incorporated into residential development.

Policies also scored positively against the objective for providing a sustainable supply of employment land to ensure sustainable economic growth and job creation. Overall, the policies demonstrate strong contributions to town centre regeneration, diversification of the local economy, and improved connectivity, with clear positives in Spatial policies (HSP SP2A–SP2L) ensuring housing land but needing stronger alignment with education and training provision. Centres policies also support high street renewal and Jobs policies support employment land and diversification, though HSP J2 and HSP J3 should better

address connectivity and ancillary facilities. Travel policies (HSP T1–T7) scored positively for enabling access to employment land, and Places policies (HSP PL3, PL5–PL8, PL10–PL13) strengthen town centre vitality, with HSP PL6 and HSP PL8 further supporting diversification through heritage reuse and mixed-use development. Key enhancements recommended include referencing education and training in Spatial policies, highlighting renewable energy's economic benefits in HSP E1, and ensuring Jobs policies incorporate connectivity and ancillary facilities to maximise employment development opportunities.

The policies also aligned well with Objective 11, which aims to conserve and enhance biodiversity, green and blue infrastructure, and geodiversity assets. The 'Environment' Thematic Policy Chapter strongly aligned due to its focus on protecting biodiversity and nature conservation sites. 'People' and 'Places' policies also scored positively, emphasising green spaces and enhancing landscapes. Key recommendations include promoting access to Historic Parks and Gardens, adding mitigation measures for road developments (HSP T2), extending environmental protection requirements to more developments, explicitly referencing designated sites and habitats, highlighting the health and wellbeing benefits of natural environments, and strengthening restoration measures for the Peak District National Park. These enhancements would ensure stronger integration of biodiversity, green infrastructure, and ecosystem services across all policy areas.

There was also a strong alignment with Objective 16, which focuses on conserving and/or enhancing landscape, townscape, heritage assets and their setting and the character of Tameside. Policies show generally positive alignment with strengthening centres, villages, heritage, and landscapes, with highlights including Spatial, People, and Places policies supporting local heritage and environment, and Centres policies (HSP C3, C6, C8) enhancing character, public realm, and outdoor spaces.

The assessment findings also identify areas of weakness or uncertainty within the Thematic Policy Chapters. Policies had a weaker compatibility with regard to reducing the risk of flooding to people and property, due to insufficient references to flood risk management. The 'Environment' and 'Places' chapter showed mixed scores, with some positive alignment for managing flood risk but weaker alignment in terms of restricting development in high-risk areas and using nature-based solutions. The 'Homes', 'Jobs', and 'Travel' chapters also lacked flood risk mitigation and adaptation considerations, and it is recommended that they include measures for protecting new developments. Key enhancements include specifying surface water runoff requirements, protecting transport

infrastructure, restricting development in flood-prone areas, and including flood risk adaptation in new developments.

There was also a weak alignment against Objective 15 (Increase energy efficiency, encourage low carbon energy generation (including heat) and reduce greenhouse gas emissions). Spatial policies S2I–S2L, most Centres policies, Jobs policies (HSP E1, E2), Homes policies H4 and H5, and Places policies HSP PL11 and PL12 all lack clear requirements for energy efficiency or low-carbon measures. Similarly, Travel policies HSP T2 and T7 weaken alignment by focusing on private vehicle and freight movement. Key enhancements recommended include requiring energy demand reduction and efficiency in all new developments, promoting sustainable freight and low-carbon delivery, integrating active travel mitigation into transport policies, and ensuring advertising, signage, and waterside developments adopt energy-efficient and low-carbon technologies.

The mitigation and enhancement recommendations outlined will further strengthen the Plan and future projects in the plan area, and therefore the plan as a whole. It is noted that there are interrelationships between the IA objectives, particularly where the thematic policies are concerned. These have been drawn out in the summaries and recommendations where relevant.

5.2.2 2026 Conclusions

The revised thematic policies for the Plan have been reassessed against the same 18 IA objectives set out in the IA Framework. Improved scores have been recorded across all Thematic Policy Chapters when compared with the 2025 assessment results. Where policies retain weaker alignment with particular objectives, this is generally because the relevant criteria are primarily addressed through another Thematic Policy Chapter. The Plan should always be considered as a whole and within the wider planning context, including the policies contained within Places for Everyone and the Greater Manchester Joint Waste and Joint Minerals Development Plans. It is therefore recognised that it would neither be desirable nor practicable for every policy to address all IA objectives. Where policies have received neutral or negative scores against IA objectives, this does not necessarily indicate that the issue has been overlooked within the Plan. In many cases, potential adverse effects are balanced by other policies, site allocations or higher-tier planning documents.

Overall, the policies have been revised to provide greater emphasis and more detail on development standards and how new development can contribute to the achievement of

the IA objectives, particularly in relation to enhancing local character and protecting heritage significance. Policies have also been strengthened by highlighting the benefits provided by open space and the transition to low-carbon energy generation. In addition, there is a clearer emphasis on improving connectivity to services, facilities and opportunities, particularly through the integration of the transport network.

Two new policies have been introduced within the 'Environment' and 'Jobs' Thematic Policy Chapters respectively. Both received a mix of neutral and positive scores. New Policy HSP E4 focuses on nature recovery and demonstrates particularly strong alignment with Objective 11 which relates to the protection and enhancement of designated sites, habitats and ecological networks, as well as supporting nature-based solutions to climate change under Objective 12. New Policy HSP J5 focuses on the provision of skills, training, apprenticeships and local labour agreements. It demonstrates strong alignment with all criteria relating to improving education and training to support the future labour force and reducing deprivation.

Compared with the 2025 assessment, policies across a range of Thematic Policy Chapters have received significantly improved scores, moving to positive or very positive effects, particularly in relation to promoting economic growth and town centre vitality under Objective 2, and improving health and wellbeing and reducing health inequalities under Objective 6. Most Thematic Policy Chapters have also received improved scores in relation to ensuring that transport and utilities infrastructure supports growth and encouraging the reuse of previously developed land. In addition, the 'Spatial' Thematic Policy Chapter has been substantially revised to strengthen its alignment with reducing deprivation, ensuring access to social infrastructure and enhancing ecological networks. Policies within the 'Places' Thematic Policy Chapter have also received significantly improved scores in relation to strengthening local character and distinctiveness.

There are some instances where scores have become more negative compared with the previous iteration. These include changes from neutral to negative effects for a number of policies within the 'Spatial' Chapter in relation to ensuring an appropriate mix of housing types. Policy HSP J2 also records a more negative assessment in relation to ensuring equal access, due to the absence of explicit reference to wheeling alongside walking and cycling provision, and it has therefore been recommended to include this in the policy wording.

Mitigation measures recommended through the previous iteration of the IA have been particularly well addressed within the 'Environment' Policy Chapter. However, approximately half of the other previously identified mitigation measures remain as residual effects in this iteration. Common areas requiring further improvement include consideration of flood risk and air quality management, together with the incorporation of climate change resilience into new development.

The residual enhancement and mitigation recommendations set out in Section 4.4.2 provide opportunities to further strengthen the Plan and the sustainability performance of future development and projects within the Plan area, which would improve the performance of the Plan as a whole. It is noted that there are interrelationships between the IA objectives, particularly where the thematic policies are concerned. These have been drawn out in the summaries and recommendations where relevant.

5.3 Allocations Assessment

5.3.1 2025 Conclusions

The assessment of housing and employment site allocations in Tameside was carried out using a bespoke IA methodology tailored to site-specific issues, ensuring alignment with the wider Places for Everyone framework. While thematic policies address broader strategic topics, site allocations focus on localised matters, meaning some IA objectives were less relevant and scored neutrally. Appendix A.2.2 of the Main Report (2025) provides detailed tables with scores, explanations, and mitigation measures for each site.

Clear synergies were identified between allocations and IA objectives, particularly in supporting housing provision, employment opportunities, sustainable transport, biodiversity and green infrastructure, and heritage protection. Commitments were made to work with existing features and sensitive receptors such as cultural heritage, ecology, and landscape. However, certain strategic aims, like tackling health inequalities, were noted as more appropriately addressed through thematic policies rather than site-specific allocations.

The allocation assessments highlight generally neutral or positive scores for housing and employment sites, but several key mitigation themes emerge. Recommendations include ensuring affordable housing and energy efficiency in new developments, alongside feasibility studies for transport and utilities to manage increased demand.

Effects on deprivation and disparity are uncertain, with benefits needing to be specifically targeted at deprived areas to maximise long-term gains. Equality and health objectives

scored mixed, with risks linked to loss of open space, poor active travel links, and sites within COMAH or coal mining high-risk zones, requiring health and safety measures.

Social infrastructure and education provision scored variably, depending on proximity to facilities. Sustainable transport scored well where sites were near stations or centres, but improvements may be needed to avoid pressure on networks.

Air quality benefits were noted from sustainable access, with mitigation focusing on reducing private car trips and incorporating green infrastructure and EV incentives. Biodiversity and green/blue infrastructure scored poorly where sites were near sensitive designations, requiring avoidance or strong mitigation. Flood risk resilience was weak in higher-risk zones, with no consideration of climate impacts like heatwaves, prompting recommendations for cooling design. Energy efficiency was rarely referenced, heritage and landscape receptors scored negatively where affected, and greenfield sites raised concerns about loss of open space, with encouragement to prioritise brownfield development.

Finally, all allocations require sustainable construction and waste/recycling facilities as standard mitigation.

5.3.2 2026 Conclusions

Following public consultation and amendments, the updated site allocations, of which there are 28 housing and 20 employment allocations, have been reassessed against the same 18 IA objectives. Overall, the scoring for most of the site allocations remained the same. This reflects the fact that the Plan must be read as a whole, and it is not desirable or practicable to have all objectives covered by every site allocation.

The review of the updated site allocations found that most changes since the 2025 assessment were minor, primarily involving boundary amendments to align with Land Registry parcels or planning application boundaries. These adjustments did not affect the relationship between the allocations and the IA Framework, so the majority of assessment scores remained unchanged.

Two housing allocations (HSP S2F Allocation 4: Two Trees Lane and HSP S2L Allocation 7: Stalybridge Cricket Club) were removed from the Plan because the sites were no longer available for development. Three allocations received revised scores where boundary changes altered their potential environmental or accessibility impacts. HSP S2H Allocation 1 (Bow Street) received lower scores for health and wellbeing and green infrastructure

because the revised boundary includes areas of trees that could be affected by development. HSP S2I Allocation 1 (Victoria Street) received improved scores after woodland and protected green infrastructure were excluded from the site, reducing impacts on biodiversity, open space and landscape features. HSP SPI Allocation 6 (Flowery Field Station) received higher transport-related scores due to improved access and connectivity resulting from additional access points.

Overall, while site allocations contribute towards achieving wider objectives, strategic matters, such as addressing health inequalities across Tameside, are considered more appropriately through thematic planning policies rather than site-specific assessments.

As most allocation scores remained unchanged, the mitigation and enhancement measures identified in the 2025 assessment continue to apply.

Appendix A.2.2 provides detailed tables with scores, explanations, and mitigation measures for each site.

5.4 Next Steps

The Plan will be consulted on from XXX to XXX. From this date, the IA will be available to view on the Council's dedicated HSP webpage and in the borough's local libraries. All interested parties will be invited to review the Integrated Assessment and provide comments on its findings, methodology and conclusions. This includes through an online survey on the Council's HSP webpage and social media (Instagram and Facebook) and there will also be an opportunity to respond with comments via email, letter or printed form.

Comments on the IA can be made by answering the following question: "Do you have any comments on the Integrated Appraisal, and do you consider that it has adequately assessed the potential environmental, social, and economic impacts of the Local Plan and reasonable alternatives? If no, please explain and identify any evidence that supports your view."

Following this final round of public consultation, consultee comments will be considered and where appropriate, changes made to the IA. This will be shown in an addendum to this Report. Comments received will be reviewed by the Council and submitted alongside the HSP Publication Plan and supporting evidence to the Secretary of State for independent examination. The Planning Inspector will consider the Plan's legal compliance and soundness, including the supporting assessment work. Following examination and

modifications, the Plan may be formally adopted by the Council as part of Tameside's development plan.

As part of the IA process, monitoring of the Plan will be completed, in accordance with the SEA Directive and Regulation 17 of The Environmental Assessment of Plans and Programmes Regulations 2004. The directive requires the person by whom the plan or programme was prepared to monitor with a view to identifying, at an early stage, unforeseen adverse effects, and being able to undertake appropriate remedial action. This will be completed later in the IA process with the monitoring arrangements set out in a Post-Adoption Statement once the Plan is adopted.

A.1 Equality Impact Statement

A.2 Assessment Tables

A.2.1 Policies Assessment (2026)

A.2.2 Site Allocations Assessment (2026)

A.2.3 Reasonable Alternatives Assessment (2025)



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