

Respondent ID

0004

Full Name

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If you are responding on behalf of a business, charity or other organisation, please state who you are responding on behalf of.

SPATIAL VISION

The plan sets out a spatial vision for Tameside that hopes to support in the vision and priorities within the Council's Corporate Plan. The proposed vision for the plan is set out below.

Tameside in 2042 will be:

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

To what extent do you agree with the Homes, Spaces, Places Vision for Tameside?

Agree

Please give a reason for your answer.

There is no doubt a plan is required but it should be codified to ensure whatever is agreed can be easily implemented without needless opposition further down the line. It is also imperative the Council actually listens to and acts upon the responses received from the general public, rather than consulting merely to tick a legal box - which is certainly the public's perspective of how these things go.

If you think there should be alternative wording for the Vision, please detail your proposed wording below.

Put the year in the title so everybody knows when they are aiming for completion (2042)

STRATEGIC OBJECTIVES

To what extent do you agree with the Homes, Spaces, Places strategic objectives?

Homes: To ensure that new housing provides a range of suitable and affordable homes to meet residents' needs, whilst making efficient use of land.

Agree

Jobs: To enable all residents to share in the benefits of economic growth

Agree

Centres: To support the borough's centres to thrive, be vibrant and attractive and safe spaces where people choose to spend time.

Agree

Travel: To enable everyone to travel safely, conveniently and reduce congestion.

Strongly agree

Places: To deliver development that makes a positive contribution to the character, heritage and identity of Tameside.

Agree

Environment: To ensure that new development responds positively to climate change and ecologically sensitive locations.

Agree

People: To reduce health inequalities, improve health outcomes and enable the provision of services and infrastructure to support new and existing communities.

Agree

Please give a reason for the choices you provided above.

On the whole, the objectives are positive - the devil is in the detail of how those objectives will be achieved. Fancy titles don't solve problems.

If you think there should be alternative strategic objectives to those suggested, please detail these below.

SPATIAL FRAMEWORK

To what extent do you agree with Policy approach HSP S1: Overall Spatial Strategy?

Neutral

Please give a reason for your answer.

If you think there are any reasonable alternatives to Policy approach HSP S1, please detail these below.

The additional dwellings must be evenly spread across the region, with the exception of Godley Green. There are various empty mills which, if done properly, could be converted into appropriate residences with a combination of office space. Similarly, they could be used for warehousing/factories rather than constructing new premises. This would require preferential outcomes from planning requests. Tameside is relatively well-connected to Manchester and this should be used to its benefit. Converting former mills into apartments could encourage those employed in the City Centre to reside in Tameside.

Regarding office space, I believe the focus on Ashton is misguided. This document is a Tameside document but there should be consideration of the surrounding areas and the benefits they can bring. Stalybridge is well-connected to Manchester, Huddersfield, and Leeds, and creating office space in Stalybridge will give whoever moves into them better connections.

The desire to create additional spaces for 'gypsies' will no doubt prove to be controversial. The Council must be able to clarify the benefits of these spaces to potential neighbours and not simply impose. Any space granted will require the necessary safeguards for both those occupying the space and neighbours.

To what extent do you agree with Policy approach HSP S2: Neighbourhood Spatial Policies?

Disagree

Please give a reason for your answer.

The focus on Ashton is misguided. The Council appears to be focussing on trying to 'fix' areas rather than further encourage 'OK' areas.

If you think there are any reasonable alternatives to Policy approach HSP S2, please detail these below.

There should be no 'growth priorities' other than every area in the region. All of Tameside requires prioritisation and focussing on specific areas will be of detriment to others.

If you have any further comments on the Spatial Framework, please provide them below.

CENTRES

To what extent do you agree with Policy approach HSP C1: Network, Hierarchy and Designation of Centres?

Disagree

Please give a reason for your answer.

Ashton must not be the 'centre' of Tameside. It is run-down, with empty shops, high crime, and a poor population. It has slow connections to Manchester City Centre and nowhere else.

Hyde is similar to Ashton, with poor offerings and higher-than-average crime statistics. It maintains some sort of connection to Manchester but little else, although offers more towards Glossop than Ashton.

Denton, again, is similar to Ashton and Hyde with poor offerings. It does not have a Metrolink stop and the railway station is served by one train per week in each direction, neither of which go to Manchester.

Stalybridge has poor offerings but with space to develop these offerings. It has great connections to Manchester (nine minutes by rail) and further afield. It's food and drink scene is growing, although it continues to struggle with crime.

Droylsden has some of the best, metro-like, connections to Manchester and is growing as a potential.

Hattersley should only be considered as a 'local centre'.

Mossley should be Tameside's pride, recently voted as one of the best places to live in the UK and with decent connections to Manchester and further afield. As a small town/village, it lacks retail and employment opportunities.

Stalybridge & Mossley should be considered together as the main 'hub' of Tameside, as with some forward thinking, both together could tick the various boxes. Ashton is historically the 'centre' but requires significant improvement on various scales and should still remain an important centre.

To what extent do you agree with Policy approach HSP C2: Primary Shopping Areas?

Disagree

Please give a reason for your answer.

Ashton has a delapidated 'mall' which will never entice national chains nor independent shops, as does Hyde. Whilst 'high streets' are struggling, there is a more towards supporting these again. Stalybridge has the potential for a great high street with some support. Mossley suffers from being spit into 'top' and 'bottom'

To what extent do you agree with Policy approach HSP C3: Local Shopping Areas and Parades?

Disagree

Please give a reason for your answer.

Ashton has a delapidated 'mall' which will never entice national chains nor independent shops, as does Hyde. Whilst 'high streets' are struggling, there is a more towards supporting these again. Stalybridge has the potential for a great high street with some support. Mossley suffers from being spit into 'top' and 'bottom'

Funding should be provided to improve shop fronts in all areas, with the theme almost being 'dictated' by the Council to ensure a consistent theme across each high street, with business rate discounts to encourage new, independent, businesses to move in, and with restrictions of how many of each type can move in (we don't need nine barbers...)

To what extent do you agree with Policy approach HSP C4: Development Involving Retail and Leisure Uses?

Neutral

Please give a reason for your answer.

The high street can survive alongside significant retail parks with the right support. Retail sites should be 'away' from the town centres but with suitable connections to the centres. These sites bring significant employment and bring in rates and taxes, so should not be frowned upon.

To what extent do you agree with Policy approach HSP C5: Markets?

Neutral

Please give a reason for your answer.

Markets require support but can be beneficial to the local economy, see Stalybridge Street Fest. Local 'crafting' markets are increasingly popular but need support.

To what extent do you agree with Policy approach HSP C6: Healthier Food Environments

Strongly agree

Please give a reason for your answer.

There should be limits to the number of the same type of takeaways in each town unless a significant benefit can be proven - towns do not need six kebab/pizza shops. Fast Food chains should be discouraged from town centre areas, whilst local cafes should be encouraged and offered rate discounts to ensure they can thrive.

There should be no fast food locations within 1km of education and health sites.

If you have any further comments on the Centres chapter of the plan, please provide them below.

ENVIRONMENT

To what extent do you agree with Policy approach HSP E1: Renewable Energy Opportunities?

Agree

Please give a reason for your answer.

Any move to renewable energy must not come at a cost or detriment to residents. 'Net Zero' is marketed awfully and people only see the immediate (sometimes negative) impacts and not the long-term benefits

To what extent do you agree with Policy approach HSP E2: Critical Drainage and Water Demand?

Neutral

Please give a reason for your answer.

Tameside needs to work better with United Utilities - there is no shortage of water in the area and if more reservoirs need creating, that should be encouraged. Could hydro-power work alongside existing reservoirs?

To what extent do you agree with Policy approach HSP E3: Biodiversity?

Agree

Please give a reason for your answer.

Tameside needs more areas of biodiversity - these should be attractive for visitors and ideally all connected with a 'Tameside nature reserve path'

If you have any further comments on the Environment chapter of the plan, please provide them below.

Alongside the 'Tameside Loop', create a Tameside walking that encompasses the entire borough.

HOMES

To what extent do you agree with Policy approach HSP H1: Housing Type, Mix, Tenure and Affordability?

Agree

Please give a reason for your answer.

There is plenty of brownfield sites across Tameside, including former mills and former industrial sites. Mills should be converted to apartment/flats of varying sizes, large brownfield sites should be filled with 'affordable' housing. Old shops/units should be subject to CPO but should have standards implemented by the Council to ensure quality.

To what extent do you agree with Policy approach HSP H2: Houses in Multiple Occupation (HMO)?

Strongly disagree

Please give a reason for your answer.

HMO's are the worst of both worlds. They are not sufficient for residents, and neighbours do not want them. Old units should be converted into one 'family' house rather than HMO's. Whilst HMO's should be completely discouraged, any approved must have dedicated parking (one spot for each flat/room) and there should only be one HMO in each residential area.

To what extent do you agree with Policy approach HSP H3: Gypsy, Traveller and Travelling Show-People?

Agree

Please give a reason for your answer.

Neighbours are never going to agree to a traveller site nearby. Any proposal must show the benefits, and not just "so travellers have a site". The provisions (1a - 1g)

set out are agreeable, there must be input from the Police when discussing any potential site and neighbours must be listened to if the Council wants the relationship between current residents and the traveller community to be somewhat positive.

To what extent do you agree with Policy approach HSP H4: Back Land and Garden Development?

Neutral

Please give a reason for your answer.

Any 'back land' should be well-maintained and there should be a requirement for residents to ensure this. Residents deserve private land out of view of highways but poorly maintained land can cause further issues.

If you have any further comments on the Homes chapter of the plan, please provide them below.

JOBS

To what extent do you agree with Policy approach HSP J1: Existing Employment Areas?

Neutral

Please give a reason for your answer.

Utilise former mills and brownfield land as employment areas to regenerate land.

To what extent do you agree with Policy approach HSP J2: New Employment Development?

Agree

Please give a reason for your answer.

Tameside should be advertised as a cheaper alternative to Manchester for businesses. Manchester can be as little as 10 minutes away (by train from Stalybridge) which can be the same for some areas within 'Manchester' or 'Salford'. Businesses should be encouraged to locate Head Office's in Tameside with rate discounts.

To what extent do you agree with Policy approach HSP J3: Assessing the Loss of Employment Land or Accommodation?

Agree

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP J4: The Visitor Economy?

Please give a reason for your answer.

Tameside is in a fantastic location - on the edge of Manchester and on the edge of the Peak District. Yet if you want to stay in Tameside, accommodation is limited. History and Culture should be a strength of the area, alongside Nature. There should be accommodation located near railway stations and tram stops, and there should be a campaign for tourists to stay in Tameside during their visit to Manchester (cheaper yet accessible)

If you have any further comments on the Jobs chapter of the plan, please provide them below.

PEOPLE

To what extent do you agree with Policy approach HSP PE1: Development and Healthier Environments?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PE2: Publicly Accessible Green Spaces?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PE3: Green Space Standards?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PE4: Strategic Recreation and Countryside Access?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PE5: Outdoor Sport and Recreational Facilities?

Agree

Please give a reason for your answer.

More designated recreational spaces should be created

To what extent do you agree with Policy approach HSP PE6: Peak District National Park?

Please give a reason for your answer.

If you have any further comments on the People chapter of the plan, please provide them below.

TRAVEL

To what extent do you agree with Policy approach HSP T1: General Approach?

Neutral

Please give a reason for your answer.

Any change to current infrastructure should not be to the detriment of current users. Yes, there needs to be a shift out of the car, but Council's across the country make it difficult for road users, THEN create infrastructure. This should be the other way around, and then it will flow naturally. The provision of significantly improved public transport will encourage road users out of their cars, creating cycle paths that do not impact on the existing highways will encourage users to walk/cycle. Some people rely on their cars and they should not be punished as a result.

To what extent do you agree with Policy approach HSP T2: Trunk Road Developments?

Strongly agree

Please give a reason for your answer.

The A57 'bypass' is vitally important - the Council should push for further upgrades to the road and should build employment areas (warehousing, etc) around it once the provision is there.

To what extent do you agree with Policy approach HSP T3: Rail Infrastructure?

Neutral

Please give a reason for your answer.

1. New Station - has the Council considered how this will be timetabled? Is there really a demand for a brand new rail station? The current timetable on the line between Manchester Victoria - Stalybridge is tight (five trains per hour in each direction) and the TransPennine Route Upgrade will increase that to seven (six TPE 'fast' and at least one Northern). Each additional stop adds roughly two-minutes to the journey time, there is no capacity for a service to call at any additional stops.

2. If this is on the line between Manchester Piccadilly - Stalybridge, it might be more workable than the above but the same concerns apply.
3. Stalybridge should be the focus of any improvements - it should become a 'Park & Ride' facility (with highway improvements) as it receives the best rail service. Ashton will not receive an overly improved service due to the above.
4. This is happening as part of the TransPennine Route Upgrade.
5. Necessary

To what extent do you agree with Policy approach HSP T4: Rapid Transit?

Agree

Please give a reason for your answer.

Metrolink should be extended to encompass more of Tameside to work alongside the rail service. Poorly used rail lines should be converted, such as Stalybridge - Denton - Stockport.

To what extent do you agree with Policy approach HSP T5: Facilities for Buses?

Agree

Please give a reason for your answer.

Better connectivity is required throughout Tameside, including both to/from Manchester and around the Borough.

To what extent do you agree with Policy approach HSP T6: Walking, Wheeling and Cycling?

Agree

Please give a reason for your answer.

Improvements are made but as above, improvements must be made before pushing road users out of their cars rather than the other way around. More completely grade separated cycle/foot paths should be created. The canal path between Greenfield - Manchester (Huddersfield Narrow Canal) should be improved, with fully paved and signed paths.

To what extent do you agree with Policy approach HSP T7: Freight Movement and Deliveries?

Agree

Please give a reason for your answer.

Freight areas should be created between motorway/rail to remove lorries from local roads.

To what extent do you agree with Policy approach HSP T8: Parking?

Agree

Please give a reason for your answer.

More parking.

To what extent do you agree with Policy approach HSP T9: EV Charging Infrastructure?

Agree

Please give a reason for your answer.

More EV charging.

If you have any further comments on the Travel chapter of the plan, please provide them below.

PLACES

To what extent do you agree with Policy approach HSP PL1: Archaeology and Scheduled Monuments?

Agree

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL2: Listed Buildings - Alternative Uses, Additions, Demolition and Development Within Their Setting?

Agree

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL3: Conservation Areas - Managing Development Within or Adjoining?

Agree

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL4: Historic Parks and Gardens - Managing Development?

Agree

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL5: Designated Heritage Assets - Energy Efficiency and Renewable Energy Generation?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL6: Designated Heritage Assets and Enabling Development?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL7: Non-Designated Heritage Assets?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL8: Landscapes, Townscape and Urban Form?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL9: Design and Amenity?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL10: Design of All Types of New Residential Development?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL11: Design of Residential Additions, Alterations and Extensions?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL12: Design of Employment Sites?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL13: Design within Centres, Retail and Leisure Developments?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL14: Design of Commercial Frontages?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL15: Outdoor Sports, Recreation and Play Space?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL16: Design and Enhancement of the Waterside?

Please give a reason for your answer.

To what extent do you agree with Policy approach HSP PL17: Design of Public Realm and Urban Spaces?

Please give a reason for your answer. If there are any amendments or alternative policy approaches you would like to propose, please detail these in your response.

If you have any further comments on the Places chapter of the plan, please provide them below.

POLICIES MAP AND INTEGRATED ASSESSMENT

A policies map has been published which shows the areas of land that relate to specific policies in this plan at this stage in the process. Future versions of Homes, Spaces, Places will have specific allocations and further designations of land linked to policies. An updated policies map will be produced at that time to identify these.

If you have any comments on the Policies Map, please provide these below.

An Integrated Assessment Report has been produced to accompany this plan. The Integrated Assessment identifies the potential sustainability impacts of implementing the Homes, Spaces, Places Plan.

Do you consider that the Integrated Assessment has adequately assessed the potential environmental, social, and economic impacts of the proposed policy approaches and strategies within the Plan?

Are there any sections of the Integrated Assessment that require further explanation or clarification?