

# Supplementary Planning Guidance: Hattersley & Mottram

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## 1 Summary

The Hattersley and Mottram area has seen considerable population decline in recent years due to the clearance of some 650 properties mostly in tower blocks. The Hattersley and Mottram area's District Centre is also relatively inaccessible and has suffered as a result. In its current downsized state it offers only 10 small units to serve an estate of 3,100 homes.

Efforts by Tameside, Manchester City Council, the Hattersley Development Trust and residents groups have seen many improvements including new schools. However they have not stemmed the tide of decline. These groups, together with English Partnerships, the Housing Corporation and Portico Housing Association are agreed that only a radical change of image, and the injection of a possible £200million investment will succeed in regenerating The Hattersley and Mottram area.

The Hattersley and Mottram area in fact has many strengths. These include an attractive setting in the Pennine foothills, generous open space, and excellent accessibility via the M67 motorway, frequent rail services to Manchester and bus services to Hyde, Ashton and Stalybridge. The immediately adjoining communities of Mottram, Broadbottom and Godley are attractive and highly sought after.

The solution to The Hattersley and Mottram's area problems is to create a Sustainable Community - a community with a mixed population with at least 50% dwellings owner occupied – a community with a vibrant new centre. These changes will bring in new people, new spending power and new jobs and will make The Hattersley and Mottram area much more self-sufficient. Sale of development land for housing and town centre uses is also crucial to raise money to pay for the refurbishment of the remaining public sector housing stock.

This guidance is based upon the Masterplan prepared for The Hattersley and Mottram area, and upon the detailed work of all the partners and the community. The plan is for the long term - with an end date of 2035, but change will occur in the next 8 years and that is the reason for this Supplementary Planning Guidance.

The main elements of the plan are:-

- The area has seen the demolition of 650 dwellings which need to be replaced to start to rebuild a vibrant community.
- Building replacement dwellings for owner occupation on 'brownfield sites'.
- Relocating the district centre on Stockport Road near the M67 roundabout. The new centre to include a food store to 'claw back' trade lost from the community and to provide local employment opportunities.
- New employment development, including improved access at Godley Hill and Kerry Foods, together with the District Centre, could provide about 700 jobs.
- Protecting and enhancing the main areas of open space within The Hattersley and Mottram area including the wooded cloughs.

## **2 The Need for Supplementary Planning Guidance.**

This Supplementary Planning Guidance (SPG) has emerged from an exercise carried out on behalf of people in The Hattersley and Mottram area which culminated in the Taylor Young Strategic Physical Framework (December 2003). The role of this SPG is to articulate the aspirations contained in planning terms and secure its formal adoption by the Council as Local Planning Authority to guide development in the area.

The aim is to secure further regeneration in the area by focusing on modernising homes, developing a new District Centre with improved community facilities and enabling the provision of further jobs in the area. Further to this, subject to a ballot, the Manchester City Council owned houses in the area may be transferred to Portico HA, as the preferred Registered Social Landlord.

This SPG introduces a framework to deliver a sustainable community which will be able to support itself both now and in the longer term. It is intended that the SPG rolls forward planning in the area up to mid 2011 by which time there will be new development plans for the area which will supersede this SPG. The boundary of the area covered by this SPG is shown on Map No.1. Hattersley and Mottram are in the southeastern quadrant of the Tameside area at the eastern end of the M67.

### **2.1 A Sustainable Community and the overall objectives of the SPG.**

The aim of SPG is to support the process of establishing a sustainable community within Hattersley and Mottram. At a local level it continues the themes of the Sustainable Communities Plan, which is lies at the heart of Government Policy on planning, regeneration, provision of housing and transport.

#### **National Context**

The Sustainable Communities Plan sets out a programme of action for delivering sustainable communities. It aims to tackle housing issues and the quality of public spaces. Action under the plan is focussed on co-ordinating the efforts of Government and stakeholders in development that meets economic, social and environmental needs. Its aim is to create sustainable communities in places where people want to live and :

- Are economically prosperous
- Have decent homes at prices they can afford
- Safeguard the countryside
- Enjoy a well designed, accessible and pleasant living and working environment
- Are effectively and fairly governed with a strong sense of community.

#### **Regional Context**

The theme of sustainable communities is reflected at regional level in the Regional Economic Strategy (RES) the Regional Housing Strategy and Regional Planning Guidance. The key priorities of the RES are underpinned by principles that support sustainable development; linking opportunity and need; partnership; equality and diversity.

#### **Regional Housing Strategy**

The Regional Housing Strategy (July 2003) sets out 4 priorities for the Region which are:

- Urban Renaissance and dealing with changing demand
- Providing affordable homes
- Delivery of decent homes in thriving neighbourhoods
- Meeting the Region's need for specialist and supported housing

**Regional Planning Guidance for the North West**

The key focus of RPG is the regeneration of the urban cores of Manchester / Salford and Liverpool and then to other towns, mostly north of the River Mersey. It aims to promote sustainable development through:

- Integration of development between housing, employment / business use, retail and other uses
- Support development of business (related to RES key target and growth sectors)
- Support for mixed use
- Reduce the need for travel
- Focus development in city centres and surrounding inner areas of the conurbations and in other towns requiring urban renaissance

The framework for development is set out in its core development policy DP1, which states that development plans should adopt the following sequence in allocating land and dealing with new development proposals:

- Effective use of existing buildings and infrastructure within urban areas
- Use of previously developed land (accessible by public transport, walking and cycling)
- Development of previously undeveloped land that avoids areas of important open space and well located to other houses, places of employment that are accessible

**Tameside Context**

Supported by the themes of Tameside's Community Strategy and the regeneration objectives of Tameside's UDP, this SPG intends to create a sustainable community in Hattersley and Mottram. Central is the need to stem population decline in the area and provide a range of housing, local and community facilities and quality of environment that will attract a wider range of people to live and remain within the area.

The Hattersley estate was originally built to house around 15,000 people, but it now only contains around 6,600. The key aim of the regeneration strategy therefore is to address this decline. Without new development in the area it will steadily fail to be viable as a community. It will continue to be an area that the younger more affluent and more mobile groups will tend to leave, taking with them the potential expenditure and social characteristics that are important in establishing a vibrant and stable community.

Since Hattersley was built to accommodate a population double what it is now, new development would mean that currently under-used infrastructure, local services and facilities, including the railway station could be more effectively utilised. In terms of the future development of the area, the Council wish to secure the following objectives:

- A safe and healthy local environment with well-designed public space and green space.
- A community of sufficient size, and density, to support basic amenities in the neighbourhood.
- A community that will support good public transport links both within the area and linking it to other urban, rural and regional centres.
- Building design that can meet different needs over time and minimise the use of resources.
- A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes.
- Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure.
- A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it.
- A "sense of place" and low levels of crime and a reduction in the fear of crime.

## 2.2 The Planning Policy Framework for the Area.

The Tameside Unitary Development Plan (UDP), adopted in 1996, is the operative plan for the area. This plan is now in the latter stages of review following a public inquiry. Final modifications have been deposited just prior to adoption and as consequence this revised plan is assuming a high status.

Both plans identify the district centre, a development opportunity area centred around the Thorns and Protected Greenspace running through the area. The commercial areas adjacent to the terminal roundabout and at the southern extreme of Stockport Road are also identified.

In both plans the residential areas are unallocated but policy is in place to protect their amenity. In the case of the adopted plan, this is policy GEN2(a) and in the emerging plan, the issue is raised in employment policy E6 and housing policies H7 and H10 which deal with new development.

Both the adopted and the emerging plan attempt to deal with what was known about regeneration proposals in the area at the time of drafting. These are the Development Opportunity Area proposals HYD 8 and E2(5) respectively and in the later plan, policy H1(13) and H1(14) relating to housing development. These policies can be viewed in their entirety via [www.tameside.gov.uk/planning](http://www.tameside.gov.uk/planning).

These latter two policies are relied upon as justification for the emergence of this SPG and are as follows:

### **H1(13): Hare Hill / The Thorns, off Mottram Road and Hattersley Road West, Hyde (part of former HYD8 plus added areas) [shown on (proposals) map as E2(5)]**

*This forms part of a 32 hectares development opportunity area, also referred to under policy E2(5), located to the east of the railway line between Godley and Hattersley stations and including agricultural land at The Thorns, the soon to close Hare Hill School, and other areas of mostly unused open land. Land owned by the Council around The Thorns has been identified for employment development for a number of years but this has been constrained by market demand and the need to provide improved road access to existing and future premises. The area is considered suitable for housing as well as employment development. However, future plans should take into account, among other things, the requirements of Kerry Foods who occupy the western part of the area, the needs and opportunities arising from the area and the scope to protect and enhance existing landscape features. The site adjoins the extensive Hattersley housing estate where a number of infill sites are becoming available and large scale stock transfer to a social housing group is being promoted. It is estimated that around 13 hectares are developable for housing, providing approximately 390 dwellings at 30 per hectare. Although this part of the overall area is predominantly greenfield, it would not be appropriate to include it in phase 2 as it may be needed earlier than mid-2006 as a key element in a package of measures to regenerate the The Hattersley and Mottram area and help create a more balanced community.*

### **H1(14): Other sites to be made available in accordance with a strategic masterplan for the regeneration of the Hattersley area.**

*A masterplan has recently been under preparation for regenerating the Hattersley estate, which was built to house people from Manchester but where the City Council is now proposing to transfer its ownership of rented accommodation to a housing trust, subject to a ballot of the tenants. At the same time, a number of unpopular tower blocks are being demolished and it is possible that other hard to let properties may follow. The estate is laid out at a low density and the masterplan is also looking at the scope for new development on certain areas of underused open space. All these initiatives are likely to lead to a number of sites coming forward. A number of separate, predominantly brownfield sites are therefore likely to come forward for residential development within Hattersley over the next few years, although the full extent of the potential is not yet known and will be subject to the regeneration policies of the housing trust if the ballot favours transfer. Up to now 18 sites are either available or expected to become available, covering a combined area of 5.9 hectares. If developed at 30 per hectare these could provide approximately 180 dwellings, although higher densities may be feasible and desirable.*

## **3 The New Hattersley And Mottram District Centre**

### **3.1 Background**

The Strategic Physical Framework shows two sites to the east of Stockport Road (see Map No. 2) as the location of a New District Centre. It basically explains why the relocation is proposed but it does not either attempt to justify the new centre in terms of planning policy or provide design guidance prior to submission for planning approval. This is the role of this Supplementary Planning Guidance (SPG).

The proposal is not included in either the adopted Unitary Development Plan or the emerging Replacement UDP but it is our intention to eventually incorporate this SPG into Tameside's Local Development Framework which will replace the Unitary Development Plan.

### **3.2 The Justification for the New District Centre.**

The existing Local Centre is located on Hattersley Road East near Beaufort Road. Built in the early 1970's, it originally contained 30 shop units but due to population decline, changing shopping habits, together with its poor layout and design, the centre declined. It now fails to provide the range of facilities and environment that is likely to attract a firm customer base.

The rationalised centre now comprises 10 units including a post office, a Co-op late shop, a credit union, a cyber café, and the Trust offices. The majority of the original district centre site is taken up with community uses, which include a community centre, library, public house, health centre, housing office, church, and the new Sure Start centre.

Over the years, the centre has been the subject to vacancies and demolitions. Despite on-going maintenance and attempts to rationalise and improve its physical appearance and layout, it still has a number of fundamental weaknesses. This means it fails to fulfil the function for which it was constructed, which was as a district centre.

The key physical weaknesses of the existing centre are:

- It does not have a prominent location, being largely hidden from Stockport Road. This means the location is not attractive to new retailers, particularly supermarket operators, who could provide the anchor for additional retailers and other uses.
- The shop units themselves turn their back on the surrounding area with a layout that is not attractive to new users.
- Redevelopment of the existing site would require the relocation or temporary relocation of the existing uses. This would be disruptive and expensive and given the fact that the existing location is not attractive, redevelopment would be overly reliant on public funds and yet the centre would still not totally serve the needs or aspirations of existing residents or new residents to the area.

In the context of the wider regeneration of the Hattersley area, it is of critical importance that it has a quality district centre, providing a good range of retail, leisure, commercial and community uses, both to serve the needs and aspirations of existing residents but also as a positive feature in attracting new residents into the area. It is also important in terms of improving the overall image of the area that the negative impact of the existing centre, is dealt with.

The health centre/clinic on Hattersley Road East, owned by the Tameside and Glossop Primary Care Trust, houses a GP's surgery and a pharmacist. On a sloping site, there are access problems. The pharmacy is at a lower level to the clinic and parking is partly on a sloping site when it ought to be flat.

The building also suffers from vandalism due to its location. Maintenance costs are high and the facilities could be updated. The Primary Health Care Trust consider that there may be an opportunity to provide better facilities.

### **3.3 Planning Policy Considerations**

The adopted UDP identifies the existing district centre as a "local shopping centre or parade". Being in the latter stages of a review the new District Centre emerged too late as a proposal to incorporate, necessitating the production of this Supplementary Planning Guidance (SPG).

Policy S1 of the replacement plan lists Hattersley District Centre among other centres in the Borough, saying that there may be occasion when improvements will be carried out to centres to support and develop their role. This plan is at such an advanced stage of preparation that we consider that it is more realistic to consider its policies rather than the older plan.

On completion of the new centre, the land current district centre will be redeveloped for housing. It is the intention of the Council therefore to remove the designation from the existing location and move it to its new location.

Policy S3 deals with new retail developments outside town centres consistent with PPG6 by saying such development is only permitted where the following criteria are satisfied:

- there is a proven need for the proposed development;
- the development complies with the sequential approach, in which first preference should be for town centre locations, followed by edge-of-centre sites, district and local centres, and only then by out-of-centre sites in locations that are accessible by a choice of means of transport;
- the development would not result in an unacceptable loss to the vitality and viability of any nearby town centre;
- the development would not result in an unacceptable increase in congestion on the surrounding highway network;
- the development would be accessible by public transport from a wide area and would not significantly extend journey patterns.

Four of these tests need to be met as it is accepted by the Council that the new proposal has emerged outside the UDP process. Demonstrating that the tests can be met must be supported by proof when a planning application is submitted. However we consider that a foodstore, as part of a relocated district centre, is an in-centre location, albeit relocated. Therefore demonstration of the sequential test is unnecessary.

Development is fully justifiable but a planning application will have to be advertised as a departure from the development plan and if over 10,000sq m in area, under the direction contained in PPG6, the application is referred to the Government Office for the North West before the local planning authority could grant consent.

Regard should also be had to Planning Policy Statement No.6 and its wider policy aims:

- to promote social inclusion, ensuring that local communities have access to a range of shopping, leisure and local services, and that gaps in provision in areas with poor access to facilities are remedied;
- to regenerate deprived areas, creating new and additional employment opportunities and an improved physical environment;
- to promote economic growth of regional, sub-regional and local economies;
- to deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use; and

- to promote good design, improving the quality of public open spaces, protecting and enhancing the architectural and historic heritage of centres, and ensuring that town centres provide an attractive and safe environment for businesses, shoppers and residents.

The Council considers that The Hattersley and Mottram area is a prime example of the type of area that would benefit from development that meet these aims.

### **3.4 The New District Centre**

The location for the New District Centre is to the south-east of the terminal roundabout of M67 motorway. The Mottram - Hollingworth - Tintwistle bypass, due for completion in 2008, will join the roundabout from the north east.

The New District Centre comprises of two sites central to the built up area of Hattersley and Mottram near to bus stops serving most local destinations. The UDP zones the developed parts of the new centre sites as "living area" but the included playing field area immediately to the north is "protected green space".

There are 200 houses on the two New District Centre sites which need to be cleared. Of a timber panel construction, they are in need of repair which is not considered to be economic in the longer term. Recent resident consultation indicated a broad willingness to accept demolition but there is a need to reach agreement on relocation.

Clearance on the northern site would provide 2.7 ha (6.7 acres) of land but there is a slope to the rear which needs attention. The northward extension into the open land (this is not a playing pitch) would add 0.9 ha (2.2 acres). This can be achieved without recourse to affecting tree planting or the clough to the east.

It is not considered that this loss of open space would be of detriment to the wider area when weighed against the benefits of the new development.

There are 107 dwellings on the southern site. Clearance would create a site of 3.3 ha (8.1 acres) but there is a fall across this site which is pronounced at the boundaries, and may again reduce the developable area.

There is only minimal flexibility on the eastern side of the two sites where boundary rationalisation might be possible next to the clough but there should be no incursions into the clough or its woodland. It is allowable to consider extending the boundaries of the sites forward to incorporate part of the Stockport Road carriageway but there will be a necessity for off-site highway works to accommodate vehicle turning.

The Council is also favourable to discussions taking place about the prospect of rerouting Ashworth Lane to the south to enable the combination of the sites into one.

### **3.5 The Type of Development Proposed**

These sites provide the opportunity of creating a new district centre containing mixed use to meet the needs of Hattersley and Mottram. A food superstore would anchor the new centre and provide the focus for additional local shops, services and community facilities, some of which would be relocated from the existing centre. There would also be scope for residential accommodation above the commercial uses.

Proximity to the hotel and restaurants at the M67 roundabout would consolidate the new centre, and an undeveloped 0.7 ha (1.7 acres) plot of land is available next to these for an additional leisure or commercial development.

Unless site constraints have a serious impact, the basic 2.7 ha on the northern site should be capable of accommodating a store of at least 5,600 sq m (60,000 sq ft) gross with 400 car parking spaces (PPG13

maximum provision). The southern site should be easily capable of accommodating the other uses associated with the centre.

By way of comparison, the recently built Tesco in Stalybridge is 70,000 sq ft on 2.6 ha, Asda in Hyde is 75,000 sq ft on 2.5 ha, and Morrisons in Denton will be 82,000 sq ft on 2.5 ha, although each of these sites is flat. The site could also accommodate a petrol filling station.

There is however a need for a detailed study before planning permission is granted. This will show what size and type of store can be justified on the basis of need, without harming other centres.

Local shops and services increase the site area required, although there may well be scope for shared car parking. 5-10 small shop units would require 930 sq metres (10,000 sq feet) of additional floorspace.

Buildings to accommodate a community / learning resource centre, library, health centre and housing office functions might require around 2,500 sq metres (27,000 sq feet) based on the current provision. These would be the most important community uses to relocate to a new centre, although other facilities could possibly be attracted as well.

A new library to replace Kingston Arcade should provide facilities for meetings, a computer learning / open learning centre, a small display / exhibition area, an interview room, facilities for staff, and both public and staff w.c.'s. The computer learning centre should be accessible both from the library and via its own entrance. There is also a need for a delivery area giving direct access to the library for delivery vehicles.

Close proximity to shops is essential to maximise potential usage and facilities should all be at ground level with no steps and no level changes or physical barriers impeding access. The floor area needed is estimated to be 565 sq metres (6,100 sq feet), however, an entrance and possibly other elements could be shared with the community centre.

### **3.6 The Option of Incorporating a Roadside Service Area**

There are no service areas on the trans-Pennine trunk road between Birch Services on the M62 and the M1 and this is therefore an obvious and accessible stopping off point. Therefore it is considered prudent to understand this and plan accordingly.

The two restaurants and the hotel at the M67 roundabout already perform part of the function of a service area, but there is no provision for heavy goods vehicles to park, or for a general purpose café, shop, toilets, rest areas etc.

The developer of the foodstore might consider adapting the format so the scheme can double as a simple service area. The store's petrol filling station could be adapted to accommodate heavy goods vehicles and there appears no overwhelming reason why the store and petrol filling station could not be a 24 hour facility.

General access could be gained from the same vehicular access point as store customers but there would have to be some additional car parking spaces and parking area for heavy goods vehicles at approximately 0.5 ha (1.2 acres).

Government advice (in relation to signing from the motorway) relates the number of spaces required to annual average daily traffic flows 15 years after opening, although not all the spaces have to be laid out at the start. Current daily traffic flows of around 32,000 at the eastern end of the M67 suggest an initial need for 140 car and light goods vehicle spaces, 12 heavy goods vehicle spaces and 3 coach spaces. However, this appears excessive as far as cars are concerned, particularly as some will be commuters and can therefore be reduced.

### **3.7 Site Layout for the New District Centre**

The new store should be clearly visible from the M67 roundabout but access would be from Stockport Road to offer the best opportunity for passing trade. The southern site would also be accessible from Stockport Road.

Car born access would be via a traffic light controlled junction. Vehicular access directly off the M67 roundabout is not acceptable. The main store would be positioned in the centre of the northern site with car parking arrayed around the front of the store and to the north. Goods access would be from Ashworth Lane to the south of the building and this is the area where stop over truck parking would be located.

The small shops and community facilities would be placed on The southern site facing out to the junction of Stockport Road and Ashworth Lane, which would be most convenient position for pedestrian or public transport access from the housing areas and the residual existing centre.

It would be important however to keep the shop unit shops close to the foodstore entrance, where their trading potential would be optimised. It is vital that facilities on this site are clustered in a visible location so all residents in the Hattersley and Mottram area to feel welcome and unthreatened.

### **3.8 Transportation Considerations**

The new district centre site is close to the M67, and the proposed A57/A628 Mottram to Tintwistle bypass, so the Highways Agencies views are important.

They have already commented that the bypass will make the Longdendale villages safer and healthier places to live, and schemes will be designed to achieve this as well as relieve congestion. To this end, Tameside MBC and Derbyshire CC are also jointly promoting the Glossop Spur, a complementary local road scheme beyond Mottram village.

A detailed transport assessment will be required to assess impact on the trunk road and local roads and the scope must be agreed with the Council and the HA at the earliest possible stage. A Green Transport Plan will also be required to encourage travel in the most efficient, sustainable and socially inclusive manner.

The over-wide corridor of Stockport Road divides Hattersley and Mottram. The new development and associated works must be designed to minimise this barrier, uniting rather than dividing the areas further.

Ensuring sound linkage between the new centre and residential areas to the west of Stockport Road will be crucial and must be demonstrated. This can be by careful siting of new uses, sensitive landscaping, and logical road, footpath and pedestrian crossing alignment. The developer will look at practical ways of narrowing, realigning or rerouting Stockport Road or Ashworth Lane around the site.

The Greater Manchester Passenger Transport Executive recommend development includes facilities to maximise the benefits of local bus services near the site. This includes safe pedestrian links between the retail areas and the stops on Ashworth Lane without the need to cross car parking areas.

Should a developer seek to relocate stops they should contact GMPTE prior to submitting a planning application. GMPTE would also welcome discussions on stop design and location to upgrade the waiting environment. A safe pedestrian environment will help to promote walking and the use of public transport to access the site.

### **3.9 Design Issues**

These sites offer marketability but it is important that a high quality design is achieved and the development is visually attractive. There is relative freedom in the design of the new buildings which offers the opportunity to establish a clear identity for the new district centre on a gateway site.

However, there is a need to respect the presence and character of surrounding areas and design to soften the effects of the development particularly on the clough environment, nearby housing and school premises. Care must also be taken to ensure the rear elevation is not unsightly and off-putting for residents approaching from the east of the site.

The appearance of car parking areas, access roads and pathways must complement the development, and hard and soft landscaping needs planning into the overall design from the start. Design must minimise crime and anti-social behaviour and maximise the amount of natural surveillance within the site and from the surrounding road network.

The view from the clough should not be spoiled, for instance, by views of retaining walls, delivery areas, waste storage, air conditioning equipment etc. Some adjustment to site boundaries and/or reshaping of banking is possible but it will be necessary to reinforce tree cover.

### **3.10 Utility Services and Drainage**

National Grid Company high voltage power cables run north - south down the eastern side of the northern site and the centre of the southern site. These are spans 15-17 on the ZZC Bredbury - Stalybridge route of the 400kv transmission system. Pylons are located just north of the northern site, just south of Ashworth Lane in The southern site and immediately south of the southern site.

National Grid does not have objections to development, but they wish to retain the overhead lines. Developers need to account for the presence of these lines and the various safety considerations and clearances necessary. Discussions will be necessary with National Grid, especially for any ground level changes.

Utility services around the site predominately serve the existing housing on the two sites and would be removed when this land is cleared. However a Transco gas main runs under Chain Bar Lane and then south to Stockport Road.

An 8-inch low-pressure main runs under the northern side of Ashworth Lane, crossing Stockport Road into Underwood Road.

Electricity cables run under both sides of Stockport Road north of Ashworth Lane linked to the large sub-station next to the McDonalds restaurant, then under the east side of Stockport Road south of Ashworth Lane, with connections to two smaller sub-stations serving the existing housing .

United Utilities has a 15 inch trunk water main running under the western side of Stockport Road, and distribution mains crossing Stockport Road in two places with one running under the northern side of Ashworth Lane.

Public foul sewers from sites A and B drain to Ashworth Lane and then south in the clough, crossing under Chain Bar Lane.

Hurstclough Brook runs in a valley down the east of the northern site, enters a culvert under Ashworth Lane before emerging into open channel south of Chain Bar Lane. A short culvert drains into Hurstclough Brook just north of the northern site.

There are flood risks with the low lying land adjacent to the brook downstream if a blockage in the channel or culvert were to occur. Existing houses are at a higher level however and are not considered to be at risk.

The Environment Agency recommends that redevelopment should not lower finished floor levels and that channel capacity on Hurstclough Brook is not reduced.

On-site attenuation will be required if redevelopment leads to an increase in the surface water discharge to the brook.

Because of the difference in levels between the site and the brook, the discharge of surface water to the brook must incorporate energy dissipation to avoid high velocity at outfall and possible erosion. Details and calculations of drainage works will be required for the approval by United Utilities and The Environment Agency.

The Environment Agency would wish to encourage the design of a sustainable urban drainage system for surface water attenuation. The willingness of United Utilities to adopt the scheme would need to be ascertained however. The Environment Agency would also wish to see the opening up of the adjacent culvert to alleviate local flooding problems and return the immediate area to nature.

## 4 Housing Proposals.

### 4.1 A Sustainable Community

The Hattersley and Mottram area is made up of approximately 3,100 dwellings, 2,100 of which are in Manchester CC's ownership, 300 are with New Charter Housing, and 700 are private, usually right to buy properties. Around 15% (300) of Manchester's houses are vacant and in recent years more than 650 properties have been demolished. As a consequence of this the population has contracted to a level incapable of supporting many local facilities.

The role of this SPG is to advance plans to develop a more popular and sustainable community. This SPG combines and builds on work already undertaken to reverse decline and transform the area. This will see new development take place on sites made available by clearance and identified during the masterplanning exercise.

The table below indicates the way that public housing is projected to decrease in numbers as a consequence of selected demolition and redevelopment. It is anticipated that

### 4.2 Housing and Other Clearance

Up to 2004, 667 properties had been demolished providing cleared sites with opportunity for development. (49 properties are still left from this clearance phase). The demolition of schools, a church hall and public houses provides further opportunity for development.

	Clearance identified up to to 2004	Possible Clearance to 2011
<b>1 Clearance undertaken</b>	667	49 still remaining
<b>New District Centre (North)</b>		96
<b>New District Centre (South)</b>		109
<b>TOTAL</b>	<b>667</b>	<b>254</b>
<b>TOTAL DEMOLITION IN HATTERSLY TO 2011</b>		<b>921</b>

### 4.3 Housing Proposals

Our approach to housing development in the area is to identify a sufficient number of sites capable of accommodating the houses needed to build up population again. The aim is to provide for new housing by the redevelopment of clearance sites and some small areas of open space fronting Stockport, Mottram and Broadbottom Roads identified in the Strategic Physical Framework.

This list of sites ( see Appendix 1 and Map No3 )comprise a total area of nearly 25ha, capable of accommodating 752 houses at 30 dwellings per hectare. That constitutes approximately 90 houses per year for the eight year SPG period.

To be economical in the use of land it is perfectly acceptable to increase density. The area needs to be compact as in an urban village with higher densities to support high quality local facilities. So whilst we calculate housing development to be 30 dwellings per hectare overall, we encourage development within the range of 30 –50 dwellings per hectare on appropriate sites.

#### *Area and Potential Yields*

<b>Developable Housing Area (ha) identified</b>	25.33
<b>2 Potential New Dwellings at 30 dwellings per hectare</b>	752
<b>Area Brownfield (ha)</b>	20.89
<b>% Brownfield</b>	82%

Sites identified in this SPG are derived from the Taylor Young Strategic Physical Framework or from our own records and surveys of demolition sites.

Previously developed land constitutes 82% of this identified land. The development of previously developed land for residential purposes is supported by Planning Policy Guidance Note No.3 (Housing) to promote regeneration and minimise the development of greenfield land.

From the development potential identified, it is clear that the redevelopment of The Hattersley and Mottram area is unlikely to affect Tameside's Regional Planning Guidance housing allocations because at a development rate of approximately 90 per year up to 2011 our projected completion rates can accommodate this (see Appendix 2 for housing figures.)

However, the playing fields at the former Hattersley High School, Hare Hill Primary School and Hurst Clough Primary School, whilst classed as previously developed, constitute playing fields which will be the subject of consultation with Sport England.

Development of site 32 is supported by the Revised UDP since they are included in Development Opportunity Area E2(5). Sites 23, 26, 29, 33, 34, 35, 37 and 38 contain small elements of greenfield however, the Strategic Planning Framework supports their development.

With the Hattersley High School site, because it is Protected Green Space in the Revised UDP (policy OL5), certain provisions need to be met before development. In this instance the Strategic Physical Framework suggests improvements to the playing field to the south to meet these requirements.

#### **4.4 Townscape and Concept**

The concept of our approach to development focuses on creating a clear structure for the area, with redevelopment centred on activity nodes located at the gateways to the area. There is a clear link between the train station on Hattersley Road West, and the Stockport Road/Ashworth Lane crossroads, along Fields Farm Road, which has the potential for redevelopment reflecting this "concept". Around these nodes a higher-density of mixed uses is considered acceptable.

#### **4.5 The Design Ethos for the Area.**

Intended as working tools, these design principles lay down clearly what is intended in the regeneration process. We want to build a community where people will feel safe, feel part of the community, and that a community is created that people would like to stay part of:

**The Street:** as social space, defining the structure of the area, rather than a channel for traffic

**Hierarchy:** draw on the recognisable hierarchy of streets with appropriately scaled buildings and differing intensities of activity.

**Community Safety** must be built into the design process.

**Integration:** promote a flexible development pattern with seamless integration with surrounding neighbourhoods to build social inclusion and integration.

**Permeability:** reduce isolation and encourage simple, clear and legible street patterns that allow natural networks to develop.

**Density:** comfortably achieve the level of population necessary to sustain and animate the whole neighbourhood

**Landmarks, Vistas and Focal Points:** create interest, and 'sense of place' enlivening character.

**Definition of Space:** promote character by scaling and positioning buildings to suit the streets and spaces in which they are located

**Identity:** promote visually interesting and diverse development which has a positive impact on the public realm, and can contribute to a community's identity

**Sustainability:** promote development that allows change and renewal without total redevelopment, meets current needs without compromising future needs.

**Respect and Improve the Environment:** Introduction of new development that can help improve the places.

## **4.6 Protected Greenspace.**

Hattersley and the edge of Mottram is a settlement that interfaces with openland and that open land is protected by Green Belt policy. Green Belt is a national policy and there is no suggestion of development without a clear signal through Regional Planning Guidance.

Threaded through the area are wooded cloughs which form the basis of a series of interlinked greenspace areas. These areas have a semi-rural character and add to the suburban feel of the area. These cloughs front distributor roads at key points and are well managed and look attractive.

Both the UDP and the Strategic Physical Framework endorse the principle of enhancing and maintaining a network of safe open spaces and streets, for the benefit of local people, making the most of the areas clough-side character and identity. The integrity of this network has been safeguarded in the SPG.

The two key cloughs are Westwood Clough and Hurst Clough. There is no intention to disrupt these areas, rather proposals are designed in such a way as to strengthen the integrity of these areas and formalise their status. Clearly some peripheral areas may be absorbed into housing sites to make those sites viable but the overall objective is that greenery within the urban area, and especially well-designed and maintained open space, is a key element of a sustainable community.

It is intended also to offer this level of protection to the area between the houses west of Hattersley Road West and the Thorns. This area will form an area of protected open land between the residential areas and the commercial areas around Kerry Foods.

## **5 Godley Hill Development Opportunity Area (UDP Proposal E2(5))**

The open land in the vicinity of Godley Hill has the potential to provide jobs in the The Hattersley and Mottram area and this is stated in the Strategic Planning Framework. Three identified sites, added together, could provide approximately 10 ha (25 acres) of developable land and potentially 200 jobs within easy reach of main roads and we want to bring these sites forward. There is the need for gap funding to access the area and SPG highlights this need.

SPG builds on UDP policy which justifies the need for commercial development. Requirements and provisions identified in this SPG may constitute planning conditions or planning agreements.

### **5.1 The Location and Extent of the Godley Hill Area**

The Godley Hill area is to the east of Hyde, immediately adjacent to the Hattersley and Mottram area. It can be reached either from Hyde itself via Mottram Road (A57) or from the east via the M67 motorway terminal roundabout at Mottram. It is bounded by the A57, Mottram Road, the residential areas of Hattersley in the east and the Glossop to Guide Bridge railway line. The sites contained in the area are owned by Kerry Foods Limited, Network Rail, Tameside Council, United Utilities and a small number of private owners.

Mottram Road is single carriageway as it passes under Godley viaduct near the site and has a 30 mph speed limit. It has clear unhindered access to the motorway network around Greater Manchester and Yorkshire via Woodhead.

Access to the area by public transport is potentially good with bus services on Mottram Road and Hattersley Road West. There is also a commuter railway station near the Mottram Road/Sheffield Road junction.

The extent of this area is largely the area E2(5) on the Proposals Map of the Revised Draft Replacement UDP 2002 but the areas with commercial development potential are shown on Map No. 4.

The objective here is to promote three areas of land for commercial development. These areas shall be accessed by a new joint access road from Mottram Road. This road will mean that the use of Godley Hill Road as a commercial access can cease and this will be the subject of an agreement prior to the opening of any new access road.

### **5.2 Site No. 1: The Frontage with Mottram Road. (1.2 hectares)**

This site is the vacant land and buildings fronting Mottram Road. The site includes a stream flowing west and entering the site from a culvert, it leaves under the railway embankment to discharge into Godley Brook. The stability of associated culverts is unknown although thought to be reasonable.

An electricity substation on the land serves Kerry Foods and the cottages on Godley Hill Road and is located at the site of a former borehole. This borehole was a water take off facility for the factory and is now unused. In this area there is also what remains of a public footpath (FP No.65) but there is no evidence of usage and can be closed as part of any development.

The brick walls of the buildings which remain are approximately 7 metres high. They have basements which support the adjoining carriageway to a depth of approximately 3 metres. These features are indicative of level changes across the site.

*It is considered that this site can accommodate a leisure use together with the new roadway to the sites beyond and the footpath crossing the site can be closed.*

### **5.3 Site No. 2 : Kerry Foods Meat Product Factory (1.6 hectares)**

Following redevelopment over recent years, the factory has consolidated on a smaller site and is operating within secured boundaries. Buildings have been demolished and land vacated to the rear of the factory is now available for development.

Part of the site has been filled with demolition rubble to form level areas creating vacant land on both sides of the continuation of Godley Hill Road as it passes to the rear of this complex. Land fill took place until 1978 and is reported to be ashes and non-food solid waste, no asbestos is reported to have been deposited.

Water supplies to Kerry Foods are from the covered reservoir to the east and as well as from Godley open reservoir via Godley Hill Road. This land is poorly serviced and would need the provision of a good access to realise its potential. Public footpath (FP No.60) crosses the area and should remain open in its original general direction.

The area includes the vacant stone built railway engineers depot adjacent to the railway line. The buildings could be refurbished or demolished provided that proposals do not jeopardise access or the area's marketability.

*It is desirable that Kerry Foods is allowed to redevelop around their premises. This intensification of use will not be acceptable, however, unless it is accompanied by the construction of a suitable direct road connection with Mottram Road capable of serving the factory, acceptable future development and future access to the Thorns.*

### **5.4 Site No. 3 : The Thorns (7.2 hectares)**

This is area of Tameside MBC owned area of land to the south of the Kerry Foods holdings.

The site itself comprises of undulating grazing land generally sloping to the south and split between a number of small fields within the middle of which are the farm buildings. Access to the area is poor, utilising the continuation of Godley Hill Road through the Kerry Foods factory.

To the south of the former Hare Hill Primary School site is the United Utilities covered service reservoir which commands a head of water above Hattersley and Kerry Foods. This reservoir is served by a pumped aqueduct from Godley open reservoir. No plans exist to decommission this utility.

*The development of adjacent sites must not jeopardise this site's potential. Therefore, the Council would require that future access is guaranteed as a prerequisite of consent.*

### **5.5 Other Considerations.**

The Hattersley and Mottram area forms an irregular boundary with The Thorns where there are a number of open ended cul-de-sacs which could potentially be extended into this area. However, it would not be acceptable for this ability to be exploited.

Access to the main Kerry Foods site is currently via Godley Hill Road, running past houses and skirting Godley Hill itself where there is registered common land protected by the Access to the Countryside Act 1967, meaning the land cannot be interfered with.

The road then passes around the factory, serving the factory and the land to the rear. This extension of Godley Hill Road is not an adopted highway from the point where it passes the corner of the factory building. Egress is available for smaller vehicles via a low railway bridge to Station Road running to the south of the railways line. These arrangements are not satisfactory and must be altered to provide an access acceptable to the Council if development is to progress.

The small hamlet of property around Godley Hill has suffered greatly in recent years from commercial traffic using Godley Hill Road. The Council consider it essential therefore that once access is opened up to the land to the rear of the factory then steps shall be taken, as part of an overall scheme, to close off Godley Hill Road to through commercial traffic.

## **5.6 The Planning Policy Framework for the area.**

In the approved and adopted Unitary Development Plan, the Godley Hill area has been included as a Development Opportunity Area and this was reflected in the Draft Replacement Plan. This means that the Council still wishes to encourage the development of the area for employment.

The Draft Revised Replacement UDP therefore, contains an update to the original policy which states:

### **Policy E2(5) Godly Hill / The Thorns / Mottram Road, Hyde (former HYD8) (residential and employment uses)**

*This extensive and undulating area is located to the east of the railway line between Godley and Hattersley stations and includes the Kerry Foods industrial site, agricultural land at The Thorns, a covered reservoir, the soon to close Hare Hill School, and other areas of mostly unused open land. The adjoining Godley Sand Quarry site is now being developed for housing. Land owned by the Council around The Thorns has been identified for employment development for a number of years but this has been constrained by market demand and the need to provide improved road access to existing and future premises. A development brief has been prepared for much of the area and designs drawn up for new road access from Mottram Road, but no specific scheme has been agreed. The area is considered suitable for housing as well as employment development. However, future plans for the area should take into account, among other things, the requirements of Kerry Foods, the above average local unemployment levels and the scope to protect and enhance existing landscape features. The grade B Site of Biological Importance at Godley Hill Disused Sand Pit lies partly within this site. It is important that any development proposals take into account the objective of protecting the nature conservation interest from direct or indirect impacts and that mitigation and compensation measures are incorporated where appropriate.*

*The site adjoins the extensive Hattersley housing estate where a number of infill sites are becoming available through demolition of unpopular flats and rationalisation of other facilities. At the same time a large scale stock transfer from Manchester City Council to a social housing group is being promoted, although the prospective new landowners' plans for the area are not yet clear. Therefore, whilst the Godley Hill Development Opportunity Area has potential for both housing and employment development it will be important to ensure that the relationship to regeneration of the Hattersley area as a whole and the creation of a more balanced community are carefully considered.*

## **5.7 Development Constraints**

### **The Covered Reservoir at Godley Hill**

United Utilities require that the reservoir is protected from development and a way-leave so that access can be obtained for maintenance at all times. It is not known at present just how much way-leave is required so this aspect will need to be considered carefully.

### **Public Utilities**

Developers must satisfy themselves about public utilities in and around the these sites. Developers need to ensure that all service requirements are ascertained and dealt with.

For its part the Council is of the opinion that there are no impediments to the development proposed but the Council must point out that the checks it has made are only initial and therefore must not be entirely relied upon.

The following is a list of requirements which have arisen from these checks:

- Future drainage shall be based on a separate system with surface water directed to local water courses and the foul connections to Hattersley Trunk Sewer.

- Any proposals which involve exposing or replacing gas mains and services would require consultation with Transco.
- Demolition of any buildings will require careful consideration of the existing electricity services and Health and Safety issues.
- Land fill has taken place to the rear of Kerry Foods which warrants further investigation as a site with potential gassing problems.
- Adequate and secure fencing along the railway line will be required as part of any scheme.
- There are level changes across these sites which need detailed appraisal in the absence of detailed survey information.
- Geological survey indicates that the rock type in this area to be generally millstone grit overlaid by boulder clay, sand and gravel. No coal seams outcrop within the site and there appears to be no evidence of faulting.

### **5.8 The Acceptable Pattern of Development.**

Successful development will depend on the access around Kerry Foods and this provision will require gap funding. No matter what aspirations there are about the site, at the end of the day, the Council is expecting the market to deliver development and conditions need to be favourable.

It is the aim of the Council not to allow development on the frontage without provision for the land to the rear. Therefore the three blocks of land are linked in a financial equation which may need top up funding to be viable. The Council however will not grant any planning approvals for these sites without this issue being resolved in legal agreements. To do otherwise would be a wasteful use of resources if sites are land locked or development perpetuates the unacceptable use of the first part of Godley Hill Road as a commercial access.

This roadway would then serve the Kerry Foods factory, the Railtrack holdings or their new tenants and the vacant land to the rear of the Kerry Foods factory including ultimately The Thorns.

#### **Further Recommendations and Requirements.**

- We want to see pedestrians, disabled persons and cyclists fully catered for in any development proposals and that direct, obvious and safe access is always provided.
- The Council would expect that public transport facilities are fully integrated into schemes for development and there are clear footpath and cycle route connections via logical straightforward routing and safety features.
- Developers shall produce an Environmental Assessment for any significant industrial project.
- Developers must not present residents on Godley Hill Road with any unacceptable views of new development on the frontage site.
- Developers shall provide adequate sight lines and dimensions for the new junction with Mottram Road to serve the traffic generated by the development of the whole area.
- Developers shall provide any roadway which serves Kerry Foods, Network Rail holdings or land beyond to adoptable standard with adequate dimensions for the traffic gaining access to any potential future development.
- Developers shall treat any back-land created or land left over by proposals to a manner acceptable to the Council.
- An emergency access through the Thorns shall be provided for those times when the main access road is blocked. Approval will be dependant on this road not being a through route or short cut because no access must be established between Kerry Foods and the Hattersley residential area. This would be provided via Hattersley Road West and would be a pre requisite with a development of such a long cul-de-sac length
- All commercial traffic shall be removed from Godley Hill Road in a manner acceptable the Council.
- The extent of asbestos pipe cladding shall be determined within derelict buildings.
- It will be necessary to undertake a detailed engineering appraisal when development proposals become clearer.

## Appendix No.1: Housing Site Proposals

SITE	ADDRESS	AREA (HA)	YIELD AT 30 HOUSES PER HA	BROWNFIELD	GREENFIELD	% PREVIOUSLY DEVELOPED	CHARACTER	UDP ALLOCATION	ORIGIN OF SITES **	LANDUSE *	NEW USE
1	1-11 Padstow Walk	0.04	1	X		100	Clearance		U/C	R	Res
2	Garages and 25-35, Padstow Walk	0.1	3	X X		100	Clearance		U/C	R	Res
3	24-28 Wardle Brook Ave, 16-18 Wardle Brook Walk and 84-92 Underwood Road	0.37	11	X		100	Clearance		C	R	Res
4	31-53 Underwood Road and land to the north.	0.4	12	X		100	Clearance and open land		U/C	R	Res
5	26-48 Hattersley Road West and 35-41 Hare Hill Road	0.46	14	X		100	Clearance		U/C	R	Mixed Use
6	1-23 Paignton Avenue	0.15	5	X		100	Clearance		U/C	R	Res
7	Underwood, Honiton and Chapman Courts including garages, 28-38 Honiton Avenue and 6-14 Underwood Road	1.11	33	X		100	Clearance		F/U/C	R	Res
8	1-27 Honiton Avenue including shop units and garages, 47-63 Hattersley Road West, 18 Paignton Avenue and the police station	0.46	14	X		100	Clearance/ potential clearance		F/U/C	R/S/C	Res
9	Former Hall adjoining St James Church, Underwood Road	0.14	4	X		100	Clearance non-res		U/C	C	Res
10	1-13 Waterside Close, 1-5 Bankside Walk, 2-8 Waterside Walk and 1-3 Waterside Walk	0.38	11	X		100	Clearance/ potential clearance		U/C	R	Res
11	1-63 Waterside Court	0.16	5	X		100	Clearance		U/C	R	Res
12	2-18 Waterside and garages	0.39	12	X		100	Clearance/ potential clearance		U/C	R	Res
13	30-36 Fields Farm Road	0.05	2	X		100	Clearance		C	R	Res
14	Underwood Sports and Social Club	0.25	14	X		100	Clearance		U/C	C	Res
15	11-33 and 16-38 Milverton Avenue including land comprising car parking and the southern part of the road behind 1-9 Milverton Avenue	0.37	11	X		100	Clearance		F/U/C	R/OS	Res
16	1-63 Hattersley Court	0.22	7	X		100	Clearance		F/U/C	R	Res
17	152-158 Fields Farm Road	0.04	1	X		100	Clearance		C	R	Res
18	2-8 Ashburton Close	0.05	2	X		100	Clearance		C	R	Res
19	2-8 Helston Close	0.04	1	X		100	Clearance (current)		C	R	Res
20	114-130 John Kennedy Road, 98-112 John Kennedy Road including shop units and garages, and the former President/ Flat Cap PH	0.44	13	X		100	Clearance incl. non-res/ potential clearance		F/U/C	R/S/C	Res
21	78-86 & 88-96 Bunker Hill Road	0.14	4	X		100	Clearance		C	R	Res
22	2-16 Webb Grove	0.09	3	X		100	Clearance		C	R	Res
23	Sandy Bank Court, 6-24 Sandy Bank Avenue, the Centurion PH, 9-31 Sandy Bank Avenue, 1-7 Sandy Bank Avenue, 1-23 Sandy Bank Walk, land to the south of Sandy Bank Avenue, land to the west up to 156-164 Hattersley Road West including the bus turning circle, 1-63 Fields Court and land to the south.	2.96	89	X	X	90	Clearance incl. non-res & open land		F/U/C	R/S/C/OS	Mixed Use
24	Horeb Baptist Church	0.35	10.5	X		100	Clearance		C	C	Res
25	1-12 Beaver Walk and land to the south east up to Hattersley Road East	0.19	6	X	X	70	Clearance & open land		F/U/C	R/OS	Res
26	Land fronting Hyde Road between John Kennedy Road, Ford Way/ properties fronting Atherton Avenue, and 13 Hyde Road	0.34	10	X	X	60	Potential clearance & open land		F	OS/R	Res

Hattersley and Mottram Supplementary Planning Guidance

SITE	ADDRESS	AREA (HA)	YIELD AT 30 HOUSES PER HA	BROWNFIELD	GREENFIELD	% PREVIOUSLY DEVELOPED	CHARACTER	UDP ALLOCATION	ORIGIN OF SITES **	LANDUSE *	NEW USE
27	Hattersley High School and playing fields, and 147-153 Fields Farm Walk	6.06	182	X		100	Clearance non-res & open land	Protected Green Space	F/C	SC/R	Res
28	Hurst Clough Primary School and playing fields	1.24	37	X		100	Clearance non-res & open land		F/U/C	SC	Res
29	Land and garage fronting Hyde Road between the recreation centre, Hyde Way and John Kennedy Road	0.31	9	X	X	40	Potential clearance non-res & open land		F	OS/C	Res
30	Court House Farm, Stockport Road	0.33	10	X	X	40	Potential clearance		C	R	Res
31	Land to the east of Dawlish Close	0.81	24	X		100	Clearance		C		Res
32	12-46 Bridestowe Avenue, Hare Hill Primary School and playing fields, Wainsway on Pudding Lane, and land up to Mottram Road in the north	3.8	114	X	X	60	Clearance incl. non-res & open land	Development Opportunity Area	F/U/C	R/SC/OS	Res
33	Land fronting Stockport Road between Colborne Road to the north and Underwood Road to the south	0.17	5		X	0	Open land		F	OS/H	Res
34	Land fronting Stockport Road between Underwood Road to the north and Beaufort Road to the south	0.53	16		X	0	Open land		F	OS/H	Res
35	Land fronting Stockport Road between Beaufort Road to the north and Chapman Road to the south	0.45	14		X	0	Open land		F	OS/H	Res
36	Land bounded by Beaufort Road, Stockport Road, and Beaufort Close	0.45	14	X		100	Cleared Land		C	R	Res
37	Land between Broadbottom Road and Winslow Avenue	0.72	22		X	0	Open land		F	OS	Res
38	Land fronting Stockport Road between Chain Bar Lane to the north and 5-9 Broadbent Grove to the south	0.22	7		X	0	Open land		F	OS	Res
<b>TOTAL</b>		<b>24.73</b>	<b>752</b>								

\* OS=Open Space; R=Residential; C=Community Use (incl shops); H=Highways; SC=School

\*\* F=Sites identified through the Physical Framework; U=Sites identified for policy H1(14) in the Replacement UDP;

C=Clearance Sites

## **Appendix No.2 Tameside Housing Land Supply and the Hattersley/Mottram Proposals**

New housing in the area needs to fit into the overall housing supply provisions of the Unitary Development Plan and Regional Planning Guidance up to the projected end date of the plan i.e.2011.

<b>Housing Supply in Tameside: 1<sup>st</sup> April 2003 to 31<sup>st</sup> March 2011.</b>	
	<b>Number of Dwellings</b>
Under construction or remaining on sites started	1078
PLUS: Sites with planning permission	906
PLUS: Allocated in UDP (now minus Waterside Park) 1544 in Phase 1 and 413 in Phase 2 = 1957	1957
PLUS: Assumed Windfalls 2003-2011 at 145 per year	1160
<b>Dwellings provided during plan period. (Revised by UDP Modifications Oct 2003)</b>	<b>5101</b>
<b>Identified Hattersley supply (SPG) over and above 570 identified in Policies H2(13) and H2(14) of the UDP. This small amount will be counted against the Borough's windfall allowance and clearance rates.</b>	<b>182</b>

NB: The gross total anticipated new housebuilding of 5101 has been taken from the modified UDP figures following the public local inquiry.

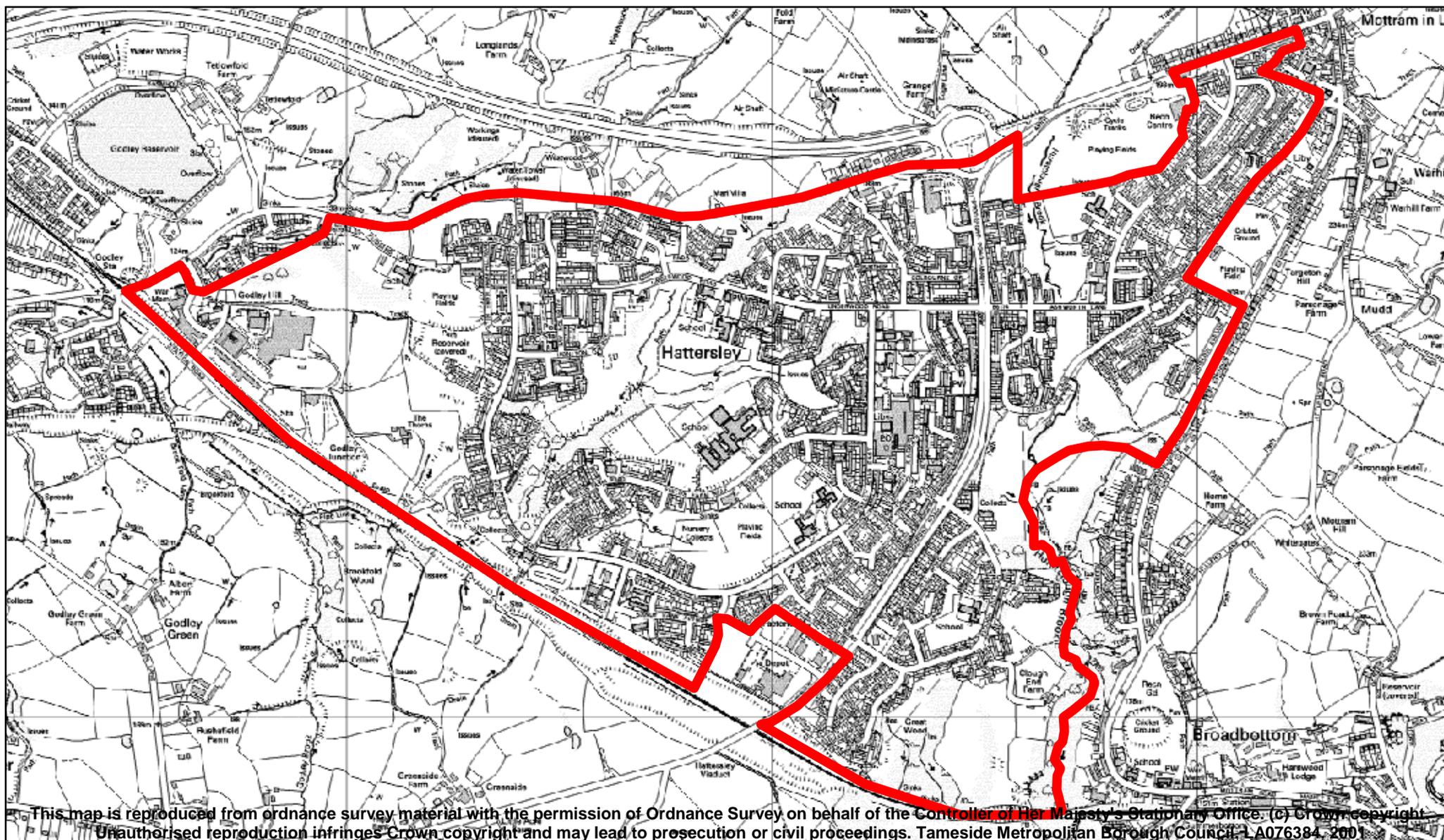
### **Clearance Allowance**

Between mid 1996 to 2001, 1,462 dwellings were demolished in Tameside, 292 dwellings per annum. This is significantly higher than the rate for the previous 15 years of around 50 units per annum. Clearance for the two years 2001 to 2003 was 380 units. Given the level of renewal activity in the Borough due to both pre-1919 and social housing stock, it is realistic to assume that this level of clearance may continue until 2011.

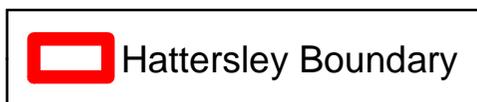
The table above sets out the housing supply position for Hattersley, based on the net RPG requirement to 2011. This indicates that the housing proposals in this SPG can safely be developed within housing targets. For Hattersley, at a rate of 100 units per year, there would be 800 units built by 2011. This level of new housebuilding should be achievable without exceeding allowances.

Clearly additional clearance above the rates assumed in these calculations would increase the potential for new housebuilding in the Borough. Alternatively, short of a major windfall proposal for extensive housebuilding in another part of Tameside, a major revision downwards in RPG figures or a major reduction in clearance, the development proposed in Hattersley ought to be safely accommodated within the current supply figures. It is not realistic to consider the period beyond 2011 since by that time it is anticipated that the UDP will have been replaced by the LDF, which will be looking at new allocations for housing in the Borough.

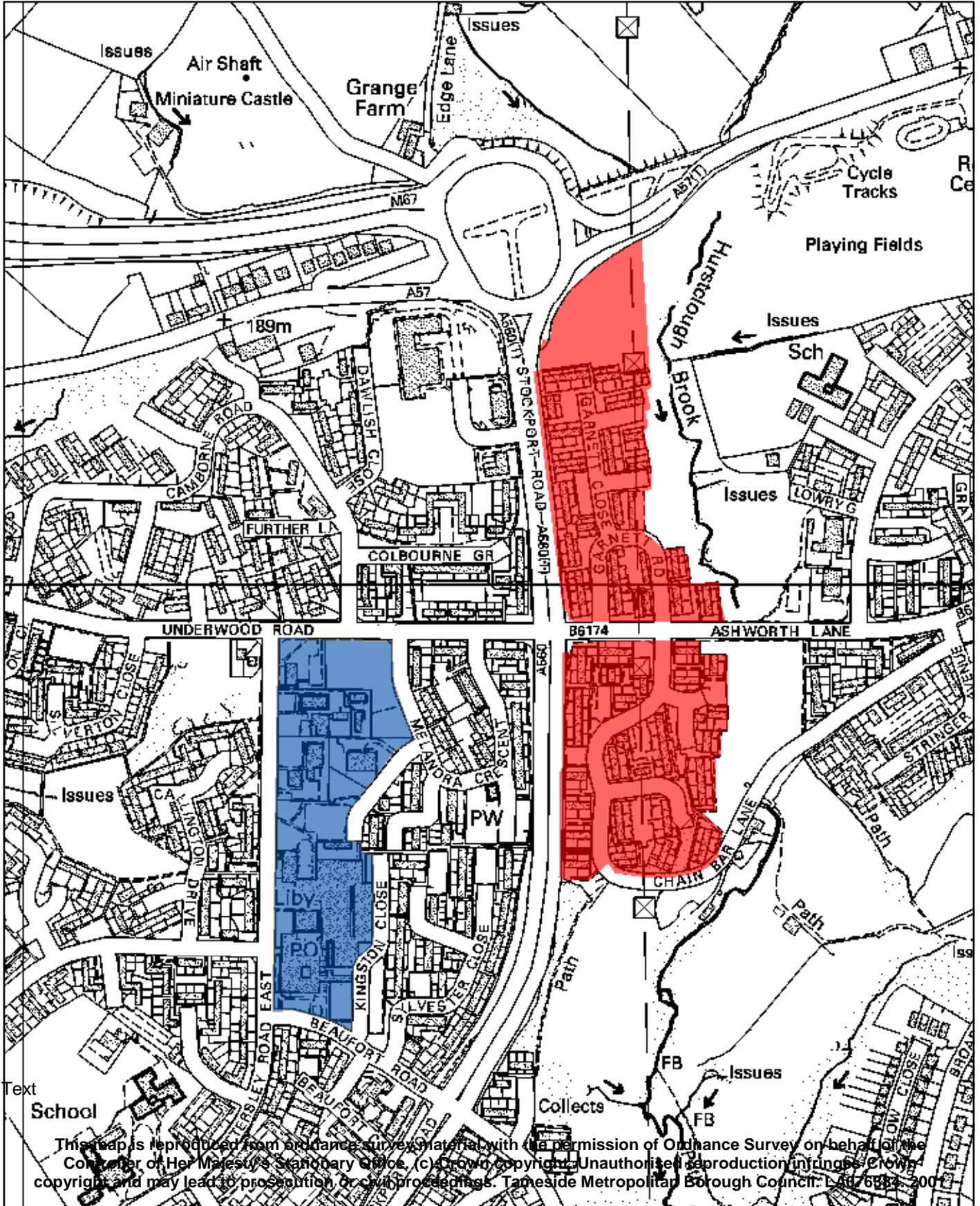
# Area Subject to Supplementary Planning Guidance



1:12,500

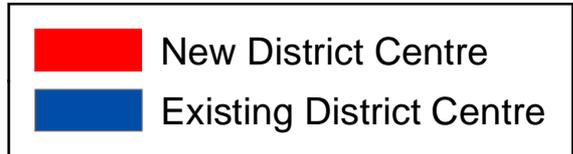


# Hattersley District Centres

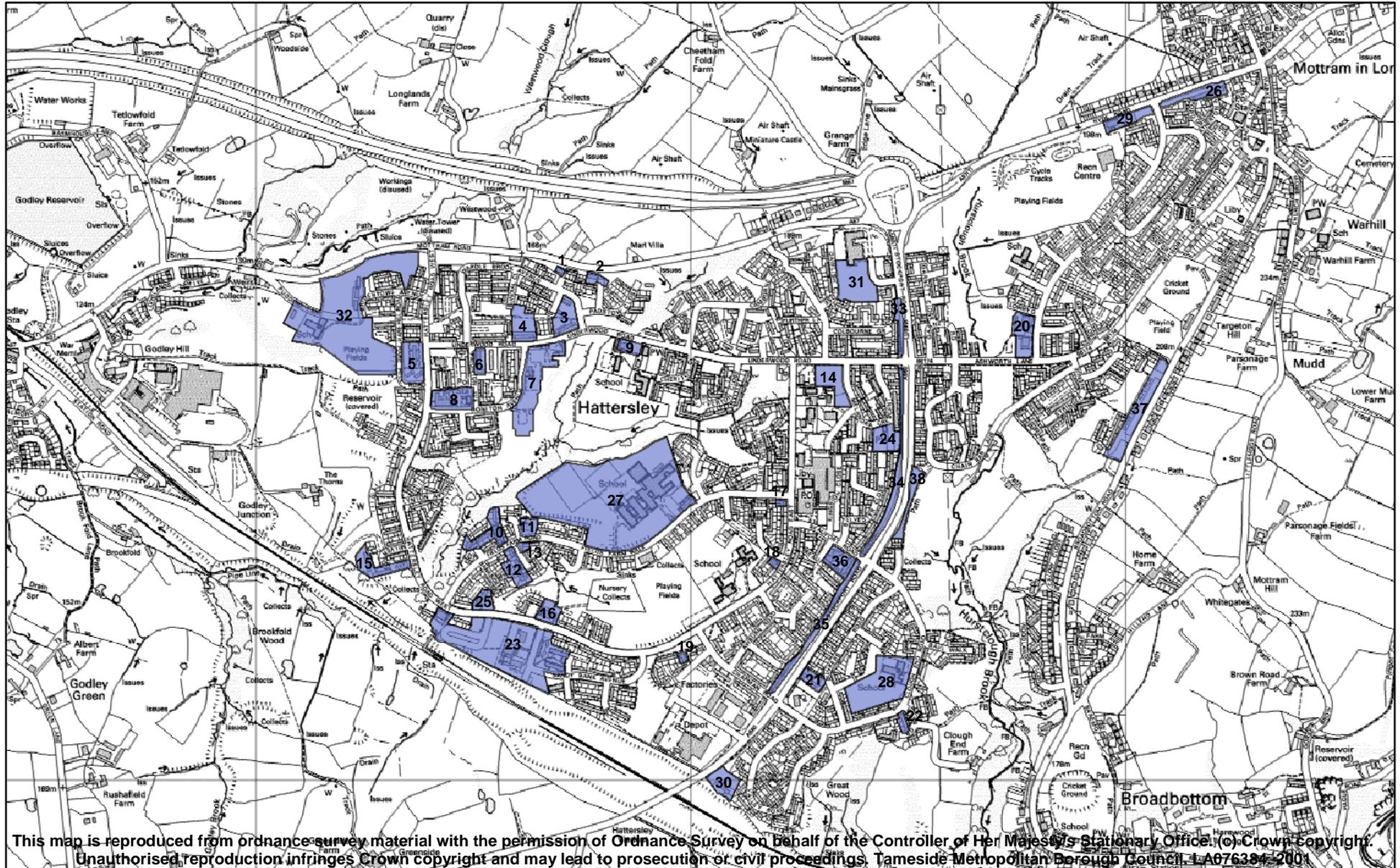


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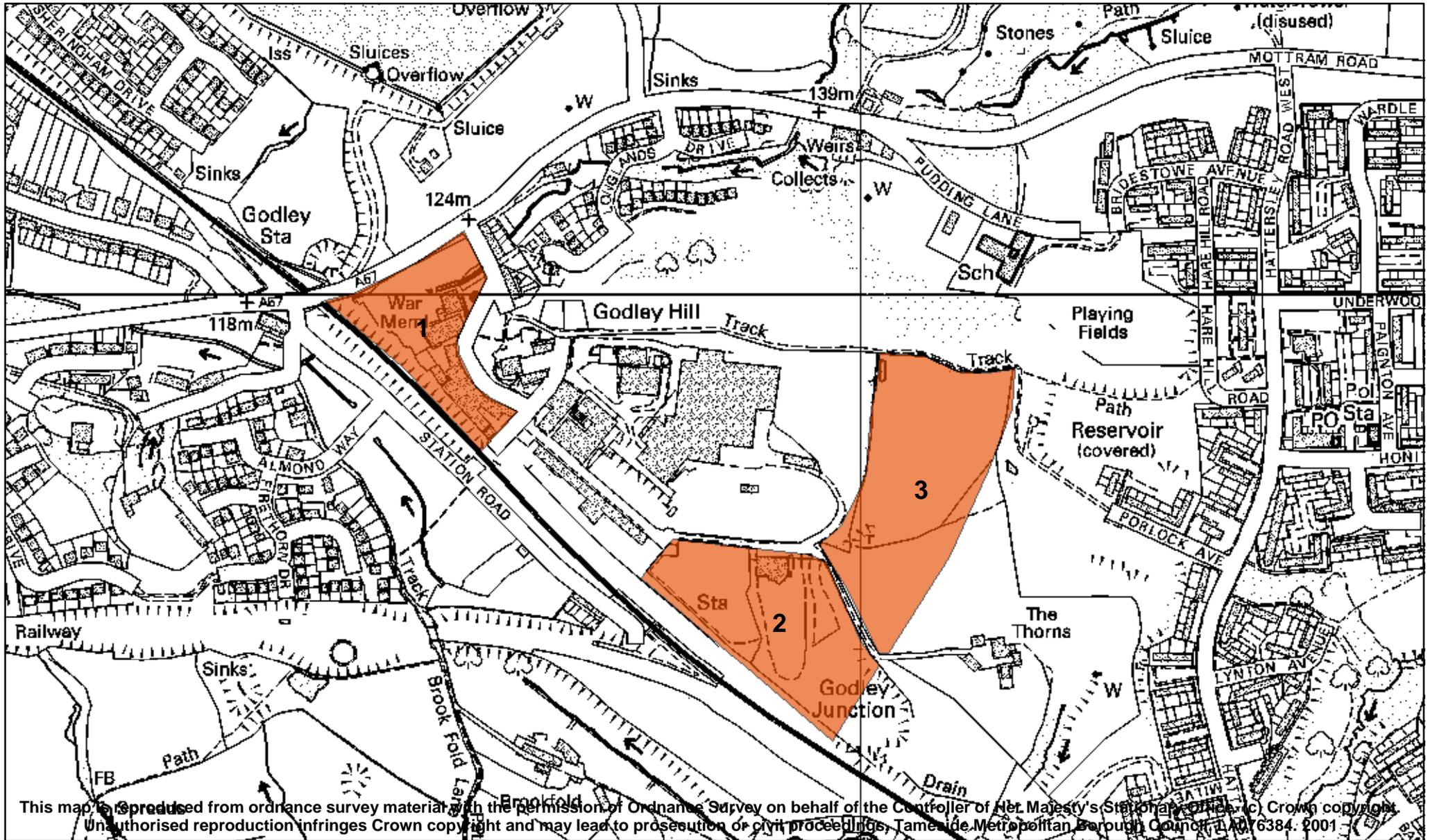
# Housing Sites



1:12,500

 Phase 1

# Godley Hill Development Opportunity



1:5,000

 Godley Hill Development Sites