



The Tameside Unitary Development Plan Written Statement

Adopted Plan - November 2004



TAMESIDE UNITARY DEVELOPMENT PLAN

Adopted Plan 17th November 2004

CONTENTS

PART 1

Introduction	Page 2
Other Relevant Policies and Strategies	3
Overview of the Borough	5
Themes and Objectives for the New Plan	6
Part 1 Policies	8

PART 2

Reasoned Justifications for Part 1 Policies	14
Part 2 Policies and Reasoned Justifications	
Employment and the Local Economy	25
Housing and Community Facilities	39
Town Centres, Retailing and Leisure	57
Countryside, Open Land, Sport and Recreation	65
Transportation and Access	81
Conservation and Enhancement of the Built Environment	97
Nature Conservation, Trees and Woodland	105
Mineral Working, Waste Management and Pollution Control	111
Utilities and Energy	121
Indicators to Measure Performance of the Plan	127
Abbreviations	128

TAMESIDE UNITARY DEVELOPMENT PLAN

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PART 1

INTRODUCTION

The Unitary Development Plan (UDP) is a land use planning document which the Council is required to produce by law, adopt and keep under review. Its purpose is to provide a framework for development and conservation over the whole of the Tameside area, to set out the main considerations on which planning applications in the Borough are determined, and to guide land use decisions by the Council and other agencies.

The Need for Review

The first Tameside UDP was adopted by the Council in September 1996, at which time it superseded all previous development plans. Maintaining an up to date and relevant development plan is important if the planning system is to be dynamic and effective, and if decisions on planning applications are to continue to be made in accordance with the plan rather than on an ad-hoc basis. Although there is no strict end date for UDP policies (except for housing land requirements which run until mid-2001) the Government expects that development plans should be reviewed at least once every 5 years, depending on local circumstances.

Although many of the policies and proposals in the superseded plan were working well or are still important for the future of the Borough, others have either been implemented or overtaken by events, or have proved to be unnecessary or impractical. National planning policy guidance has continued to evolve since the UDP was first drawn up, especially the importance attached to sustainability and urban regeneration, and Tameside's own conditions, problems, needs and priorities have also changed in some respects. The previously adopted UDP is also perceived by many as unnecessarily long and complex and sometimes overly prescriptive.

The Form of the Review

The extent of the changes which need to be made to the previously adopted UDP are such that a replacement rather than an altered plan is appropriate. Many of the policies which have been inherited from the previously adopted UDP have been shortened or refined to try to make them clearer and more effective, and the proposals map has been simplified. The period covered by the replacement plan will be extended through to 2011.

Consultations

In line with Government advice, pre-deposit consultations for the plan review have been based around key issues. An Issues Paper was published by the Council in July 2000, summarising the guidance, strategies and local circumstances influencing the review and putting forward key themes and ideas on how the current plan might be changed. This was widely publicised and copies or notification of its availability sent directly to a large number of organisations thought likely to have an interest. In preparing the draft plan the Council has taken into account the comments received from the 68 individuals or organisations that responded to the Issues Paper.

The first deposit draft of this replacement UDP was placed on deposit between 18th June and 30th July 2001. Written submissions were received from 149 different organisations and individuals during this six week period, containing 517 duly made objections and 112 representations of support. The Council has considered each of these submissions and numerous changes to the plan have been introduced with a view to resolving objections wherever possible. Other people who might be affected by these changes had the opportunity to object during the deposit period for the revised draft, which ran from 15th March to 26th April 2002. 47 new, duly made objections were made to the changes, along with 36 representations of support, whilst 291 of the original objections were eventually withdrawn.

The outstanding objections were heard by an Inspector appointed by the First Secretary of State, at a public local inquiry which took place between 29th October and 8th November 2002 and which formally closed on 29th January 2003 after all written submissions had been received. The Inspector's report was received by the Council on 24th April 2003 and published on 18th June. The Council has considered the Inspector's recommendations, took a decision on each, and deposited a list of the modifications in October/November 2003. Objections to these were considered by the Council and as a result a further set of modifications was placed on deposit in July/August 2004. Objections to these were considered by the Council on 5th October 2004 where the decision was made to adopt the plan without further modification. The replacement plan therefore was adopted on 17th November 2004.

Format of the Plan

It is a legal requirement that the UDP is split into two parts. Part 1 comprises, along with this introduction, other relevant policies and strategies, a strategic overview of the Borough, themes and objectives for the new plan, and the Council's general policies for the development and use of land. Part 2 contains the more detailed policies and proposals for the development and use of land, and in particular those which will form the basis for deciding planning applications. It also includes reasoned justifications for both the Part 1 and Part 2 policies, which often also contain background information about relevant local circumstances. Throughout the document policies are distinguished by use of bold typeface, justifications by italic typeface, other material by normal typeface and headings by bold italic typeface. Part 2 is completed by the proposals map inside the back cover, showing site-specific proposals and area based policies on a geographical base.

OTHER RELEVANT POLICIES AND STRATEGIES

In preparing this replacement plan the Council has taken into account both national and regional planning policy guidance issued by the Government, and relevant local strategies which have been established by the Council and its partners, including the Vision for Tameside, the Community Plan and the Economic Development Strategy.

National and Regional Guidance

National policy is set out in Planning Policy Guidance Notes (PPGs), the main principles of which are referred to where appropriate in the reasoned justifications to the policies of this plan. There is a programme to replace these with Planning Policy Statements but at the time of printing this document only five have been published. The latest version of Regional Planning Guidance for the North West (RPG13) was published by the Government Office for the North West in March 2003. This has now become the Regional Spatial Strategy (RSS) and will in future be referred to as such, providing a framework within which development plans and local transport plans are prepared.

The overriding aim of RSS is to promote sustainable patterns of spatial development and physical change, with the region's economic, social and environmental interests being advanced together and supporting each other. The Core Development Principles of the RSS are economy in the use of land and buildings, enhancing the quality of life, quality in new development, promoting sustainable economic growth, competitiveness and social inclusion. The Spatial Development Framework establishes that the North West Metropolitan Area is to be the focus for new development and urban renaissance resources, with first priority given to Liverpool and Manchester city centres and their surrounding inner areas. Within the other parts of Greater Manchester and Merseyside in the North West Metropolitan Area, priority will be given to development complementary to regeneration of the areas above, which will also enhance the overall quality of life within metropolitan towns and

boroughs where there are concentrations of social, economic and environmental problems. Other key policies in the RSS are referred to as appropriate elsewhere in this plan.

Sustainable Development

The Government expects that the planning system will make a substantial contribution to the achievement of sustainable development by regulating the use of land, one of our most precious environmental assets. Sustainable development is most often defined as: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs". In its Strategy for Sustainable Development for the UK "A Better Quality of Life" published in May 1999, the Government set out four objectives:

- Social progress which recognises the needs of everyone.
- Effective protection of the environment.
- Prudent use of natural resources.
- Maintenance of high and stable levels of economic growth and employment.

Government guidance advises that a sustainability appraisal should take place as part of the plan making process, although this is not a mandatory requirement. The Council did commission an appraisal from consultants but was not satisfied with the approach and decided to continue without it rather than delay the process. The Inspector considered this issue at the public inquiry and was relatively content that an appraisal would not find any fundamental flaws in the overall approach of the plan in seeking to achieve its sustainable objectives. The Council remains committed to the principle of sustainability appraisal.

Tameside Community Strategy

"We want Tameside to be a good place to live, work and play for everyone now and in the future. We want it to be a place where people of all ages and backgrounds feel at home and able to get involved in the life of the community, where they can contribute to a prosperous local economy, feel safe and healthy, and take active responsibility for the environment in which they live."

The Community Strategy 2003-2006 has been produced by Tameside's Strategic Partnership, which includes the Council and other key public organisations such as the Police and the health service, along with the voluntary and community sector and the business community. During 2002 the people of Tameside were asked what their priorities were for the Borough and as a result 6 key themes have been identified which the Partnership will promote over the 3 years of the strategy. The UDP is among a number of means by which these aims can be achieved by the Council and its partners. The themes are:

- Supportive communities
- A safe environment
- A prosperous society
- A learning community
- A healthy population
- An attractive borough

Tameside Economic Development Strategy

This is the working document of the Tameside Economic Forum, which aims to promote an understanding of the economic challenges and opportunities facing Tameside and to identify key strategies and actions to meet these. Much of the more local economic, environmental and community achievements in the Borough over recent years have been secured through partnership working in

regeneration areas, including the Hyde and Ashton Renewal Areas, the Tame Valley, Hattersley, and Stalybridge Town Centre and it is anticipated that this approach will continue to be beneficial.

OVERVIEW OF THE BOROUGH

A number of crucial developments have taken place in Tameside since the first UDP was adopted in 1996 and more are in the pipeline, yet in some other respects there has been minimal change in the Borough during this time.

Employment and Transportation

Unemployment has been below national, regional and Greater Manchester averages for several years, but the local economy is very fragile and dependent on mature or declining industries, and there are high levels of deprivation in some areas. Older industrial premises outside the core employment areas have continued to close and their sites redeveloped for uses such as housing or retail. The M60 has finally been completed through Tameside, radically improving the Borough's links to the national motorway network and removing north-south through traffic from less suitable roads.

Stage 1 of the Ashton Northern Bypass from the A 635 at The Snipe to the A 627 on the west side of the town centre is now completed and fully open. The extension of the Metrolink tram network from Manchester city centre to Ashton is still a proposal at the time of the printing of this document but funding is proving elusive. The Mottram to Tintwistle Bypass is in the Highway Agency's Targeted Programme of Improvements for completion in 2008, subject to statutory procedures. The take-up of employment land and leisure developments on sites has increased in the last few years, especially in the Denton area close to the M60 intersection. On Ashton Moss, retail development and leisure units have been completed with sites under construction elsewhere across the site.

Housing and Regeneration

New house building rates in the Borough are lower than in the late 1990's and Government projections forecast a slight fall in the Borough's population but the rate has increased again recently. Also, much attention has been given recently to removing difficult to let social housing and making the stock more suitable for current requirements. Much housing built since 1996 has been provided on brownfield sites but recent rates have been affected by the development of two large, long allocated greenfield sites recently.

Good progress has been made on regeneration in certain areas of the Borough with the help of various sources of funding. There are still a number of outstanding opportunities to improve the usefulness and appearance of key brownfield sites however, and it remains difficult to secure the future of some prominent historic buildings. The increased priority given to urban regeneration and brownfield development has raised concerns about the need to green the urban area and avoid town cramming.

Town Centres and Shopping

The established town centres of Tameside remain the main focus for shopping and related activities, with enhancements taking place more recently in Ashton and Stalybridge, whilst local centres and parades are often fragile. New food /convenience stores on the edge of town centres have been developed with schemes at Ashton, Hyde, Stalybridge, Droylsden and Denton. Out-of-centre non-food shopping in Tameside is mainly confined to a single, large retail park at The Snipe between Ashton and Audenshaw.

Countryside, Open Land and Recreation

Tameside is predominantly urban in character and has no separate rural economy. However, approximately 65% of the area is made up of open land, including playing fields, parks etc within the overall built up area. Agricultural land of relatively poor quality accounts for around 14% of the Borough and moorland another 11%, together forming part of the Countryside Agency's Manchester Pennine Fringe character area. Agriculture is of marginal viability, which may present a threat to the long term upkeep of the countryside. The few economically working farms are mostly limited to dairy grazing and silage production, and some former farms are now essentially residential enclaves. In the extensive urban fringe there is pressure for farm diversification, including residential barn conversions, stables / riding schools, kennels and catteries, transport or waste transfer depots, caravan storage and inert waste tipping, along with conflicts arising from greater recreational demands.

The great majority of the countryside and other adjacent open land in Tameside forms part of the Greater Manchester Green Belt. This has been successfully protected since adoption of the original UDP, and the designated green wedges /wildlife corridors, other areas of urban green space and nature conservation sites also largely remain as they were, although individual sites come under pressure from time to time. A great achievement in recreational terms has been restoration of the Huddersfield Canal on its original line through Stalybridge town centre, which along with work elsewhere means that navigation is now possible from Greater Manchester to West Yorkshire. Modest progress has been made on improving land for informal recreation and enhancing the landscape through tree planting, but there is potential for much more to be achieved. The minerals, waste and pollution control scene has been fairly stable up to now but changes may be around the corner as recent legislation and directives start to take effect, such as in waste and air quality management.

THEMES AND OBJECTIVES FOR THE NEW PLAN

Sustainable development is the single most important principle of the replacement UDP and one which finds expression throughout the plan. However, this does not mean that built development is entirely unacceptable on greenfield sites if the need for a proper balance of employment growth and environmental protection requires the use of a limited amount of such land in accessible locations. The replacement UDP in fact proposes very little change to the shape and extent of the urban and countryside areas of Tameside over what is still being implemented on the basis of the original plan adopted in 1996. It also carries forward many of that plan's key policies albeit with some changes of emphasis.

Quality Jobs and Good Access

A key theme of the plan is that attracting new, quality jobs into the Borough and securing the future of major existing employers must continue to be the priority, to offset expected further losses in mature industries and to diversify opportunities for local people. This will be achieved primarily through development of the strategic employment site alongside the M60 and Ashton Northern Bypass at Ashton Moss, along with large scale redevelopment for offices in the Henry Square area on the edge of Ashton town centre. Support for further development within "Development Opportunity Areas" and established employment areas, and greater flexibility to accommodate local employment initiatives, will also contribute to this priority. The proposed transportation developments should both encourage economic development and, in association with other policies, help to reduce traffic congestion.

A Stable Population

The Council is very concerned about the implications for the Borough's economy and services of a population decline as most recently predicted by the Office for National Statistics. The plan therefore

endorses the Draft Regional Planning Guidance requirement for the number of new dwellings to be constructed in the Borough, as this exceeds what would be needed to meet predicted household growth and will be more likely to result in a stable population.

A More Attractive and Enjoyable Borough

Tameside must be made a more attractive place in which to live, work and enjoy leisure, both for the benefit of existing residents and to help boost the local economy. This will mean more greening of the urban areas, improvements to the management and appearance of the urban fringe, protection and enhancement of the natural environment, higher quality design in development schemes, and choice in the housing market. Policies support an increase in the opportunities for sport, recreation and leisure in the Borough, subject to safeguards, and also try to ensure an accessible, safe and healthy environment.

Regeneration in the Urban Areas

Regeneration should continue to be facilitated and promoted in the older parts of the urban area, and derelict, under-used or unsightly sites brought back into use, redeveloped or refurbished, so as to improve the environment and enhance their contribution to the local economy. This should be aided by continued support for the role of the several town centres in the Borough, and the attention given in the plan to the potential of Development Opportunity Areas. It will be important at the same time to conserve the Borough's townscape heritage and to retain and promote local identity in the built environment.

Protection of Green Spaces

The impetus for regeneration should be assisted more generally by continued protection of the Green Belt, and by ensuring that greenfield sites are only developed for housing if brownfield supply, including windfalls, becomes insufficient to maintain an adequate supply. Critically, the network of green open spaces which help to break up the urban areas and meet local recreational needs must continue to be protected, and the policies concerned with this are strengthened. Town cramming must be avoided.

PART ONE POLICIES

1.1 Capturing Quality Jobs for Tameside People

To counteract a continuing decline in the Borough's established employment base and to increase the earnings potential of work in the area, measures will be taken to create and maintain a healthy and diverse local economy and to attract quality jobs. This will recognise, among other things, the economic development potential of the Borough's proximity to Manchester Airport.

This will include making land available for inward investment on key accessible sites, facilitating the retention of indigenous and expanding businesses, providing opportunities for new employment initiatives throughout the Borough, and enabling the safe and efficient movement of freight.

In addition to the key sites, attention will be given to the opportunities for employment growth provided by town centres and other previously developed land.

1.2 Maintaining an Integrated Transportation Strategy

The transportation infrastructure of the Borough will be maintained, managed and where necessary improved as part of a balanced transportation strategy and in accordance with the objectives of the Local Transport Plan for Greater Manchester.

The aim will be for the Borough's transport system to become increasingly sustainable and less environmentally damaging whilst providing safe and efficient access both to/from and within the Borough and assisting investment and employment.

The Council will consider the interests of all types of road users, including public transport, when deciding priorities for transport investment.

1.3 Creating a Cleaner and Greener Environment

To enhance the appearance of the Borough for the benefit of existing residents and to help attract new investment, all developments must achieve high quality design which is sensitive to the character of the local area, particularly in the relationship between buildings, between buildings and adjoining spaces, and in associated landscaping. This will be particularly important in achieving higher density housing development.

The landscape quality and nature conservation value of the Borough will be enhanced where possible, particularly in the urban fringe and river valleys, further greening will take place in urban areas and woodland planting will be facilitated where not injurious to nature conservation.

1.4 Providing More Choice and Quality of Homes

Sufficient land will be made available for housing development to help maintain the Borough's population at around its current level and meet requirements established by the Regional Planning Guidance process, whilst ensuring that Government targets are met.

A wide variety of types of housing will be required, to meet the needs of the whole community and to encourage further investment.

Annual monitoring of the on-going housing land supply, the uptake of commitments and the clearance of existing dwellings will be undertaken by the Council, so as to assess the extent to which the objectives of this policy are being achieved and indicate any need for plan review.

1.5 Following the Principles of Sustainable Development

In promoting sustainable development and quality of life as guiding principles of the plan, the need for economic development and new homes will be balanced against the importance of protecting and enhancing the environment.

This will be achieved, in particular, by giving priority to the use of previously developed land in the most efficient way including the re-use of empty or underused buildings, enabling higher densities where consistent with environmental quality, conserving cultural and natural resources, minimising the need to travel and facilitating the use of public and non-motorised means of transport.

Developments generating large numbers of trips will be concentrated in or adjoining town centres wherever possible, and where suitable sites are not available they will be located in areas well served by public transport.

1.6 Securing Urban Regeneration

Regeneration of the Borough's urban areas, where in need, will be secured through neighbourhood renewal, redevelopment or greening of brownfield sites, reclamation of derelict land, bringing forward development in under-used and unsightly areas, strengthening the role of town centres, re-use of vacant or underused buildings through conservation led schemes, improving the quality of design, facilitating improved public transport, and protection, enhancement and expansion of urban green spaces.

To stimulate urban regeneration, priority will be given to the reuse of previously developed land and buildings. Unallocated greenfield sites will not be released for development whilst sufficient, suitable, previously developed land and buildings are available within the urban area.

1.7 Supporting the Role of Town Centres

The role of Ashton-under-Lyne and the other town centres as the focal points for retailing, leisure, entertainment, administrative, commercial and cultural activities in the Borough, and for office and other employment, will be protected and enhanced, and their strength, vitality, diversity and character will continue to be improved to ensure access to a full range of facilities for the whole community.

This will be achieved by improving access, safety and environmental quality where necessary, safeguarding local identity, allowing flexibility to adapt to changing requirements, providing opportunities for development where needed, and ensuring that large scale retail and leisure schemes comply with the sequential test.

1.8 Retaining and Improving Opportunities for Sport, Recreation and Leisure

A wider range of cultural, leisure and recreational opportunities will be developed in the Borough, with the emphasis on local accessibility to smaller scale facilities and on locations in or adjacent to town centres for larger scale built leisure.

The existing pattern of parks, play areas, playing fields and informal recreation areas within the built up area will be protected and their accessibility, quality and appearance enhanced where possible. Opportunities will be taken through Council programmes, area regeneration initiatives and housing development proposals, to improve provision in areas where there are deficiencies in particular types of sports or recreation.

The river valleys, country parks and other areas of accessible countryside will continue to be conserved, managed and improved, in order to realise their potential for informal recreation, nature conservation and education / interpretation.

1.9 Maintaining Local Access to Employment and Services

To reduce the need to travel longer distances from outlying areas and to help create vitality and diversity in predominantly residential areas, opportunities will be taken wherever possible to retain and increase the availability of local employment, shopping, leisure and community facilities throughout the Borough,.

Mixed uses will be developed, where this can be achieved without causing environmental or traffic problems or conflicting with the role of town centres.

1.10 Protecting and Enhancing the Natural Environment

The natural environment, countryside character and biodiversity of the Borough will be safeguarded, by taking account of nature conservation considerations and their importance internationally, nationally or locally whenever land use planning decisions are made.

Particular attention will be given to protection of national and Greater Manchester Biodiversity Action Plan priority habitats and species, moorland, wetland, woodland, hedgerows, dry stone walls, canals, reservoirs and ponds, and to avoiding adverse effects on wildlife species which are protected by law.

Opportunities will be taken wherever possible to enhance the value of land for nature conservation, particularly within wildlife corridors, river valleys and the urban fringe.

1.11 Conserving Built Heritage and Retaining Local Identity

The cultural heritage, historic character, distinctiveness and local identity of buildings and areas within the Borough will be conserved.

Extension, conversion, refurbishment and, where necessary, redevelopment schemes involving historic buildings and areas must be sensitive to and where appropriate enhance the character of their surroundings.

1.12 Ensuring an Accessible, Safe and Healthy Environment

Development schemes must be designed to provide an environment that is accessible to people with sensory impairment or restricted mobility, to incorporate traffic calming measures wherever necessary, and to discourage crime and anti-social behaviour in consideration of Section 17 of the Crime and Disorder Act 1998 and the Tameside Crime and Disorder Reduction Strategy.

All forms of pollution arising from new developments must not exceed acceptable levels for the surrounding area and conflicts between industrial or commercial operations and the enjoyment of a clean and quiet residential environment avoided.

1.13 Meeting Obligations on Minerals, Waste and Energy

The Borough will make an appropriate contribution to regional requirements for the working of minerals, allow sustainable waste management facilities to be developed as part of an integrated waste management strategy for Greater Manchester, and facilitate the supply of energy from renewable sources, subject to satisfying environmental criteria for the surrounding area.

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PART 2

REASONED JUSTIFICATIONS FOR PART 1 POLICIES

1.1 Capturing Quality Jobs for Tameside People

Under the theme of "A Prosperous Society", the Tameside Community Strategy wants everyone in the Borough to benefit from the prosperity of the local economy, with strong, sustainable businesses within Tameside providing well paid jobs to local residents. This means providing people with the skills they need to get jobs, together with excellent transport links and good quality housing. The Tameside Economic Development Plan 2001-2003, produced on behalf of the Tameside Economic Forum (a partnership body made up of public, private and voluntary organisations) sits alongside the City Pride Economic Development Plan which also covers Manchester, Salford and Trafford. The key drivers for both these plans are building better businesses, attracting and sustaining investors, creating a world class workforce, delivering local economic benefit, ensuring the best transition to working life for all young people, and developing the physical infrastructure to drive economic improvement. The Tameside plan has a further driver, which is contributing to the overall improvement in the quality of life in the Borough. The North West Development Agency's Regional Economic Strategy 2003 has the vision of transforming England's Northwest through sustainable economic development. Its ten strategic objectives are to exploit the growth potential of business sectors, improve the competitiveness and productivity of businesses, develop and exploit the region's knowledge base, deliver urban renaissance, deliver rural renaissance, secure economic inclusion, develop and maintain a healthy labour market, develop the strategic transport, communications and economic infrastructure, ensure the availability of a balanced portfolio of employment sites, and develop and market the region's image.

In the Indices of Deprivation 2000 issued by the Department of the Environment, Transport and the Regions, Tameside is ranked 40th (Average of Ward Ranks) out of 354 Districts nationally and has the third lowest waged economy in Greater Manchester, with incomes 87% of the national average. There is a relatively high level of dependence on the manufacturing sector and a corresponding weakness in service sectors that are growing elsewhere. The Borough is heavily reliant on industries which are predicted to decline in the next decade, such as metal fabrication, textiles, clothing and food. Tameside is characterised by a high number of small and medium sized enterprises, with 82% of its 6000 businesses employing less than 10 people. There are few large employers, and many are branch plants. The local economy is also under threat therefore as a result of its vulnerability to global economic trends, with companies having the flexibility to move production further afield.

Demand for land in the Borough appears to be relatively buoyant, and indigenous firms wishing to expand can have difficulty finding suitable land for their own use. Objective 2 status to 2006 (eligibility for European Union Structural Funds) has been retained by 15 Wards, with the remainder qualifying for transitional funding to 2004. Assisted Area status (eligibility for Regional Selective Assistance and Business Enterprise Grant) has been restored to four Wards in the north-west of the Borough. Manchester Airport is accessible from much of Tameside by public transport and with the recent extension of the M60 motorway much of the Borough is now within 15 to 20 minutes drive time of the airport. The Borough is thus well placed to attract developments that service the airport activity, but also should offer potential to high-tech and inward investors that require quick and convenient access to a major international airport.

In the main it is only the larger employment sites, which are free of constraints and in prime, accessible locations, that are likely to prove attractive to potential developers. The requirements of modern light industry and distribution increasingly favour purpose designed premises with high quality access close to motorways or major roads. However, established operations with a large investment in plant and equipment may be less likely to want to relocate, whilst a need will also remain for affordable accommodation for smaller firms and new or growing businesses. There has been little market in Tameside for office development, but modern business park type schemes in

conjunction with recent and proposed transportation improvements could provide opportunities that will attract high quality office developments and employment to the Borough.

1.2 Maintaining a Integrated Transportation Strategy

The Tameside Community Strategy states that one of the requirements for achieving "A Prosperous Society" is providing people with excellent transport links. In order to promote "A Safe Environment" this strategy establishes a key measure of halving the number of people who are killed or seriously injured on Tameside's roads by 2007/8. One of the key measures in achieving the aim of "An Attractive Borough" is to increase bus use within Tameside. One of the principles of national planning policy guidance is to concentrate development which generates large numbers of trips in places well served by public transport, especially town centres. Land use and transport policies should be integrated in ways which help to reduce the growth of motorised journeys, encourage alternative means of travel including buses, walking and cycling, and reduce reliance on the car.

After many years of limited investment, recent and programmed schemes are resulting in major improvements to the transportation infrastructure in Tameside, with beneficial effects for the Borough's accessibility and economy. Extension of the M60 Manchester orbital motorway from Denton to Middleton was completed during 2000 and linked into the new Moss Way and the remodelled Guide Lane junction. As a result, much of the Borough is now within a 15 to 20 minute drive time of Manchester Airport. Stage 1 of the Ashton Northern Bypass from the A 635 at The Snipe to the A 627 on the west side of the town centre has been completed and is fully open. The Mottram to Tintwistle Bypass is in the Highway Agency's Targeted Programme of Improvements for completion in 2008, subject to statutory procedures, and the complementary Mottram Moor to Woolley Bridge link is being promoted by Tameside MBC and Derbyshire CC in parallel.

The extension of the Metrolink tram network from Manchester city centre to Ashton is still a proposal at the time of the printing of this document. The scheme has the necessary statutory approval but funding is proving elusive. Heavy rail improvements have been more modest but it is possible that the refranchising process currently underway for Trans-Pennine Express will lead to significant development of train services and station facilities in the Borough, depending on the investment programme agreed between the Strategic Rail Authority and the chosen operator. The Greater Manchester Strategic Rail Study, carried out on behalf of the Strategic Rail Authority and now being considered by the Greater Manchester authorities, has examined the infrastructure needs of the area. The Quality Bus Corridors initiative could result in traffic management measures to assist buses being introduced in Tameside, initially on the Rochdale - Oldham - Ashton - Hyde route but subsequently also on radial routes from Manchester.

The spread of traffic calming measures such as width restrictions and road humps should discourage the use of unsuitable roads by heavy lorries and reduce speed. Continuing investment in most of the Borough's town centres has supported use of public transport and encouragement of shorter journeys. In future, upper limits will have to be imposed on car parking provision for new developments, to restrain demand and increase the use of other means of travel. Major employers are being encouraged to introduce Green Travel Plans.

1.3 Creating a Cleaner and Greener Environment

Under the theme of "An Attractive Borough" the Tameside Community Strategy wants Tameside to be an attractive and environmentally friendly place to live, work and visit. The Strategy is committed to working with local communities to protect and improve the surroundings to make Tameside a cleaner, greener, more accessible place for current and future generations. One of the principles of national

planning policy guidance is the importance of achieving good design and creating attractive, high quality environments.

Despite some instances of indifferent quality in more recent times, Tameside still possesses a diversity of townscape which reflects its historical pattern of development. More vigilance will be needed on design quality in new developments in the future however, especially in prominent locations, key corridors, public spaces and areas of distinctive character, if the appearance of the Borough is to be upgraded and enhanced. Government guidance in PPG3 calls on local authorities to seek higher densities of housing development than have been typical of many traditional layouts, especially in more accessible locations. This places even more importance on the need for good design. It is hoped to produce design frameworks for particular areas in due course, to assist developers and their architects in preparing schemes.

Although valuable landscaping and improvement work has been carried out in certain places, limited progress has been made in recent years on upgrading open spaces or on reclamation of derelict land for open space use. Some of the green wedges / wildlife corridors and other more extensive open spaces have a relatively barren ground cover where landscape enhancement could be beneficial. The economic difficulties of farming in a marginal agricultural and urban fringe area present a threat to the long term upkeep and appearance of the local countryside, to which woodland planting may offer a solution in some places. Open recreational uses such as golf courses could also bring investment in landscaping and maintenance, if sensitively designed.

1.4 Providing More Choice and Quality Homes

In order to monitor progress on promoting "Supportive Communities" the Tameside Community Strategy establishes a key measure of ensuring that all social housing reaches a decent standard by 2010. Among the key measures in the Strategy for achieving the aims of "A Prosperous Society" is reducing the proportion of unfit or vacant private sector housing, and increasing choice in private sector housing. One of the key measures in the Strategy for achieving the aim of "An Attractive Borough" is building at least 75% of new homes on previously developed land. It is a principle of national planning policy guidance to provide an adequate supply of housing land, which is both available and sustainable, to meet the requirements of the whole community and provide choice. The process should be plan, monitor and manage, rather than predict and provide.

The total number of dwellings completed in Tameside since 1986 is just slightly below the requirement in the previously adopted UDP. Although the rate of completions has dropped over the last five years, they have increasingly taken place on brownfield sites, many of which have been windfalls (previously unidentified sites). This element of supply shows no sign yet of running down although the Borough's brownfield ratio is likely to fall back as substantial greenfield sites which are allocated in the adopted UDP, have the benefit of planning permission and are already under construction come on stream. Clearance has increased recently, due largely to unsatisfactory social housing being demolished. More could follow in other parts of the Borough, although these sites are generally being recycled for more suitable housing.

Tameside's population was on a rising trend from 1986 to 1993 but has population information subsequently fallen back to 213,000 as recorded by the 2001 Census (Office for National Statistics). The most recent, 1996-based ONS projections indicate a continuing decline in Tameside's population to 212,400 in 2011, although care is required in interpreting these trend based projections. 1996-based household projections show the number of households in Tameside increasing slightly from an estimated 90,000 in 1996 to 92,000 or 94,000 in 2011, depending on the assumptions used. There will be fewer traditional families with children and more single person households, plus a large percentage growth in the number of frail elderly people.

Regional Planning Guidance for the North West (RPG13), which was published in March 2003, sets an annual average rate of housing provision for Tameside of 370 per annum. Allowance can also be made for the replacement of dwellings lost through clearance. Regionally, the level of housing provision allows for economic growth, household formation and migration rates slightly in excess of those incorporated in government projections. The annual rates of provision apply from April 2002 to 2006. When development plans are reviewed and the new plans extend beyond 2006, they should continue to provide for additional dwellings at the same annual average rate until such time as any different rate is adopted following review of the guidance. An increase over recent average completion rates in the Borough will be possible whilst remaining in conformity with RPG, making it more likely that Tameside's population could be retained at around its present size.

Most of the households looking to move in Tameside over the plan period are likely to meet their own housing needs in the private sector. With lower than average house prices and a higher proportion of terraced stock than nationally, there is unlikely to be a general need for more affordable homes. However, the nature of the social, rented housing stock does not entirely meet current requirements and policies need to focus on assisting the provision of types of dwellings which are deficient in particular areas of the Borough. Emphasis will also need to be placed on the quality of housing development and the needs of likely occupiers, including provision of more up-market dwellings to complement economic initiatives.

1.5 Following the Principles of Sustainable Development

There has been a growing public awareness of the concept of sustainable development, which is most often defined as: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government expects that the planning system will make a substantial contribution to the achievement of sustainable development by regulating the use of land, one of our most precious environmental assets. Commitment to the principles of sustainable development has thus become the starting point for much of the national planning policy guidance issued by the Government over recent years. The principles most relevant to land use planning include:

Using resources efficiently especially energy, promoting renewable energy sources, and minimising waste production.

Limiting pollution to levels which do not damage natural systems.

Protecting and valuing the diversity of nature.

Conserving the best of the built heritage and seeking high standards of design in new "human scale" developments.

Ensuring that everyone has access to good food, shelter and fuel.

Protecting people's good health by creating safe, clean environments.

Creating safer, more harmonious communities.

Ensuring everyone has an equal opportunity to satisfying work in a diverse economy.

Providing opportunities for culture, leisure and recreation for all.

Improving access to local services and more environmentally friendly travel alternatives.

The Council intends to follow the principles of sustainable development in the balance it seeks between the economic, social and environmental needs of the Borough. This takes expression throughout the plan, but particularly in those policies which aim to diversify local employment opportunities, encourage the use of alternative means of transport to the private car, require high quality and safe design, protect townscape heritage, give priority to new housing on brownfield sites within the existing urban area, support the role of town centres, improve leisure opportunities, protect urban green spaces, assist the availability of local services, protect and enhance wildlife habitats, manage waste and control pollution.

1.6 Securing Urban Regeneration

One of the main principles of national planning policy guidance is to develop land within urban areas, especially on brownfield (previously developed) sites and through reuse or conversion of existing buildings, before considering greenfield sites. Urban regeneration has been the key theme of planning policy in Greater Manchester since the original GM Structure Plan was approved in 1981. The development framework set out in Regional Planning Guidance for the North West, published in 1996, was based on the principle that urban regeneration should continue to be central to land use policy in the region and that the conurbations should continue to be the prime focus for regeneration and environmental improvement. The principles of the Greater Manchester Strategic Planning Framework include a focus on regeneration and sustainability and the enhancement of urban centres. The most recent version of Regional Planning Guidance for the North West, published in March 2003, establishes that the North West Metropolitan Area (which includes the whole of Greater Manchester) is to be the focus for new development and urban renaissance resources. First priority is given to Liverpool and Manchester city centres and their surrounding inner areas, along with priority to development, complementary to regeneration of these areas, which will also enhance the overall quality of life within metropolitan towns and boroughs in other parts of Greater Manchester and Merseyside where there are concentrations of social, economic and environmental problems.

SRB5 funding was secured in 1999 for the New Opportunities for Communities programme which runs until 2005. This targets six communities in Tameside which show significant levels of deprivation but lie outside previous regeneration areas. Key objectives include supporting and promoting growth in local economies and business, and improving and protecting the environment and infrastructure. Single Regeneration Budget (Round 6) funding has recently been secured by the Council to assist the creation of employment opportunities on brownfield sites. Regional Planning Guidance for the North West, published in March 2003, sets an overall target that at least 70% of new dwellings, including conversions, constructed in the region from April 2002 should use previously developed land and existing buildings in sustainable locations. To allow for regional variations in the amount of such land, this target is increased to an average of at least 80% in Greater Manchester (90% in Manchester and Salford City Council areas). Although there has been a significant reduction in the amount of derelict land in Tameside since 1993, problems remain in certain parts of the Borough. In the Tame Valley, a comprehensive survey of brownfield sites is underway and approaches are being made to land owners to try to stimulate development or improvement. The Government expects at least 60% of all new homes to be built on brownfield sites, as a national average. A number of large and small brownfield redevelopment schemes have come forward within the existing urban area over recent years, particularly on old mill sites, and the proportion of new dwellings in Tameside built on brownfield sites has exceeded the Government's target each year since 1994/95.

1.7 Supporting the Role of Town Centres

One of the main principles of national planning policy guidance is to sustain and enhance the vitality and viability of town centres, including adopting a sequential approach to selecting sites for new retail and leisure development in which out-of-centre is the least favoured. Development which generates large numbers of trips should be concentrated in places well served by public transport, especially town centres.

Ashton, the Borough's sub-regional shopping centre, has seen major developments and environmental improvements during the last ten years, including the new Arcades centre, refurbishment of the Ladysmith centre, a retail park, a discount foodstore, and restoration of the Central Library with a new art gallery. A new superstore has recently opened on the north western edge of the town centres, with a non-food unit waiting to be occupied alongside, whilst funding has been secured for regeneration projects within the old town.

A new superstore has recently opened in Hyde town centre. In Stalybridge, there is a vision to attract new investment to the town centre by drawing on its unique character, so as to enhance its role as a local service centre and visitor destination. Run down pedestrian areas, shops and other historic buildings have been renovated, the canal has been reopened, a new superstore has been opened and improvements have been carried out at the former market hall. In Droylsden town centre the shopping precinct has been refurbished and a new superstore opened, whilst the most recent development has been the replacement of the former Co-op store and adjoining parts of the precinct by new retail units providing a substantial net increase in floorspace.

In Denton town centre, a food superstore has been built to the east of Stockport Road. In September 2001 the Secretary of State granted outline permission for an extensive redevelopment scheme for non-food units north of the M67 and west of Ashton Road, following a public inquiry. Reserved matters were approved in 2002 and this scheme has now been completed. The scheme included substantial investment in upgrading the town centre and its linkages to the site, secured through a planning agreement. Proposals are also being brought forward for extensive retail development on an industrial site in the north-eastern part of the town centre.

Overall vacancy rates in the five main town centres were in the 9 to 17% range in 2001, except for Stalybridge which was nearly 23%, and the core area of Ashton-under-Lyne seems particularly healthy at present. Relatively little office or leisure development has taken place in the town centres, and peripheral areas often have a poor appearance. However, a large scale, office based, regeneration project is now coming forward in the run down Henry Square area on the western side of Ashton town centre. Outline planning permission was granted for this scheme in 2003, support funding has been agreed, and a development agreement is being drawn up with the Council. Capacity for further retail development in Tameside over the period to 2011 may exist in the non-food, comparison sector where expenditure is leaking out of the Borough to centres in adjoining districts. The greatest obstacle to such growth is likely to be a lack of readily developable sites of sufficient size within or on the edge of the centres, and suitable areas may need to be identified and assembled in advance.

1.8 Retaining and Improving Opportunities for Sport, Recreation and Leisure

National planning policy guidance to concentrate development which generates large numbers of trips in places well served by public transport, especially town centres, and to adopt a sequential approach to selecting sites for town centre uses, applies to larger scale built leisure schemes as it does to retail. Guidance also calls for the retention of recreational and amenity open space in urban areas, close to where people live, with particular protection for playing fields. Sport and recreation are important as essential components to everyday life and can have a valuable social and economic role. Funding for new facilities may be available through the Sport England Lottery Sports Fund and other sources.

Recent indoor leisure developments in the Borough include the new museum at Portland Basin, a new bingo club also in Ashton, new hotels in Denton and Hattersley, and a health and fitness centre also in Denton. Recent outdoor developments include conversion of the former Godley-Apethorn rail line in Hyde into a recreational route as part of the Trans-Pennine Trail, and restoration of the Huddersfield Canal through Stalybridge town centre.

Although traditional cinemas, theatres and bingo halls survive in certain town centres, and Ashton in particular has a lively weekend pub and club scene, residents mostly have to look beyond the Borough for more modern, larger scale leisure and entertainment choices. However, a major development comprising multiplex cinema, bowl complex, restaurants, drive thru's and a further leisure unit was under construction on Ashton Moss in 2003. Limited progress has been made on the many proposals in the previously adopted UDP which involve recreation developments on open space sites.

Tameside as a whole is well provided with informal open space, much of this located in the river valleys, country parks and green wedges which adjoin and in places extend into the urban areas, although there are local variations. In the urban fringe there are increasing recreational demands for walking, cycling and horse riding, which will require attention particularly through countryside management so as to minimise possible conflicts. The quantity, quality and accessibility of local recreational open spaces is variable around the Borough, and the number of equipped or specially designed play areas for children is limited although the condition of many of the remaining sites has been improved in recent years. Deficiencies and needs for these types of facilities may best be identified through consultation with local communities, and additional provision is likely to be achieved by taking advantage of particular funding opportunities which may arise. The existing provision of sports pitches is well below National Playing Fields Association standards, both in Tameside as a whole and in most parts of the Borough. However, rather than the number, the main issue identified in a Playing Pitch Assessment carried out for the Council in 2002 was the poor quality of the Borough's grass pitches and ancillary facilities. Floodlit, all weather, community sports pitches have been provided recently in each of the Tameside towns through the Council's District Assemblies. Reserved matters permission was granted in 2003 for the erection of a new football stadium (to relocate a local club) and installation of an all weather pitch at the playing fields off Richmond Street, Ashton.

1.9 Maintaining Local Access to Employment and Services

The Tameside Economic Development Plan 2001-2003 has a continuing commitment to ensure that all sections of the Tameside community benefit from the economic opportunities within the Borough. A key priority still continues to be to address the skills and training agenda in order to increase the numbers in the workforce with suitable qualifications and training. National planning policy guidance calls for promoting and retaining mixed uses which include housing, minimising the need to travel, helping to reduce the growth of motorised journeys, encouraging alternative means of travel including walking and cycling, and reducing reliance on the private car.

The effect of continuing redevelopment of old established industrial premises located in predominantly residential areas, for housing use, and of the requirements of new industrial or warehouse development, is to concentrate employment into town centres, the central parts of Tameside and those areas which can be easily reached from the motorway. Large areas of the Borough, such as north Ashton, south Hyde and the eastern fringes, are becoming almost exclusively residential in character.

Local surveys have revealed a number of barriers to getting into work in Tameside, notably access to affordable childcare and to affordable and convenient transport. The unemployment rate for Tameside as a whole masks high levels of multiple deprivation in certain parts of the Borough, particularly Ashton St.Peter's and Hyde Godley Wards which are among the worst 10% in England according to the DETR Indices of Deprivation 2000. It will be important to support schemes in residential areas and new mixed-use developments, which contribute to innovation and growth in the local economy and generate local employment, unless they conflict with other objectives of the plan. The Council plays a part in economic development by providing support to both area based regeneration and the implementation of projects on specific sites. Recently secured SRB6 funding should enable employment opportunities to be realised on brownfield sites in various areas of the Borough.

Local shops are gradually being lost in parts of the Borough and some of the smaller parades within housing estates are in a poor state or in a few cases have lost their retail use altogether. Combined with corner shops and petrol filling stations, local centres still provide reasonable access to "essentials" in many parts of the Borough however. Support should nevertheless be given to opportunities which may arise to increase the availability of local shopping in various forms, not restricted to existing centres alone.

1.10 Protecting and Enhancing the Natural Environment

About 6% of the land area of the Borough is designated for its nature conservation value, including Boar Flat on the moorland fringe of Tameside which has been confirmed as part of an extensive Special Protection Area (for birds) and two other Sites of Special Scientific Interest along sections of canals. The remaining areas are Sites of Biological Importance (a Greater Manchester designation). The majority of the designated land is in the Green Belt or other areas of protected green space and therefore unlikely to be directly affected by built development. Where development proposals have arisen in the vicinity of an SBI, these have mostly been designed to avoid directly affecting the designated area. Neither have any of the wildlife corridors identified in the previously adopted UDP been directly affected. Three Local Nature Reserves have been designated in Tameside in recent years, at Great Wood, Knott Hill and Haughton Dale, which gives these areas statutory protection

A Nature Conservation Strategy for Tameside was approved by the Council in 1996, providing the local framework for helping to sustain and create a rich and diverse natural resource. Land within the river valleys and country parks continues to be managed through the Borough's Countryside Service, which enables nature conservation objectives to be promoted. Smaller SBIs within or abutting the built up area may benefit from specially tailored approaches such as adoption by local groups as nature reserves or measures to control access. Other non-designated areas may have species, habitats and natural features which require consideration in the event of proposals for development coming forward. In some places the wildlife corridors have a relatively barren ground cover and planting and management regimes designed to enhance a diversity of habitats could be beneficial.

Woodland and scrub coverage in Tameside is lower than for England as a whole. However, an on-going survey of the Borough is providing a comprehensive coverage of Tree Preservation Orders that will protect all trees and woodland of merit, and in so doing renew and update existing TPOs. There have also been extensive planting programmes, and a Woodland Framework Plan identifies areas of search for further planting where consistent with nature conservation.

1.11 Conserving Built Heritage and Retaining Local Identity

The Borough has nine Conservation Areas and 312 Listed Building schedules, including two Grade 1 and 19 Grade 2. There are other buildings which also form part of the heritage and character of the area but which are not currently protected. The Council has a duty to designate and review Conservation Areas from time to time. It is intended that each of the existing Conservation Areas in the Borough should be the subject of a comprehensive character assessment and it is possible that this could lead to boundaries being reviewed in some cases. Tameside has several traditional parks, of which Stamford Park is registered by English Heritage as of special interest.*

Improvement and enhancement works to Conservation Areas since 1996 have been concentrated in Ashton town centre, Fairfield, Millbrook and Stalybridge town centre, with the benefit of Conservation Area Partnership funding from English Heritage to supplement the Council's own resources. The funding recently granted for the Ashton Town Centre Heritage Initiative should help to overcome decline and neglect affecting several historic buildings in the Stamford Street area of the old town. Successful renovation schemes have been completed at Ashton Central Library, Thorn House in Stalybridge and Harewood Lodge in Broadbottom, and a further such scheme was nearing completion in 2003 at the Corn Mill in Stalybridge. However, certain other buildings have suffered severe fire damage and several more unlisted mills have disappeared from the local skyline in recent years. Denton has much to offer for conservation, including the 16th Century St. Lawrence's Church where a scheme to restore and enhance the setting was taking place in 2003.

A Streetscene Good Practice Guide published by the Council in 1999 stresses the need for quality materials which make reference to the vernacular of the specific area. It is intended to produce design frameworks for areas of the Borough in due course, to assist developers and their architects in preparing development schemes. The greatest obstacle to effective conservation of historic buildings is the shortage of external funds to supplement the limited local resources available for grant aid. Problems remain in particular with some, often large and prominent, historic buildings which typically no longer serve their original purpose (e.g. the old Ashton Baths). These are included on a "Buildings at Risk" register and continued effort is needed to contain physical deterioration and bring them back into suitable use.

1.12 Ensuring an Accessible, Safe and Healthy Environment

Under the theme of "A Safe Environment" the Tameside Community Strategy wants a community where people feel safe and secure. Working to reduce crime levels and make the streets safer for everyone is a top priority. Under the theme of "A Healthy Population" the strategy wants to make Tameside a healthier place for everyone, with accessible doctors and hospitals, easy access to information, and support for vulnerable people.

In the past much of the built environment has been developed without taking into consideration the problems it may create for people who are disadvantaged in some way. It should however be a fundamental role of the design process to try to avoid or reduce such problems wherever possible. Whilst disabled access to buildings has been embodied into the Building Regulations, there can be other features of the local environment which still need to be addressed through the planning system.

It is important to promote safe, environmentally friendly designs in all new developments, especially in residential, town centre and other shopping and leisure areas, employing traffic management techniques where appropriate to reduce the impact of motor vehicles. Traffic calming measures have been introduced in both existing and new layouts. The Council will continue to examine submitted schemes and seek agreement on measures appropriate to the development in question. Safety for all road users will be a prime consideration everywhere but in those areas where movement on foot is likely to be most dominant the needs of pedestrians should receive priority over the speed or convenience of vehicle movement.

Crime and anti-social behaviour is a major concern to many people, often affecting their quality of life, and the Council is actively involved with its partners and the local community in seeking ways to reduce this. Many of the ways in which crime and disorder is being tackled are not land use matters, and simple but effective physical measures such as erecting gates across alleys often do not require planning permission. However, there is scope in the design of all developments to discourage crime and make people using the area feel safer. Developers are advised to consult the Greater Manchester Police Architectural Liaison Unit who can provide valuable advice about this.

Environmental pollution can take many forms, and these are often regulated by other legislation and statutory bodies. However, consideration of possible pollution is a very relevant factor with planning proposals for new, extended or altered developments which might give rise to this. Most people have an expectation that the area in which they live will be relatively free from disturbance or nuisance. Many industrial and commercial uses can co-exist happily with housing and the Council will try to achieve an appropriate balance between their respective needs.

1.13 Meeting Obligations on Minerals, Waste and Energy

Minerals are a resource required in the national interest and can of course only be worked where they occur. There are reserves of stone, sand, clay and coal in certain parts of Tameside, all of which have been exploited in the past. However only gritstone, crushed to make an aggregate, is economic to work at present and this has been extracted from two sites in the Borough during recent years; Buckton Vale Quarry in Carrbrook and Harrop Edge Quarry in Mottram. Greater Manchester's share of aggregate production is derived from regional forecasts of demand issued by the Government from time to time, and the Council must take this into account in considering any further applications for extraction.

Among the key measures set by the Tameside Community Strategy for achieving the aim of "An Attractive Borough" are improving the cleanliness of land in the Borough and increasing the proportion of household waste which is recycled. Tameside's household waste is currently taken to plants in other parts of Greater Manchester for pulverisation or compaction prior to disposal by landfill outside the conurbation. There has been some tipping of inert waste on landfill sites within the Borough in recent years, on the basis of reshaping agricultural land, and transfer loading of a range of waste materials is licensed at a number of sites. The Council has introduced initiatives that aim to encourage waste reduction and re-use, but much still needs to be done to achieve the national target of 25% household waste recycling by 2005. The Council is working with other GM authorities on the development of an integrated waste management strategy, to enable waste management practice to move up the waste hierarchy. Landfill at distant locations is unlikely to be a sustainable and economic option for the future and it is probable that new waste management facilities of some kind will need to be developed within Greater Manchester.

There are currently no renewable energy schemes operating in Tameside, nor have any proposals arisen. The Government believes that a positive, strategic approach to planning for renewable energy is essential to help achieve its sustainable development and climate change goals, and intends to set regional targets for electricity generation from renewable sources. A renewable energy study has recently been carried out for North West England and its findings are summarised in "From Power to Prosperity" which was published by the Government Office for the North West in April 2001. The study has determined the region's potential for developing renewable energy resources, identified opportunities and constraints, developed targets for deployment to 2010, and proposed priorities for action and potential initiatives. The technologies considered include on and offshore wind, biomass, solar, small scale hydro, landfill gas and energy from waste. At present the North West has a renewable energy capacity of no more than 102 megawatts, in contrast with 7,200 MW from traditional coal, oil, gas and nuclear sources. The overall target in the report is to increase this to 588 MW by 2010 through various types of schemes, which would increase the proportion of the region's total electricity generation derived from renewable sources from 1.3% now to 8.5% by 2010.

PART 2 POLICIES AND REASONED JUSTIFICATIONS

EMPLOYMENT AND THE LOCAL ECONOMY



E1 Regional Investment Site / Strategic Regional Site

Subject to the considerations explained, the site described below (Ashton Moss) will be provided and maintained as a Regional Investment Site / Strategic Regional Site for high quality employment development, with particular attention given to the design of buildings, external areas and landscaping.

It is important to provide a site which takes advantage of the economic regeneration potential of the recently completed M60 motorway along with trans-Pennine and other major routes, and the short travelling time to/from Manchester Airport, in order to attract inward investment by growing sectors of employment not well represented in the Borough. In the main it is larger sites such as this, which are prepared, free of constraints and in prime, accessible locations, that are likely to prove most attractive to potential developers. The requirements of modern light industry and distribution increasingly favour purpose designed premises with easy access to motorways or major roads. High quality employment development in an attractive setting should in turn attract other employers to the area. The site has the aim of providing for a range of different types of employment, is located fairly centrally to the built up area of the Borough thus avoiding excessive travel distances, and is accessible to energy-efficient transport modes. This accords with the advice of PPG4.

The site is designated by the Northwest Development Agency as a Strategic Regional Sites and as such its delivery is critical to the implementation of the Regional Strategy. A Strategic Regional Site should act as a flagship development for the North West, accommodating the needs of inward investment and indigenous business. High standards of design, energy conservation, landscaping, quality of construction and urban design should ensure that all new development at the site contributes positively to environmental quality. There should be a presumption in favour of innovative and quality architectural design solutions. Employment on the site should seek to encourage the development of the growth target sectors of the regional strategy in an area where they are not currently well represented. It should provide important employment opportunities in the growth target sectors for local residents, and provide increased employment opportunities for residents throughout greater East Manchester, an area of recognised regeneration need. In particular the site will provide closely available employment opportunities for residents of an area which has the highest unemployment rate in the Borough (Ashton St Peter's Ward).

The final version of Regional Planning Guidance for the North West (RPG13) was published in March 2003. Policy EC5 of RPG13 says that development plans and other strategies should identify Regional Investment Sites for strategic business investment which supports the Region's sectoral priorities. The policy goes on to say that such sites should be identified in consultation with the NWDA, NWRA and GONW, and that they should meet a number of criteria. The supporting text to policy EC5 lists eleven Regional Investment Sites which were identified in the NWDA's Regional (Economic) Strategy published in 2000. This list, which includes Ashton Moss, is the same as the first eleven of the NWDA's Strategic Regional Sites referred to above. The text explains that their mention in RPG13 is without prejudice to later formal consideration by all interested parties at various stages in the planning process. It should be noted however that Ashton Moss has had the benefit of a number of planning permissions since 1993, that the retail and built leisure sections of the site and the main access road have already been constructed, and that extensive earthworks to prepare much of the remainder of the site for development have been undertaken. It is not necessary in this case therefore for the site to be

approved through the planning system, the main issue being the type of development which is to be accommodated in the remaining area.

- (1) Ashton Moss, Ashton-under-Lyne for B1b research and development, B1c light industry, B2 general industry, B8 storage and distribution, and sui generis employment uses similar in character to industry and warehousing, including car showrooms, and C1 hotel uses.**

A limited amount of B1a office development (no more than 9,290 sq m gross internal floorspace) is acceptable only on the part of the site at the junction of the A635 and the Ashton Northern Bypass.

The limited office development is restricted to ensure that for a period of five years from the first occupation of any building (or part thereof) for offices (B1a) purposes, no single occupier shall occupy less than 2,323 sq m gross internal floorspace. The offices (B1a) permitted shall not be let to or occupied by public and commercial organisations which attract significant numbers of visiting members of the public and which provide services to the local community. These comprise council, health, social housing, law and order, job, social security and taxation services, and law and accountancy services.

These restrictions are to ensure that the development does not prejudice proposed office development in Ashton town centre, including the site at Henry Square.

If any further applications for (B1a) office development are submitted they will be subject to a sequential test to prove that offices could not be accommodated in a town centre and these offices should be subject to strict conditions on types of occupier and minimum building sizes and first lets, so that the development does not prejudice proposed office development in Ashton Town Centre, including the site at Henry Square.

Applications to extend B1b floorspace over and above the 9,290 sq m permitted will also be subject to the sequential test and will need to be accompanied by a Transport Assessment in accord with policy T14.

D2 assembly and leisure uses are acceptable in the area to the east of the M60, and south of the line of the Ashton Northern Bypass.

The overall Ashton Moss development covers 58 hectares, of which 23.9 hectares is intended for employment use. This use will be developed in two areas, firstly to the west of the M60 and secondly to the east of the M60 and north of the section of the bypass which was under construction in 2003. The site, situated north of Manchester Road, Ashton, has outline planning permissions for a range of use. These comprise B1a offices (west of the M60 only and subject to the limitations and restrictions set out in the policy), limited B1b research and development, B1c light industry, B2 general industry, B8 storage and distribution, sui generis employment uses including car showrooms, and C1 hotel. In the area to the east of the M60 and south of the line of the Ashton Northern Bypass there is also consent for D2 assembly and leisure and some associated A3 food and drink uses, on which construction was underway in 2003.

The limits and restrictions on the B1a and B1b uses already permitted, and those which are imposed by this policy on any further proposals for such development which may be submitted

for planning approval in the future, are necessary to ensure that town centre office development schemes, and in particular the regeneration of the Henry Square area of Ashton town centre by office led development, are not prejudiced. They also seek to ensure that the adjoining highway network is not overloaded and that the site continues to offer a broad range of employment opportunities. Permitted development rights under the Use Classes Order relating to the change of use from B1b research and development to B1a offices will be withdrawn from any further planning permissions for B1b development on the site, for the same reasons. Applications for B1a office developments which do not meet the requirements of this policy will be treated as departures from the plan.

Policy EC8 of the final version of Regional Planning Guidance for the North West, published in March 2003, deals with retail, leisure and office developments. In order to protect, sustain and improve the town and city centres in the region, policy EC8 says that office developments that generate significant numbers of trips should be directed to suitable locations within or adjoining main city and centres, or district centres, and near to major public transport interchanges within urban areas. Where capacity is not available in these centres, office development should be located in accordance with the principles of sustainable development set out in the Core Development Principles. Office development should locate within preferred locations as set out above, as close as possible to public transport, in accordance with PPG13. Given the high public transport accessibility of Ashton Moss, and the range of restrictions imposed on office development there, it is considered that policy E1(1) is consistent with Regional Planning Guidance.

Please note that proposals E1(2) (Waterside Park, Denton) and E1(3) (Mottram Development Site) have been removed from the plan.

E2 Development Opportunity Areas

In the Development Opportunity Areas shown on the proposals map and listed below the Council will permit redevelopment or refurbishment schemes which include uses likely to create higher levels or quality of employment, leisure, retail or residential provision and bring about significant improvements in overall appearance. Mixed use schemes will be particularly encouraged in these areas.

The Development Opportunity Areas differ from other site specific proposals in that the land involved is partly or in certain cases mostly occupied by existing and active premises, although some of these may be in a run down, unsightly or under used condition. Such sites fit well with the national emphasis on the re-use of previously developed, or "brownfield" land. They also differ from unzoned areas on the Proposals map because of the greater potential for some change to occur during the plan period. A wide range of uses will in most cases be acceptable, so as to maximise the opportunity for viable schemes to be drawn up, but the combination of these will be expected to bring about local economic regeneration and environmental improvement. The range of uses considered acceptable will depend upon the particular circumstances of an area and these are listed in the site-specific proposals dealing with each of the individual areas. Development briefs will be prepared where necessary to guide the balance of uses and the form of the development appropriate to each area, taking account of other relevant policies and constraints. For example, certain of the areas contain or are adjacent to designated nature conservation sites and the effect of these will need to be carefully considered.

The Council will not in most circumstances instigate the refurbishment or redevelopment for which potential has been identified, although a more positive role may be adopted where the Council has a significant land ownership in the area. The initiative would normally have to be taken by the private

sector. Therefore, if no such initiative is forthcoming it is likely that the existing uses will continue to operate in these areas in a similar way to now. Also, if a scheme is successfully put together it may not necessarily involve the whole area and some existing uses could be unaffected. Other uses may however need to be relocated and where requested the Council will make every effort to identify and secure appropriate alternative sites for such displaced uses.

**(1) Cavendish Street / Old Street / Henry Square, Ashton (former ATC12)
(office, leisure, residential, light industrial and supporting retail uses)**

This western part of Ashton town centre, which lies within a Conservation Area, contains almost entirely old property, mostly on cramped sites and in use for a mixture of industrial and commercial purposes. Old Street and particularly Stamford Street West were originally part of the main shopping area but shifting of the centre of gravity for shopping and cutting off of the area west of Cavendish Street by highway schemes some years ago has led to changes of use and the run down of many properties.

Revitalisation and regeneration of this area is one of the Council's main objectives for the Ashton Renewal Area and the town centre as a whole, and could involve a mixture of redevelopment and refurbishment for a variety of uses, based around the historic street pattern and an enhanced Henry Square as a focal point. Several reports have been produced about the area, including a development note by the Council in 1999, and some progress has been made through conversion of Good Hope Mill to flats and construction of a new Magistrates Court facing Henry Square. Schemes have also been proposed for converting Hugh Mason House (Victorian swimming baths) to leisure uses.

In April 2003 outline planning permission was granted for a major regeneration scheme covering nearly all of this DOA. The proposal is for comprehensive redevelopment of the area for a mix of uses including up to 25,900 sq metres of net office floorspace, along with shops, pubs, restaurants and residential units. Four existing buildings are to be retained, including Hugh Mason House which is intended to be refurbished for leisure uses, and Henry Square will feature at the heart of the scheme. The vision is to create a gateway to the town, through a new commercial mixed use quarter with a strong identity that meets high standards of urban design and integrates the best of the old with the new. Funding to support this development has been agreed and a development agreement with the Council was being drawn up in mid 2003.

**(2) Portland Basin surrounds / Cavendish Street, Ashton (former ATC16)
(residential, leisure, arts and culture, office, light industrial and supporting retail uses)**

This area is situated in the south west part of the town centre, centred around Portland Basin at the junction of the Ashton and Peak Forest Canals. Existing uses are mostly industrial, in properties of various ages and indifferent appearance, but the area includes Cavendish Mill, (now converted into flats) and the Junction Mill chimney, which are both striking historic landmarks, and also the Portland Basin museum complex which has been rebuilt in a similar form to the original canal warehouse on the site. The River Tame also passes through the area and on the Dukinfield side a short canal arm has been reopened and a boat repair yard established. Planning permission has been granted for residential development on several pieces of land adjoining the museum and a compulsory purchase order made to complete the site assembly. There have been several studies of the area, including a development note prepared by the Council in 1999 and a design brief from consultants on 2000. The canal / riverside setting and visitor attraction offer potential for further redevelopment on sites within the area including expansion of marina facilities on the Dukinfield side. This could become a key waterside location in Tameside and on the waterways of the North West and it is vital that

the area creates a suitably high quality environment and identity, with high quality natural materials used wherever appropriate.

The Ashton Canal to the east of the Portland Basin is a Site of Special Scientific Interest and any development proposed in the vicinity of the canal will be subject to close scrutiny to establish whether it might have an adverse effect on the special nature conservation interest of the site. The Ashton Canal to the west of Portland Basin and the Peak Forest Canal are both Grade A Sites of Biological Importance and contain floating water plantain in places, which is a European protected species. These factors should also be taken into account in any nearby development.

**(3) Audenshaw Road /Moss Way, Audenshaw (former AUD4)
(office, light industrial and warehouse uses)**

This area just south of the M60 motorway is made up of extensive scrap yards, along with an infilled railway cutting, under-used open land, a boat repair yard and some cleared sites, residential and commercial properties facing Audenshaw Road. With no proper through roads it has been a "backwater" for many years and has a very poor standard of appearance. Opening of the M60 motorway and the associated Moss Way has transformed the visibility and accessibility of the area, which can be reached not only by private transport but also by frequent bus services on Audenshaw Road and Manchester Road. It is now potentially one of the prime locations in the Borough, but at the same time the motorway works have exposed the unsightliness to wider view. A major opportunity for comprehensive redevelopment undoubtedly exists if the site can be assembled, given the advantage of the location visible from the M60 and close to its intersection with principal roads leading to Manchester city centre and large parts of Tameside. High quality employment development is sought for this key site, subject to consideration of traffic impact on adjoining roads. The Ashton Canal running through the northern part of the area is at present a largely wasted resource and new development should aim to incorporate its frontage as part of the overall design whilst allowing for a boat yard of acceptable appearance. However, Ashton Canal is a grade A Site of Biological Importance and also contains floating water plantain, which is a European protected species and included in Schedule 8 of the Wildlife and Countryside Act 1981 (as amended). These factors and the functioning of the canal as a wildlife corridor should be taken into account in any development, along with the opportunity which may be presented to enhance the corridor for wildlife. Part of the area east of Moss Way is likely to be required for a new fire and ambulance station.

In view of concern by the Highways Agency about possible impact on the operation of the trunk road network, any proposal for development in this area which is likely to lead to a material increase in the volume or character of traffic in the vicinity of junction 23 of the M60 will need to be accompanied by a Transport Assessment (see policy T14).

**(4) Market Street / Sedgley Buildings / Fairfield Locks, Droylsden (former DRO7)
(office, light industrial, residential, leisure and specialist retail uses)**

This area on the south side of the Droylsden town centre includes underused car parks and public open space, a swimming pool and community centre which is due to be replaced elsewhere in the town, and a number of old but active industrial and commercial buildings. It is situated alongside the Ashton Canal and its junction with the former Hollinwood Branch Canal, the latter having been filled in within the site but not built over. The appearance of many of the buildings is poor and the public spaces unwelcoming. However, subject to site assembly it offers great potential for a mixed use comprehensive redevelopment taking advantage of its proximity to the proposed Metrolink route, the town centre and the canalside. It is envisaged that redevelopment would be centred around a marina to be created off the old canal line and

the opening up of the potentially attractive canal frontage to the south. The Council has been taking steps to promote such a scheme, through a draft development brief, feasibility study by consultants, grant application and meetings with owners and occupiers of premises in the area. An outline planning application for a comprehensive redevelopment scheme for mixed uses, in an area largely but not entirely corresponding to the boundary of this DOA, was submitted by the Council in July 2003 and approved in December 2003. The scheme would incorporate a canal arm, marina, residential, hotel / public house / restaurant, offices, new access roads and open space. Following approval of outline consent, a preferred developer has been selected to take the proposal forward. Funding has already been agreed to enable site assembly to begin.

There is potential for a high quality waterside development at this point on the canal network, representing a significant opportunity for the Borough. The establishment of a basin would bring a focus and identity to the development and possibly attract additional investment plus increased boating and tourism. However, Ashton Canal is a grade A Site of Biological Importance and also contains floating water plantain, which is a European protected species. These factors should be taken into account in any development.

**(5) Godley Hill / The Thorns / Hare Hill / 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 site of the former Hare Hill School, and other areas of mostly unused open land. The adjoining Godley Sand Quarry site has recently been 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, and in association with this process a masterplan for the regeneration of the area has been drawn up and consultations undertaken in June 2003. The masterplan has been the basis for Supplementary Planning Guidance for Hattersley and Mottram, which was adopted in April 2004. 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.

**(6) Manchester Road / Raglan Street / Peak Forest Canal, Hyde (former HTC4,5)
(light industrial, office, leisure, residential and specialist retail uses)**

This area lies alongside the canal and railway on the western side of Hyde town centre. The larger section south of Manchester Road is occupied by industrial premises, scrap yards, open compounds and vacant sites, with a poor overall appearance. The section north of Manchester

Road comprises small industrial and commercial premises and railway arches. The Council would wish to see a general rehabilitation of the area, taking advantage of its prominent position and major road access next to the town centre and the Peak Forest Canal. The area could potentially be the location for a mixed use scheme incorporating employment generating activities and an upgrading of the canalside environment. The refurbished canalside warehouse and the nearby boathouse north of Manchester Road have pointed the way towards what the area could be like if further investment was fostered. The Peak Forest Canal is a grade A Site of Biological Importance and has populations of the European protected species, floating water plantain in places. This should be taken into account in any development.

**(7) Mossley Mills / Manchester Road, Mossley (former MOS2)
(residential and employment uses)**

Mossley Mills is the name given to the valley bottom area between Manchester Road and the Huddersfield Canal, running south from Woodend Mill to Waggon Road and straddling the River Tame. Whilst historically it formed part of the industrial core of the town, several mills have been demolished and much of the land is derelict or underused. There are also access constraints to be overcome. The Huddersfield Canal on the eastern edge of the site is an important informal recreational resource, and has recently been reopened for navigation. However, it is also a Site of Special Scientific Interest and any development proposed in the vicinity of the canal will be subject to close scrutiny to establish whether it might have an adverse effect on the special nature conservation interest of the site. There is potential here mostly for residential development but possibly also for refurbishment of Woodend Mill and new accommodation for small businesses. Any development proposals would need to incorporate suitable waterside treatment. Detailed planning permission was granted in September 2001 for a housing development which includes part of the southern end of this DOA (former Victoria Mill) and discussions have taken place on various occasions over the future of the remainder of the site. In September 2004 the Council were minded to approve detailed planning applications for 179 dwellings on the central section of the DOA south of Carrhill Mill and 29 dwellings on a further area linked to this, subject to planning agreements which had yet to be signed at the time of publication.

On the 2002 Indicative Floodplain Map prepared by the Environment Agency, parts of this DOA are shown as being within the 1 in 100 year floodplain outline. This mostly affects the site of Victoria Mill in the south, and a narrow strip of land on the western side of the river. Under the latest Government guidance in PPG25, this would be classed as a "high risk" area where only essential infrastructure should be permitted. However this restriction can be relaxed slightly in those parts of the site that have been previously developed, provided any new buildings are suitably raised above the predicted flood levels and there would be no net loss of floodplain storage or obstruction to flood flows. It should therefore be possible for development to take place in the majority of the DOA, although various precautionary measures could still be required in consultation with the Environment Agency.

**(8) Castle Street / Longlands Mill, Stalybridge (former STC9 and remainder of STC8)
(workshops, leisure, office, retail and residential uses)**

This is the area of Stalybridge town centre which lies between the river Tame (classified by the Environment Agency as a "main river") and the recently reopened Huddersfield Canal, east of Caroline Street. It is occupied north of Castle Street by Longlands Mill, a substantial Grade 2 Listed Building overlooking the river, which has been neglected and in a deteriorating condition for many years. South of Castle Street it comprises car parks and cleared land alongside the restored canal. Potential exists for refurbishment / conversion of at least part of the original mill or for partial redevelopment, in either case also incorporating the cleared land, for either a predominantly residential or mixed use scheme. After various attempts to

secure the future of Longlands Mill, the Council has received financial support from the Northwest Development Agency, and guidance from English Heritage, for a scheme to acquire the site, carry out preliminary safety and structural works, and bring it to a state of readiness for development. This preliminary work was in progress in 2003 and a preferred developer has been selected who will draw up detailed proposals for restoration of the retained parts of the mill and new development on the cleared land adjoining this.

The Huddersfield Narrow Canal is a Site of Special Scientific Interest and any development proposed in the vicinity of the canal will be subject to close scrutiny to establish whether it might have an adverse effect on the special nature conservation interest of the site.

**(9) Harrop Street / Shepley Street, Stalybridge (former STC10)
(industrial, leisure and non-food retail uses)**

Behind the shops on Market Street, this area in the north western part of Stalybridge town centre is made up of mostly old and converted buildings and yards used for industrial and commercial purposes. The area has a poor overall environment and the various premises often lack adequate servicing or parking and rely for access on an unsuitable street pattern. The railway arches on the northern edge have been attractively refurbished however. There is potential here for redevelopment, taking advantage of the proximity to the bus station, railway station and the rest of the town centre. This should provide the opportunity to improve access, servicing, parking and the riverside environment. Considerable land assembly would be required for comprehensive redevelopment.

The original boundary has been extended to include property east of Shepley Street and also south of the River Tame and west of Caroline Street as far as Stayley Wharf. These additional areas offer greater potential to open up the larger area north of the river and to link regeneration opportunities through to the canal and to the Longlands Mill area where detailed proposals are now being drawn up. A development brief for this area was prepared by consultants and approved by the Council in 2001, although it may need to be revisited in due course. A range of uses could be acceptable upon redevelopment. However, a food superstore would not be supported despite the town centre location, as the Borough is now well provided with such facilities following a series of recent schemes.

**(10) Knowl Street / North Road, Stalybridge (former STC11)
(residential, leisure and office uses)**

This is the area of industrial buildings, housing, garage sites and vacant land between the river Tame (classified by the Environment Agency as a "main river") and Huddersfield Road, to the rear of Mottram Road / Portland Place on the north eastern edge of Stalybridge town centre. It is something of a backwater at the present time and suffers generally from both a poor standard of appearance and conflicts between industrial traffic and residential amenity. The recent provision of a footbridge over the River Tame north of Mottram Road and the even more recent reopening of the Huddersfield Canal which runs through the area should however help to bring the area more into the public eye. Scope exists to rationalise the use of land and to take advantage, in fostering appropriate development, of the long frontages to the river and canal, whilst also improving the overall quality of the environment and provision of open space and parking for residents. A scheme to refurbish and convert the historic Stokes Mill to flats, along with adjoining residential development, commenced in 2003 and could act as a spur to further regeneration.

The Huddersfield Narrow Canal is a Site of Special Scientific Interest and any development proposed in the vicinity of the canal will be subject to close scrutiny to establish whether it might have an adverse effect on the special nature conservation interest of the site.

**(11) Edward Street / Howard Lane / Amelia Street / Hyde Road, Denton
(employment, leisure, retail and residential uses)**

Situated on the north-eastern side of Denton town centre and south of the M67 motorway, this area was principally occupied by the extensive and long established industrial premises of Oldham Batteries. The works closed in 2002 however and was being commenced in 2003. Much of the works site is hidden behind shops and housing at the closest point to the town centre, but it incorporates a frontage to Hyde Road to the east whilst to the north a group of properties which already have planning permission for redevelopment may provide a possible frontage to Ashton Road. The Council would not wish to see the site become derelict over a number of years, but it is anticipated that contamination of the ground could be an issue. The site lies within the Denton town centre as defined in the plan and thus has potential to accommodate a range of town centre uses as supported by Government guidance. A planning application was submitted in August 2004, seeking outline consent for a mixed development comprising non-food retail, leisure, employment and residential uses. The delivery of this scheme should assist in revitalising the town centre and bringing about an improvement in the overall appearance of the area, complementing other proposals that have come forward.

In view of concern by the Highways Agency about possible impact on the operation of the trunk road network, any proposal for development in this area which is likely to lead to a material increase in the volume or character of traffic in the M67 corridor or M60 Junction 24 will need to be accompanied by a Transport Assessment (see policy T14).

**(12) Oldham Road / Wellington Road / Cavendish Street / Cotton Street, Ashton
(retail and leisure uses)**

This is an area on the western side of Ashton town centre which is occupied by industrial and commercial uses in buildings of various ages, along with car parks and vacant plots. It is enclosed on three sides by major roads which operate on a one-way system, and is therefore very visible and easily accessed. The route to the north will become even more important by 2004 with the opening of the Ashton Northern Bypass through from the A635 at The Snipe to the A627 Oldham Road. The Metrolink extension from Manchester to Ashton will also run past the northern end of the DOA a few years after that. A food superstore has recently opened close by to the north west, and non-food floorspace is available in the same scheme. It is believed that market demand may exist for further non-food retail and leisure units in the Tameside area. This would provide an appropriate location for such development, being both accessible from the major road system and close to the Borough's largest town centre thus facilitating shared trips and use of public transport. Extensive site assembly and relocation of businesses would be involved.

**(13) Grounds of the former Longlands, Mottram Road, Hyde (former HYD3)
(leisure, office, institutional and residential uses)**

The centre of this Council owned site, which is situated between the A57 Mottram Road and the M67 motorway in open land to the east of Hyde, was formerly occupied by a large house which was demolished and has lain vacant for a number of years. The site also includes the extensively wooded grounds of the former house, which are covered by a Tree Preservation Order and which adjoin a wider area of protected green space to the west. It has long been the intention of the Council to realise the potential for an appropriate and sensitively designed development here, which would involve a relatively low density of buildings to site area and not adversely affect the attractive, wooded and rural character of the area. Access would be from Mottram Road, where there remains a long overgrown drive from the former house. The grade B Site of Biological Importance at Westwood Clough 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.

(14) Talbot Road / Newton Works, Hyde (industrial and residential uses)

This area is situated to the north of Talbot Road, in the Newton district of Hyde, and is occupied by long established industrial buildings and ancillary facilities including a sports ground and reservoir. The majority of the site is in a single ownership and until recently was in use for industrial purposes. However, in November 2004 outline planning permission was granted for 236 dwellings on the western half of the site, whilst detailed planning permission for the refurbishment of the remaining industrial facilities was granted in July 2004. The residential development will result in the loss of a reservoir used by a local fishing club, and the scheme will therefore provide improved facilities at another Hyde reservoir, secured through a planning agreement.

E3 Established Employment Areas

In the "established employment areas" shown on the proposals map, the Council will permit development for employment purposes (as defined in the explanation and justification) both on vacant sites and through the redevelopment of sites already in use.

Proposals for residential or mixed use development in "established employment areas" or at individual or small groups of existing employment premises not shown on the proposals map, will not be permitted unless, after assessment of the following factors, it is considered that the Borough's housing requirements and the regeneration benefits of the development outweigh the potential of the site in its present form for further employment use:

- (a) the quantity and type of employment sites and premises available in the area, and**
- (b) evidence of demand for employment sites and premises in the area, and**
- (c) the suitability of the site for further employment use in terms of size, physical characteristics, access, traffic impact, and sensitivity of surrounding land uses, and**
- (d) the opportunity which may be presented for new forms of employment as part of a mixed use scheme.**

This policy serves a dual purpose, firstly to identify areas where employment development will be acceptable in principle, and secondly to set criteria by which proposals for non-employment uses on existing employment sites (including ones not shown on the proposals map) will be determined. As well as the major strategic sites, there is a need to maintain a range of types, and a geographical spread, of other sites to facilitate retention and expansion of employment over a wide area of the Borough. Among other things, these areas may provide a less expensive source of industrial floorspace. A range of sites is essential to the Council's economic strategy to promote indigenous growth, and also to attract new forms of employment, including small and start-up firms, to counterbalance the dependence on declining traditional industries.

"Employment purposes" are defined to include light industry, research and development, and offices (Use Class B1), general industry (Use Class B2), and storage and distribution (Use Class B8) plus "sui generis" commercial uses which have similar characteristics to industry or storage. Built leisure uses will normally also be appropriate within established employment areas, but those expected to

attract large numbers of visitors will be subject to a sequential test in which town centres are the favoured location (see policy S8).

As advised in PPG3, during the preparation of this replacement UDP the Council has reviewed all the employment land allocations in the previous plan which was adopted in 1996. The only site which is specifically allocated for employment development in the replacement plan is the strategic site at Ashton Moss, which has already been the subject of a series of planning permissions. The remaining "established employment areas" are in the main occupied by operational businesses, although they do include a small number of vacant plots which are suitable for new employment development. The location and characteristics of these plots are such that it would not be appropriate to allocate any of them for residential development. However, in recognition of the priority given to urban regeneration and brownfield development this policy does allow for the merits of residential or mixed uses schemes to be considered on established employment sites which are either vacant or occupied by buildings. Circumstances might occur, for instance, in which local demand for industrial premises is low and buildings or sites could remain vacant for a long period, or redevelopment could provide the opportunity to resolve long standing environmental or traffic problems.

Please note that policy E4 (Local Employment Sites) has been removed from the plan.

E5 Local Employment Opportunities and Mixed Uses

The Council will permit developments, such as mixed use schemes, reuse of existing buildings, or projects involving teleworking, which contribute to innovation, growth and diversity in the economy and generate local employment opportunities in areas of the Borough outside the "strategic employment sites" and "established employment areas" shown on the proposals map, including sites outside the urban area where there may be potential for rural diversification.

This is subject to the nature of the employment activities and the layout and design of any scheme not having an adverse effect on the amenities of surrounding residential areas or creating traffic problems, and in the case of developments in rural areas not conflicting with the purposes of the Green Belt, taking into account any mitigation measures that are proposed.

The Council will permit and facilitate developments for local employment use by such measures as land assembly, derelict land reclamation, remediation of contamination, access improvements and environmental enhancements, where appropriate and necessary to overcome constraints on previously developed sites which are part of or within designated regeneration programmes.

With the growth of new types of employment and work patterns which do not have an adverse impact on other uses, especially residential, there is less need for widespread application of rigid land use zoning. Facilitating this type of enterprise, which may for instance involve people working from home or in small groups using information technology, or more traditional small scale employment which can happily co-exist alongside housing, is important to the modernisation and diversity of the Borough's economy and can help to reduce lengthy journeys to work. This must always be subject to the usual considerations about impact on environment and amenity.

There is often a need for more land to help meet local unemployment needs or provide facilities for new businesses, but sites can sometimes be difficult to develop owing to physical problems such as dereliction and contamination, or complicated patterns of ownership. The Council has for many years been successful in attracting regeneration investment programmes and financial support from the European Union, central Government and regional development agencies. They invariably involve employment generating or sustaining projects that have a site specific land use element. Neighbourhood capacity building, social inclusion and entrepreneurial encouragement are also key features, particularly in the Council's current programmes for SRB3, 5 and 6, EDZ Objective 2, Ashton Renewal Area and ESF schemes. To facilitate implementation the Council is intent on being pro-active in bringing forward schemes from brownfield land, which is the main theme behind the SRB6 programme. The development of sites for local employment will only be facilitated by the Council if they are consistent with this and other relevant policies in the plan, or with national planning policy guidance where the plan does not relate to particular issues.

E6 Detailed Design of Employment Developments

The layout, design, external appearance and operation of proposed employment developments, which are acceptable in relation to other relevant policies in this plan, will be required to be of high quality and to meet the following more detailed criteria:

- (a) suitable arrangements for parking, servicing and access to and from the highway, including access by pedestrians, cyclists and disabled people, and for convenient access by public transport where appropriate, with no unacceptable impact on the surrounding highway network, and**
- (b) building design and use of materials which relate well to local features and complement or enhance the character of the surrounding area, and**
- (c) suitable landscaping and screening, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development and minimise the visual impact of plant, machinery, storage and service areas, and**
- (d) no unacceptable impact on neighbouring properties through noise, vibration, smell, smoke, dust, fumes, lighting, litter, traffic and other disturbance, and no unacceptable impact on residential amenity including consideration of hours of operation, and**
- (e) minimisation of opportunities for crime and anti-social behaviour.**

In any proposed employment scheme there will be a wide range of detailed matters requiring consideration, even though the general principle of the type of development in that particular location may be acceptable. It is intended that updated supplementary planning guidance will be prepared by the Council to explain and illustrate these requirements in more detail. This guidance will also draw attention to and explain other policies in the plan which may be of relevance when proposals for employment development are considered. The guidance will be the subject of public consultation before it is adopted by the Council.

E7 Local Access to New Employment

The Council will negotiate with developers or occupiers of major employment schemes to agree targets for the employment of people living within the local area, taking account of the available skill base and the additional costs which may be involved, and not restricting the employment of skilled personnel from outside the local area who are essential to the establishment of new developments.

Where appropriate and at reasonable cost, the Council will wish to see the developer or occupier make arrangements for training for local people in skills related to employment opportunities at the proposed development, particularly if this is located in or adjacent to areas of the Borough where there are high levels of unemployment or deprivation.

The Council is keen that major new employment schemes should maximise the opportunities for people from the area in which the proposal is situated. People who live close to an employment site are more likely to access work by foot, bicycle and public transport. Maximising the employment of local people can therefore help to reduce long distance commuting and reliance on the use of private cars. The Council is also keen for new development proposals to provide employment opportunities for unemployed residents and for communities that suffer from high levels of deprivation and social exclusion.

The Council would expect the developers or occupiers of major new employment schemes to make efforts to employ local people, where appropriate, and to set targets for their employment to ensure that a significant percentage of personnel live close to the site, thus maximising the benefits to the local community. The Council will also encourage the development of the local labour market by expecting developers of major employment schemes to contribute towards relevant training schemes for local people, where appropriate. These matters may be the subject of planning conditions or planning agreements.

HOUSING AND COMMUNITY FACILITIES



H1 Housing Land Provision

Land will be made available to enable an average of 370 new dwellings per year, net of clearance, to be provided in the Borough from April 2002 to March 2011 inclusive, or to the date when a reviewed plan is adopted if earlier.

Land will be made available, in addition, to allow for the replacement of dwellings lost through clearance. This is predicted to average 170 dwellings per year from April 2002, subject to monitoring the actual number of dwellings cleared and the possible need to reduce the rate of replacement in light of the tenure and occupancy of the stock which is lost.

The Council will give priority to the construction of new dwellings on previously developed sites and the reuse of empty and underused buildings for residential purposes, and will aim to provide at least 80% of new dwellings on such sites between April 2002 and the end of the plan period.

Development of phase 2 greenfield sites will not be permitted unless an adequate five year supply is no longer available through outstanding commitments and remaining allocated sites, inclusive of an appropriate allowance for brownfield windfalls.

Housing capacity studies will be undertaken to assess the potential for further housing development on brownfield sites within the urban area of the Borough and to inform the need for plan review.

The Council will monitor and manage the release of land to achieve the annual average rate of housing provision set out in RPG13 and in doing so will minimize the amount of land needed for new housing.

In PPG3 the Government expects regional planning bodies to prepare draft regional planning guidance and local planning authorities to prepare development plans which aim to provide sufficient housing to meet the likely housing requirements of their areas. UDPs should include policies for the release of sites for housing development on the presumption that previously developed (brownfield) sites are developed before greenfield sites. Sufficient sites should be shown on the proposals map to accommodate at least the first five years of housing development proposed in the plan, with allowances made for windfalls (sites which have not been identified as available in the plan process). Local Planning Authorities should closely monitor the uptake of sites and be prepared to revise plan policies in the light of this.

The final version of Regional Planning Guidance for the North West (RPG13) was published by the Government Office for the North West in March 2003. Policy UR7 says that local planning authorities should monitor and manage the availability of land in development plans to achieve the annual average rates of housing provision set out in the guidance, and in doing so should seek to minimise the amount of land needed for new housing by various means. The average rate set for Tameside is 370 dwellings per annum, net of clearance. The annual average rate of provision should apply from April 2002 to 2006, and where new plans extend beyond 2006 they should continue to provide for additional dwellings at the same rate until any different rate is adopted following review of the guidance. An allowance should be made for clearance replacement to reflect local circumstances, as a mechanism for the creation of viable and sustainable neighbourhoods. Policy UR4 of the guidance sets a target

for Greater Manchester and Warrington, excluding Manchester and Salford, that at least 80% of new dwellings, including conversions, should use previously developed land and existing buildings in sustainable locations.

Tameside has been a popular area for house building for the past 20 years and demand for housing sites remains buoyant. From July 1986 (the start date for the housing land policy in the previous UDP) to March 2003 inclusive a total of nearly 10,000 new dwellings have been provided in the Borough. This is a gross average of nearly 590 per annum, although individual years have fluctuated from as low as 292 (1997/98) to as high as 1167 (1989/90). After taking account of clearance, net completions in the same period were 7650 or an average of 450 per annum. The RPG13 rate of 370 net completions per annum therefore represents an 18% reduction compared with the average over the last 17 years, but is well above the average of only 135 over the last 5 years during which an exceptional number of dwellings have been cleared.

The total supply and the 5 year supply of housing in Tameside, as at April 2003, is shown in Table 1 below, with details of the sites in Tables 2 and 3.

Dwelling numbers are taken from the most recent planning permissions but for sites allocated in the plan where no planning permission has yet been granted the yield has been estimated. The 5-year supply is arrived at simply by removing the phase 2 greenfield sites and allowing for just 5 years of brownfield windfalls at 145 per annum. No allowance is made for greenfield windfalls.

Table 1:

HOUSING LAND SUPPLY AT 1 st APRIL 2003		
	5 YEAR	TOTAL
Under Construction or remaining on sites already started (see Table 2 for details)	1078	1078
With planning permission on sites not started (see Table 3 for details)	906	906
Allocated in the plan - except phase 2 (see site specific proposals)	1544	1544
Allocated in the plan – phase 2 (see site specific proposals)		413
Windfall allowance	725	1160
TOTAL	4253	5101

Whilst all the committed and allocated sites (apart from those in phase 2) are capable of being completed during the 5 years from April 2003, the Council does not expect all these dwellings to be provided. Rather, the figure simply demonstrates a five-year supply. Sites may be delayed or not implemented for a variety of reasons, such as marketing or ownership factors, or the number of dwellings may be changed through subsequent applications. Also it may be necessary to introduce a supplementary planning document to ensure annualized provision rates are to be met.

Windfalls are sites unallocated in the plan but which subsequently come forward for development. These have made a substantial contribution to housing land supply in the Borough over a number of years and it is anticipated that this pattern will largely continue. By definition the rate of windfalls cannot be predicted with complete reliance. The estimate of 145 per year which is included in the table reflects past performance and knowledge of potential in the Borough but acknowledges that

TABLE 2: DWELLINGS UNDER CONSTRUCTION OR REMAINING ON SITES ALREADY STARTED AT APRIL 2003 (net of any dwelling losses)				
Site Name	Town	Total No. of Units	Total Area (ha)	No. under construction or remaining
LARGE SITES (10 DWGS OR MORE IN TOTAL)				
PORTLAND BASIN area, WHITTINGTON STREET / HILL STREET	ASHTON	152	2.12	130
"THE BEECHES" (former land adjoining Box Tree Lodge) off CRAWFORD STREET	ASHTON	12	0.28	8
122 & 124 STAMFORD STREET and 27A OLD STREET	ASHTON	23	0.26	8
QUEENS ROAD RESERVOIRS	ASHTON	54	1.91	54
RICHMOND PARK ESTATE REDEVELOPMENTS, BROOK STREET EAST	ASHTON	17	0.29	17
Land north of SPRINGWOOD WAY	ASHTON	15	0.60	15
PUBLIC CAR PARK off CRICKETS LANE	ASHTON	21	0.19	21
"POETS CORNER" (former Sunnyside) off MEADOW LANE	DENTON	15	0.45	1
"SANDRINGHAM GARDENS" (former Cromwell School) THORNLEY LANE SOUTH	DENTON	110	1.91	110
"THE HAWTHORNS" (former Thornage Care Home) 11 HAWTHORN ROAD	DENTON	10	0.09	10
SHELTON HOTEL, 121 TOWN LANE	DENTON	22	0.11	22
"HOLLYBANK CHASE" (former Reyner's depot) NEWTON STREET	DROYLSDEN	122	4.07	110
Land adjoining ST PAULS R.C. SCHOOL, NEWMAN STREET	HYDE	26	0.25	14
ST JOHN'S SCHOOL and adjoining land, off SHEFFIELD ROAD	HYDE	37	0.75	37
"THE WOODSIDE" (former Godley Sand Quarry) off MOTTRAM ROAD	HYDE	64	2.50	6
GOWER HEY BANK and BURNSIDE, OSBORNE ROAD	HYDE	24	0.47	24
FERN BANK FARM, STOCKPORT ROAD, GEE CROSS	HYDE	12	0.15	9
HAREWOOD LODGE, MOTTRAM ROAD, BROADBOTTOM	LONGDENDALE	17	1.76	6
"LOCK KEEPERS MEWS" (former Union Mill), MANCHESTER ROAD	MOSSLEY	24	0.45	8
"CHURCHFIELDS" & "ASHLEIGH GREENE", HUDDERSFIELD ROAD, MILLBROOK	STALYBRIDGE	249	12.50	104
"MILLERS WHARF" (former Corn Mill buildings), MOTTRAM ROAD	STALYBRIDGE	41	0.24	41
STOKES MILL, HIGHER TAME STREET	STALYBRIDGE	20	0.24	20
"STONEMEAD" (former Calprina Works) BUCKTON VALE ROAD, CARRBROOK	STALYBRIDGE	124	3.27	124
TOTAL LARGE SITES				899
SMALL SITES (LESS THAN 10 DWELLINGS IN TOTAL)				179
TOTAL ALL SITES				1078

TABLE 3: DWELLINGS WITH PLANNING PERMISSION ON SITES NOT STARTED AT APRIL 2003 (net of dwelling losses and excluding permissions in parts of allocated sites)				
Site Name	Town	Planning Status	Area (ha)	Total Units
LARGE SITES (10 DWELLINGS OR MORE)				
(10 DWELLINGS OR MORE)				
ROGERS HOUSE and adjoining HOUSING CLEARANCE site, ROSE HILL ROAD	ASHTON	OPP	2.01	70
PALACE MILL (aka Tahiti Aquariums) QUEENS ROAD	ASHTON	FPP	0.64	33
NATIONAL PARK FOOTBALL GROUND (Curzon Ashton FC) BURLINGTON STREET	ASHTON	OPP	1.32	53
HOUSING REDEVELOPMENT SITE, PORTUGAL STREET / BENNETT STREET	ASHTON	FPP	0.25	16
HURST INFANT SCHOOL and HEARING IMPAIRED UNIT, ALDERLEY STREET	ASHTON	OPP	0.49	20
THE HEYS PRIMARY SCHOOL, HERRIES STREET	ASHTON	OPP	0.64	40
HYDE HALL FARM, TOWN LANE	DENTON	FPP	1.05	15
CASTLE SERVICE STATION, STOCKPORT ROAD	DENTON	FPP	0.18	26
SHAKESPEARE PUBLIC HOUSE, MANCUNIAN ROAD	DENTON	FPP	0.40	43
PETROL STATION adjoining 89 MEDLOCK STREET	DROYLSDEN	FPP	0.13	10
CHILDREN'S PLAYGROUND adjoining 31 YEW TREE LANE	DUKINFIELD	OPP	0.32	10
CLARENDON COLLEGE PLAYING FIELDS AND ST PAUL'S SCHOOL, off VICTORIA ST	HYDE	OPP	1.44	60
SMITH BROTHERS WORKS, off READ STREET WEST, MILL LANE	HYDE	OPP	1.06	32
HYDE TECHNOLOGY SCHOOL - ENTRANCE WAY, TURNING AREA and TENNIS CTS	HYDE	OPP	0.61	12
HYDE TECHNOLOGY SCHOOL - PLAY AREA and FORMER CHURCH SUNDAY SCH	HYDE	OPP	0.80	25
BEE HIVE INN, 32 COMMERCIAL STREET	HYDE	OPP	0.10	11
Land at ROSE BANK, off PRINTERS FOLD	LONGDENDALE	OPP	0.65	10
Land adjoining KENDAL HOUSE, AMBLESIDE / SCHOOL CRESCENT	STALYBRIDGE	OPP	0.35	11
Land between 43 and 63 MOTTRAM OLD ROAD	STALYBRIDGE	OPP	0.57	10
BRUSHES QUARRY, BRUSHES ROAD	STALYBRIDGE	OPP	1.73	55
Land at BOOTH STREET, rear of 122-134 HIGH STREET	STALYBRIDGE	OPP	0.14	13
TOTAL LARGE SITES			14.88	575
SMALL SITES (LESS THAN 10 DWELLINGS)			10.53	331
TOTAL ALL SITES			25.41	906
<i>OPP = OUTLINE PLANNING PERMISSION</i>		<i>FPP = FULL PLANNING PERMISSION</i>		

previously achieved rates may decline as the more straightforward opportunities become scarcer. In the light of PPG3 and policies H1 and H2, it is assumed that windfalls will normally arise from brownfield sites and there is no expectation in this allowance of greenfield windfalls.

Clearance is an important factor in the housing requirement and supply equation. After 12 years during which it averaged only 43 dwellings per annum, clearance from July 1998 to March 2003 inclusive totalled over 1,650, or an average of around 350 p.a. Prior to 1998, clearance in the Borough was mostly limited to activity in Renewal Areas, with occupiers often moving to specially built new homes close by and the cleared sites being quickly recycled. Since then the level has risen sharply as a result of hard to let or unsatisfactory Council or registered social landlord accommodation being removed from stock. Some of these units may have been empty for some time, or tenants may have been rehoused in existing rented stock thus reducing the vacancy rate, thereby moderating the impact on requirements for replacement dwellings.

In the year from April 2002 (the effective start date set by RPG13) 350 dwellings were cleared and it is estimated that around 700 further dwellings could be cleared in the 5 years from April 2003, mostly in the Ashton Renewal Area and Hattersley where regeneration initiatives are currently being focussed. In the next 5 years it is likely that a much greater proportion of the dwellings which are to be cleared will be occupied. The predicted total of just over 1,000 in a 6-year period is equivalent to an average clearance rate of around 170 per annum. Some of the brownfield land made available through clearance is likely to be recycled for new house building and may therefore contribute further to the windfall supply.

Careful monitoring and management of the housing land situation, including urban housing capacity studies, is crucial to the successful operation of this policy and to ensure that the right amount of new housing is provided annually and that excessive house building does not occur, particularly on greenfield sites. An annual report available to the public will monitor the indicators listed in paragraph 77 of PPG3 and assess the impact of clearance on the requirement. The monitoring process will also act as an early warning of the need for further review of policies if housing land supply consistently falls below or rises above annualized figures.

Sites for Housing Development (including Development Opportunity Areas with identified housing potential):

(1) Booth Road, Audenshaw (former AUD5)

This 2.9 hectare triangular shaped plot of vacant and predominantly brownfield land west of the Booth Road railway bridge comprises a redundant length of railway trackbed, embankments, a sloping field and a former builders merchants yard. The site is bordered by an operational railway line, wooded grounds near a golf clubhouse and open land beyond the Manchester boundary. The scheme needs to incorporate a link through to a footpath / cycleway being established in Manchester along the line of the former Fairfield to Hyde Road railway line. There are issues concerning the access to this site by way of Booth Road and the railway bridge which need to be addressed in any scheme. In addition, Environment Agency records indicate the presence of great crested newts on the site and this will need to be investigated. In November 2004 outline planning permission was granted for a residential development comprising a maximum of 93 dwellings, which addresses the above issues.

Please note. Proposal H1(2), relating the Depot Site at Audenshaw Road has been deleted.

(3) Staley Road, Mossley (former MOS4)

This site of the former Hollins and Springbank Mills at Staley Road was allocated for housing development in the previously adopted UDP (as MOS4). It comprises approximately 2.9 hectares of vacant, brownfield and partly derelict land. It is located within the steeply sloping valley of the Staley Brook and whilst the two original mills have been cleared some ancillary buildings are still present. The intention is that a strip should be retained alongside Staley Brook for a landscaped footpath link through to Huddersfield Road. A full planning application to build 62 dwellings on the site was submitted in August 2002 and was awaiting determination in July 2003. Although this is a lower density than advised in PPG3 it is realistic in view of the constraints on the site.

(4) Oakwood Mill and land around Staley Cricket Club, Millbrook, Stalybridge

Oakwood Mill, a Grade II Listed Building, is a traditional but disused and fire damaged mill complex. It is a dominant feature within Millbrook village, which is designated as a Conservation Area. Despite its condition it is therefore still important to try to secure the future of the building through conversion and rehabilitation for residential use, rather than total redevelopment, although some new housing may also be possible in parts of the site. The Council has been involved in efforts to prevent the building from deteriorating further.

The approximately 5.3 hectares site shown on the proposals map includes Oakwood Mill itself along with open land north of this, on both the west and east sides of Staley Cricket Club's ground. It is bordered to the west by open land at Swineshaw Clough and to the north by a narrow strip of open land beyond which lies the housing development currently under construction by McLean Homes. Much of the open land included within the site is unused and in poor condition, but it has been designated previously as a green wedge to separate the aforementioned housing development from Millbrook village. It is now envisaged that the outline of the green wedge would be reshaped and some housing development take place within this area, in order to achieve a number of benefits. These would include an enlargement to the cricket ground and improvement of its facilities, the formation of a new road access to Oakwood Mill from the spine road within the McLean Homes site, and enhancement of landscape, nature conservation value and recreational access. It is estimated that around 90 dwellings could be provided on the site, including the Oakwood Mill conversion. Although the site is partly greenfield it would not be appropriate to include it in phase 2 as development of land north of the mill is necessary to enable the restoration of the listed building as a matter of urgency. A full planning application for 73 dwellings at Oakwood Mill and to the west of the cricket ground was submitted in May 2002 and was awaiting determination in July 2003.

**(5) Longlands Mill, Castle Street, Stalybridge (former STC9)
[shown on map as E2(8)]**

The reasoned justification for this Development Opportunity Area is set out under policy E2(8). The site has an area of 2.1 hectares and an assumed yield of at least 100 dwellings at the higher end of the density range advocated in PPG3. In this town centre location, and with converted buildings involved as well as vacant land, it is likely that many more than 100 dwellings will actually be provided, although the precise number will not be known until the design process is more advanced.

**(6) Mossley Mills, Manchester Road, Mossley (former MOS2)
[shown on map as E2(7)]**

The reasoned justification for this Development Opportunity Area is set out under policy E2(7).

**(7) Market Street / Manchester Road / Fairfield Locks, Droylsden (former DR07)
[shown on map as E2(4)]**

The reasoned justification for this Development Opportunity Area is set out under policy E2(4). It is estimated that at least 200 dwellings could be provided on around 4 hectares becoming available for redevelopment, at the higher end of the density range advocated in PPG3. In this town centre location an even higher density may be possible, although the precise number of dwellings will not be known until the design process is more advanced.

Please note. Proposal H1(8) relating to the Reyners Depot Site in Droylsden, has been deleted due to work commencing on site.

Please note. Proposal H1(9) relating to the Army Pay Office Site in Ashton-under-Lyne, has been deleted due work commencing on site.

(10) Tame Street / Manchester Road, Mossley (extended former MOS1)

This 3.9 hectare site is located on the eastern side of the River Tame and on both sides of the Huddersfield Canal at the northern tip of Mossley. It comprises a partially reclaimed, former gas holder site fronting onto Manchester Road at the southern end (MOS1 in the previously adopted UDP), an area of stables and paddocks in the centre, and fields on each side of the canal north of that. The northern section has previously been protected as river valley open land but its overall appearance is fairly poor. The adjoining area to the south and east was formerly industrial in character but over recent years housing has been developed on several nearby sites. It will be necessary to provide an improved access to the site. In addition, suitable design and treatment will be required at the riverside, canalside and along the northern edge of the site, so as to protect the character of the waterways and avoid any detrimental effect on the visual amenity of the Green Belt across the Borough boundary in Oldham. These requirements are likely to reduce the developable area and it is estimated that around 90 dwellings could therefore be accommodated at 30 per hectare. Although the site as a whole is predominantly greenfield it would not be appropriate to include it in phase 2 as development of the northern part is necessary to facilitate the regeneration of the brownfield area closest to Manchester Road and the provision of suitable infrastructure.

The Huddersfield Narrow Canal, south of Roaches Bridge (the southern corner of the site) is a Site of Special Scientific Interest and any development proposed in the vicinity of the canal will be subject to close scrutiny to establish whether it might have an adverse effect on the special nature conservation interest of the site. The canal north of Roaches Bridge is a Grade A Site of Biological Importance and this should also be taken into account in any development.

Please note. Proposal H1(11) relating to the former Cromwell School Site in Denton, has been deleted due to work commencing on site.

(12) Land between Hey Farm and Micklehurst estates, Huddersfield Road, Mossley (amended former MOS18 with suitable relocation of school playing fields) - Phase 2 site

This extensive hillside site has a total area of approximately 18.0 hectares and is located on the east side of the Tame Valley, between Huddersfield Road and the Puddle Clay Pits and Staley Way footpath along the former railway line to the west. Although an entirely greenfield site, it effectively lies within the urban framework of Mossley. The larger, northern part of the site (most of former MOS18) is in agricultural use as grassland but has been allocated for residential development for many years. The former MOS18 included a Site of Biological

Importance (Puddle Clay Pits - Grade B) covering 4.5 hectares on its lower, western side, but this is now excluded entirely from site H1(12). There will nevertheless be obligations on the housing developer to protect the SBI against both the direct and indirect impact of development and to ensure its future management. In view of concern about landslips on the site, any development proposals will need to be accompanied by a specialist slope stability report.

The Council prepared a development brief for the former MOS18 area in 1996, addressing issues such as safety of the road access, protection of the ecological value of the Puddle Clay Pits, wildlife links through the site, adequacy of local school provision, local playspace and shopping facilities. This brief will need updating at the appropriate time. In this UDP the original site is extended south to incorporate the detached playing fields used by Mossley Hollins School, which would significantly increase the developable area served by a new access. However, the playing fields would have to be replaced closer to the school on the east side of Huddersfield Road at the developer's expense, and the practicality of forming suitable flat playing areas on the hillside would need to be demonstrated to both the Council and Sport England. It will be necessary to ensure that this replacement provision is in place prior to the commencement of development (on the playing field site). It is estimated that around 12 hectares of the overall site would be developable, yielding approximately 360 dwellings at 30 per hectare.

(13) Godley Hill / The Thorns / Hare Hill / Mottram Road, Hyde

The reasoned justification for this Development Opportunity Area is set out under policy E2(5). It is estimated that around 13 hectares are developable for housing, providing approximately 390 dwellings at 30 per hectare. Although part of the DOA is greenfield, it would not be appropriate to include it in phase 2 as it may be needed as a key element in a package of measures to regenerate the Hattersley area and help create a more balanced community.

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

The Hattersley and Mottram estates were built to house people from Manchester but subject to the necessary ballot of tenants the City Council is now proposing that their remaining stock of rented dwellings should be transferred to a housing association. As part of the regeneration process and lead up to the ballot, a draft masterplan for the regeneration of Hattersley and Mottram has been drawn up by consultants on behalf of a partnership of residents, Manchester and Tameside Councils and Portico Housing Association. Consultations took place in early June 2003 and it is intended that the finalised masterplan will form the basis of supplementary planning guidance to be adopted by Tameside MBC later that year. The masterplan identifies a number of predominantly brownfield sites which could be developed for new housing as part of the overall regeneration. These have either been made available through recent demolition of hard to let properties or vacant commercial units, or are expected to become available from similar sources in the next few years including redundant school sites. The estates are laid out at a low density and the masterplan is also proposing housing development on certain areas of underused open space. The full extent of the potential is not yet known, but in late 2002 it was estimated that up to 22 sites with a combined area of 5.8 hectares could be reused for housing, although some may be redeveloped for non-residential purposes such as employment. If all were developed at 30 per hectare they could produce approximately 180 dwellings, although higher densities may be feasible and desirable.

(15) Fairfield Golf and Sailing Club clubhouse and car park, Booth Road, Audenshaw (former AUD8)

This 1.0 hectare site, situated immediately south of the Booth Road railway bridge, is occupied by the clubhouse of Fairfield Golf and Sailing Club and associated car parking areas. The remaining land owned by the club contains a large number of mature trees which are protected by a Tree Preservation Order, and is therefore unsuitable for development. An outline planning application for residential development on this site was considered by the Council in 1994, which was minded to approve it subject to the signing of a Section 106 Agreement. Allowing for the physical characteristics of the site there is considered to be potential for around 20 dwellings.

(16) Stayley Hall and adjoining land, Howard Street, Stalybridge

Stayley Hall is a derelict, 16th Century, timber framed manor house and a Grade II Listed Building, situated in a prominent position on an area of open land overlooking the Tame valley west of Millbrook village. Whilst it has been the Council's policy for many years that this important historical asset should be suitably restored, the resources to make this happen will have to come primarily from the private sector. Urgent works have been carried out recently to protect the building from further deterioration and this has been followed by a marketing exercise on behalf of the site owners. Although hotel or pub/restaurant uses had originally been favoured, the exercise has shown that residential use would be the only practical way to generate the substantial funds required for sensitive restoration.*

The site has a total area of around 5.5 hectares and the restoration scheme would be accompanied by further residential development on the open land to the south of the hall. It will be important to ensure that any development does not detract from the general appearance and setting of the hall itself, and also that the steeply sloping banks on three sides of the hall remain open for the same reason. Access will be through the existing housing development south of the site. Allowing for the physical characteristics of the site it is estimated that approximately 50 dwellings could be provided including the conversion, subject to appraisal of the impact of any proposals on the historic environment. Although the site as a whole is predominantly greenfield, it is not appropriate to include it in phase 2 because development of the land adjoining the hall is necessary to enable the restoration of the listed building as a matter of urgency.

In November 2002 planning and listed building applications were submitted for the partial demolition, refurbishment and rebuilding of Stayley Hall and associated outbuildings to form 16 residential units, along with an outline planning application for residential development on the land to the south. These applications were awaiting determination in September 2003.

(17) Ashton Road and Cundy Street, Hyde

This 2.4 hectare brownfield site is located in the mostly residential area of Newton alongside the Manchester - Glossop railway line just north of the bridge at Commercial Brow. The original use was as a railway yard but over a number of years a scrap yard and other commercial uses have become established on the site. It has been identified in connection with Hyde Renewal Area as a site with residential potential, and redevelopment for this purpose would have the additional benefit of improving the appearance of the area. However, it is clearly possible that contamination may exist on the site and it is important that this is dealt with satisfactorily before housing is built. A detailed planning application for the erection of 93 dwellings and apartments on this site was submitted in December 2002. The Council was minded to approve this in February 2003 although in September of that year it was still awaiting the signing of Section 106 agreement.

(18) Micklehurst Road, Mossley (former MOS5) - Phase 2 site

This site at Micklehurst Road was allocated for housing development in the previously adopted UDP (as MOS5). It comprises approximately 2.1 hectares of sloping, vacant, predominantly greenfield land which, although in private ownership, is used by local people for informal recreation. It was originally included in a full planning application for housing development including site H1(3) which was submitted in August 2002, but was subsequently deleted from that application site due to difficulties with acquisition. It is considered to be developable independently of site H1(3) however and may therefore be the subject of a separate planning application at a later date. An assumed yield of 53 dwellings (the residue of the original application) represents a lower density than advised in PPG3 but is realistic in view of the constraints on the site.

H2 Unallocated Sites

Unless other considerations take precedence in a particular case, the Council will permit the redevelopment of previously developed land for residential use and the conversion of existing buildings to such use, where these are not specifically allocated for this purpose in the plan. Residential development on greenfield land which is not specifically allocated for this purpose in the plan will not be permitted unless an adequate five year supply is no longer available through outstanding commitments and remaining allocated sites, inclusive of an appropriate allowance for brownfield windfalls.

This policy is intended to facilitate the approval of brownfield windfall (unallocated) sites for housing development through the plan period. Windfalls have made a substantial contribution to overall housing supply in the Borough during recent years, helping to regenerate the urban area and reduce pressure on greenfield sites, and it is anticipated that this will continue. However, in line with the principles of PPG3 there is no reliance on windfalls on greenfield sites forming part of this on-going supply. The adequacy of the on-going 5 year supply of land for housing, in relation to the requirements set by RPG13 and policy H1, will be assessed through the annual monitoring process also referred to in policy H1. As of April 2003 the 5 year supply is sufficient to meet these requirements and there is no justification for approval of any greenfield windfall sites which may be proposed. If this situation were to change at a future date, proposals would still need to conform with other relevant policies in the plan, particularly OL4 on protected green space. Neither would policy H2 in any way override the protection of the Green Belt. Whilst this policy provides a general presumption in favour of brownfield windfalls, proposals which come forward would still need to satisfy relevant policies in other sections of the plan, such as those concerned with conversions within the Green Belt or retention of local employment opportunities.

Please note that policy H3 (Design Quality) has been removed from the plan.

H4 Type, Size and Affordability of Dwellings

The overall provision of new housing in the Borough should incorporate a range of dwelling types, sizes and affordability to meet the needs of all sections of the community and to help create better balanced communities for the future.

In areas of the Borough where there is a demonstrable lack of affordable, supported or particular types of market housing to meet local needs, the Council will require

developers to provide an element of subsidised or low cost market housing on suitable residential sites of 25 or more dwellings or 1 hectare or more in size.

When assessing the suitability of residential sites for the provision of affordable housing in areas of need, the Council will have regard to:

- (a) the proximity of local services, facilities and access to public transport, and**
- (b) whether there are particular costs associated with the development, and**
- (c) whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site.**

Where the site is suitable, consideration should be given as to whether a mixture of affordable housing types is required.

In exceptional circumstances it may be acceptable for the element of affordable housing to be located on another site in the locality. In these instances the Council will require the developer to provide an appropriate financial contribution towards such provision.

To ensure that both initial and subsequent occupiers are able to benefit from the provision of affordable housing, the Council will encourage the involvement of registered social landlords in the development process. Where appropriate the Council will impose conditions or negotiate legal agreements under Section 106 of the Town and Country Planning Act 1990 to control the occupancy of the dwellings.

The Government wishes to see the planning system help create mixed and inclusive communities which offer a choice of housing and lifestyle, and avoid creating large areas of housing of similar characteristics (PPG3). It also accepts that a community's need for affordable housing is a material planning consideration which should be taken into account in formulating development plan policies (PPG3 and Circular 6/98). Other reasons for having a range of housing types are the growing number of one person and frail elderly households, and the Council's desire to see an increased supply of high quality owner occupied housing so as to help attract new companies to relocate on the Borough's key development sites. Having transferred the whole of its stock to a Housing Trust in March 2000, the Council is now focusing on its strategic enabling role. It has recently carried out a stock condition survey and commissioned a comprehensive housing demand and needs study analysing all housing types and tenures within the Borough. Among other things, this study was intended to inform the provision of affordable housing in private housing developments through this policy and related supplementary planning guidance (SPG) that was due to be prepared.

The Tameside MBC 2001 Housing Demand and Needs Survey, which was completed during 2002, indicates substantial continued demand for social rented properties in the Borough over the period 2001 - 2006. However, a large proportion of this demand is likely to be met through properties becoming available through household dissolution over the next five years. The Borough also contains void, unfit and difficult to let properties, which, notwithstanding their problems, also form part of the supply of affordable housing. The survey does not show sufficient demonstrable evidence of a need for additional affordable housing to meet local needs in any areas of the Borough. Despite some mismatches in demand by type and size for social rented properties, there is insufficient evidence in the survey to justify a requirement for developers to provide an element of subsidised or low cost market housing on residential sites in line with national guidance. Therefore, the Council will not require developers to provide for a specified element of affordable housing on any sites at the present time, although the more general first paragraph of this policy will continue to apply.

Although the 2001 survey proved inconclusive regarding the need for additional affordable homes in the Borough right now, circumstances could change and it is possible that future studies could indicate a local need later in the plan period. The rest of this policy will therefore remain dormant in the plan so as to allow the Council to react to possible future changes in the need for affordable housing. If circumstances do change and a demonstrable lack of affordable housing emerges in the future, SPG will be produced at that time to give a more detailed explanation of how the affordable housing element of this policy will work. Any SPG produced will be in accord with the provisions of Circular 6/98 and PPG3.

In areas of the Borough where a demonstrable need for affordable housing may be indicated by a future survey, the Council would seek to negotiate 10% of the total dwellings on each suitable site as affordable housing. The definition of affordability cannot be fixed at this point, but the 2001 survey deemed that households were living in unaffordable accommodation if their housing costs were more than 30% of net equivalent income and this was less than £763 per month. Where appropriate the Council would include targets of affordable housing in planning briefs for particular sites and would impose conditions or negotiate with developers for planning agreements to both secure such provision and ensure that it is retained for the benefit of future occupants in need of such provision. It would only be acceptable for a financial contribution to affordable housing to be located on another site in the locality if the Council and developer both consider that this would be preferable.

H5 *Open Space Provision*

Where there is a deficiency of children's play areas, informal local recreational open spaces or sports pitches in an area, either prior to or as a result of the scheme involved, developers seeking planning permission for housing will be required to provide open space and facilities, proportional to the intended number of occupants, in a safe and convenient location within or in close proximity to the site, and to make suitable arrangements for on-going maintenance.

Where it is not practical or desirable to accommodate some or all of the required open space and facilities as part of the development itself, the Council will seek an equivalent payment for the remainder or all of the provision. This will contribute to the provision and maintenance of new or enhanced facilities in the area which are fairly and reasonably related to the needs of the proposed housing development and which will be of direct benefit to the occupiers.

This policy will apply to all housing developments, excluding those which do not result in a net increase in the number of dwellings and specialised schemes where the occupiers will have no need for open space. Where necessary, developers will be expected to enter into planning agreements to secure the provision.

The need for children's play areas and local recreational or amenity open spaces within easy reach of the home is well established, such as through the work of the National Playing Fields Association, and the opportunity to incorporate such provision within housing development schemes is acknowledged in both PPG3 and PPG17. Whilst quality has been improved, there are too few equipped play areas to ensure NPFA standards of local accessibility throughout the Borough. Although informal playspace is potentially in good supply in the Borough in terms of the amount of land available, it is often not laid out specifically for the purpose and may not all be accessible enough. There is a substantial under provision of sports pitches in the Borough in relation to NPFA standards. The Tameside Sport and Recreational Facilities Strategy, and accompanying Playing Pitch Assessment, which was carried out by consultants and completed in 2002, identified the poor quality of the Borough's grass pitches and ancillary facilities as the main issue. The assessment also made recommendations on standards of

provision for playing pitches in the Borough however, which will be taken into account in the preparation of supplementary planning guidance associated with this policy.

It is a reasonable and generally accepted requirement that developers of housing schemes should directly provide or make a payment to the local authority for the play area or local open space needs generated by their development. In the past this has been negotiated for larger schemes alone, taking account of existing provision in the area, whereas all new housing in fact places some demand on the facilities available in the Borough. This policy differs from the previous approach because, where a deficiency exists, virtually all new housing developments that result in an increase in residential capacity will now be expected to provide appropriate amounts of open space either directly on or adjacent to the site, or to contribute to provision elsewhere in the area.

More detailed explanation of how this policy will work will be provided in supplementary planning guidance. In outline, local standards taking account of distance from facilities will be established for children's play areas, informal local recreational open spaces, and sports pitches, so that deficiencies in particular parts of the Borough can be identified. When a planning application for housing development is submitted (or a planning brief is prepared) it will then be possible to assess on a rational basis whether there is a need for open space provision. Depending on the circumstances, it is possible that a housing scheme could require open space provision either to meet the needs generated by its own occupiers or to help overcome a deficiency which already exists in the local area. But it could also be possible that no provision is required, if for instance the site lies close to a park with a range of facilities.

The amount of open space required and the extent of any facilities will be set out in the SPG and will be proportional to the intended number of occupants. On large schemes it may often be feasible for the developer to provide some or all of this on-site as part of the overall development. However, on smaller schemes the provision could well be impractical as a free standing open space and this is where an equivalent payment, again to be set out in the SPG, would be expected instead. Such payments will be combined into a special, ring fenced fund from which appropriate open space projects meeting the needs of the local area could then be financed, in accordance with clear rules and safeguards to be set out in the SPG. Any contributions which were not used within a prescribed period would be returned to the developer.

H6 Education and Community Facilities

Where proposals are submitted for new housing developments, and the schools or other community facilities in the surrounding area would be unable to satisfactorily accommodate the additional demands, the Council will require developers to provide a contribution towards the provision of additional or extended facilities, in proportion to the number of intended occupants.

This policy will apply to housing developments of 25 or more dwellings, excluding specialised schemes where the occupiers will have no need for education or community facilities. Where necessary, developers will be expected to enter into planning agreements to secure the provision.

New housing developments can place additional demands on existing education and community facilities in the area, such as where a local school is already operating close to its classroom capacity. For the purposes of this policy, community facilities will comprise the following broad types of facilities, acknowledging that descriptions can differ and multi-use often occurs: (1) community centres, youth clubs, halls and other forms of meeting, activity or recreational rooms, (2) clinics, surgeries, medical, health and welfare centres, and (3) crèches and day nurseries. The areas of the

Borough where such capacity problems exist will be monitored by the Council so that when a planning application for housing development meeting the criteria is submitted (or a planning brief is prepared) it will be possible to assess on a rational basis whether there is a need for additional provision.

More detailed explanation of how this policy will work will be provided in supplementary planning guidance, including the basis for setting the level of proportional contributions. In the case of large housing schemes it may be practical to achieve the necessary improvement, such as an additional classroom at a local school, through a single contribution. For smaller schemes, individual sums will be combined into a special, ring fenced fund from which appropriate projects meeting the needs of the local area can then be financed, in accordance with clear rules and safeguards to be set out in the SPG. Any contributions which were not used within a prescribed period would be returned to the developer.

H7 Mixed Use and Density

The Council will encourage and permit the development of:

- (a) schemes which contain mixed uses incorporating housing, either on parts of a site or within individual buildings, such as flats above commercial uses, and**
- (b) schemes which make efficient use of land through housing densities of between 30 and 50 dwellings per hectare net, or greater in locations highly accessible by public transport, and**
- (c) schemes which include limited provision of off-street car parking taking account of the needs of the potential occupiers and the availability of alternative means of transport.**

Such schemes will be appropriate throughout the Borough but are particularly encouraged within or adjoining town centres, in the vicinity of rail or Metrolink stations, and within high quality / high frequency bus corridors. This will be subject in all cases to creating or maintaining high quality residential environments in line with policy H10.

The Government's promotion of mixed use development is demonstrated in both PPG1 and PPG3, particularly in the case of town centres where conversion of vacant commercial buildings and the upper floors of shops, identifying and assembling sites for development, and adopting flexible standards for parking and density are given as ways of encouraging more housing. Mixed use development incorporating housing can create vitality and diversity and be more sustainable than single use schemes by reducing the need to travel. However, for higher densities and lower car parking provision to be successful in the Tameside context it will be necessary to ensure a high quality of design and layout, to tailor schemes to the needs and aspirations of the potential occupiers, and to concentrate such schemes in areas of good public transport accessibility. PPG3 advises that car parking standards that result, on average, in developments with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments. Policy T10 deals with the Council's parking standards, but schemes which are put forward on the basis of policy H7 should in most circumstances be able to meet the Government's expectations on this issue.

H8 Gypsies, Travellers and Showmen

Development proposals to accommodate gypsies, other travelling people or showmen will be permitted subject to the following criteria, taking into account the requirements and characteristics of particular types of sites along with mitigation measures which may be incorporated and operational conditions which may be imposed. Sites should:

- (a) be reasonably accessible to employment opportunities, town or local centres, shops, schools, medical, social and other essential services, and**
- (b) incorporate a suitably located work and/or storage area, if appropriate, and**
- (c) have suitable road access and preferably proximity to a bus route, and**
- (d) be linked to water, sewerage and other main services, and**
- (e) not be likely to cause an unacceptable environmental impact, through noise, pollution or other conditions which may adversely affect local people, nor conflict with other interests such as those of agriculture or utilities.**

Circular 1/94 requires local planning authorities to indicate the regard they have to meeting gypsies' accommodation needs. Following repeal of the previous duty on local authorities to provide gypsy sites the Government expected that more applications would be submitted for private sites, although this has not been evident so far in Tameside. Although the need for gypsy accommodation in the Borough has not been systematically assessed in relation to this plan, there has been little indication of demand or associated problems in this area in recent years. Demand does exist however for showmen's accommodation, as evidenced by both established sites and planning applications for new or replacement provision. Overall, the situation does not point to the need to make specific site allocations for gypsies, travellers or showmen, but it is appropriate to provide criteria against which any new proposals for sites can be judged. In assessing the suitability of any site which might be proposed, the Council will, among other things, take into account the factors described in Circular 1/94.

H9 Backland and Garden Development

New residential development within the curtilage of existing dwellings, or on sites where access cannot be provided independently, will only be permitted where:

- (a) arrangements can be provided for access and parking for both the existing and proposed dwellings, and**
- (b) garden areas can be retained, and**
- (c) privacy can be maintained between existing and proposed dwellings and between their gardens, and**
- (d) no serious detriment will occur to the character of the area enjoyed by other residents.**

A comprehensive approach will be required where backland development is envisaged covering a number of plots within a particular area, including the preparation of a brief for the area as a whole.

Proposals to split off part of an original housing plot for the building of one or more additional dwellings require particularly careful consideration, even where the plot is larger than average. Otherwise, reasonable expectations of access, privacy and outlook could easily be compromised, and where a number of such developments take place it is possible that the general character of an area could be adversely affected. This policy does not rule out all such developments, but indicates the basis on which proposals will be critically assessed and calls for a planned approach where a number of adjacent plots could be involved.

H10 Detailed Design of Housing Developments

The layout, design and external appearance of proposed housing developments, which are acceptable in relation to other relevant policies in this plan, will be required to be of high quality and to meet the following more detailed criteria:

- (a) a design which meets the needs of the potential occupiers, provides an attractive, convenient and safe environment for the local community, and complements or enhances the character and appearance of the surrounding area, and**
- (b) suitable arrangements for parking, access to and from the highway, and delivery, refuse and emergency vehicles, including access by pedestrians, cyclists and disabled people, and for convenient access to public transport where appropriate, with no unacceptable impact on the surrounding highway network, and**
- (c) suitable landscaping and fencing, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development, ensure privacy and security where necessary, enable discrete storage of wheelie bins and minimise the visual impact on surrounding areas, and**
- (d) no unacceptable impact on the amenity of neighbouring properties through noise, loss of privacy, overshadowing, or traffic, and**
- (e) minimisation of the opportunities for crime and anti-social behaviour.**

The Council will encourage and permit new and innovative design solutions wherever this can be achieved without adverse effects on existing character.

In any proposed housing scheme there will be a wide range of detailed matters requiring consideration, even though the general principle of the type of development in that particular location may be acceptable. It is intended that updated supplementary planning guidance will be prepared by the Council to explain and illustrate these requirements in more detail. This guidance will also draw attention to and explain other policies in the plan which may be of relevance when proposals for housing development are considered. The guidance will be the subject of public consultation before it is adopted by the Council.

Promoting good design in new housing development is a priority of both the Government (PPG1 and PPG3) and the Council, and is a key element in successful urban regeneration. Residential schemes should not be designed in isolation however, and understanding the townscape and landscape context

of the area in which they are proposed will be crucial. High quality layout design also has an important role in helping to create a safe and secure environment, and in enabling higher densities to be achieved where appropriate. The Council will provide more information on design issues in supplementary planning guidance for housing development, in urban design frameworks for areas of the Borough (see policy C1) and in development briefs for particular sites. In preparing such information, the Council will have regard to good practice guides published by the Government and others, and will consult with the local community.

TOWN CENTRES, RETAILING AND LEISURE



S1 Town Centre Improvement

The Council will identify and implement improvement and investment schemes, where necessary, to support and develop the role of Ashton-under-Lyne as the Borough's sub-regional shopping centre, of Hyde as a large district centre, of Denton, Droylsden and Stalybridge as district centres, and of Mossley and Hattersley as small district centres, each with their own identity.

These will include measures to enhance the environmental quality and appearance of the centres, to support and develop their role in providing office and other employment, to improve their accessibility by public and private transport and for pedestrians, and to make them safer by designing out crime. Improvements will be designed to provide for high-quality townscape, sensitive to peoples needs and respecting the character of surroundings.

PPG1 and PPG6 emphasise the vital role of town centres in delivering sustainable development and establish that it is one of the Government's objectives to sustain and enhance the vitality and viability of town centres. These factors depend on retaining and developing a wide range of attractions and amenities, creating and maintaining an attractive environment, ensuring good accessibility to and within the centre, and attracting continuing investment in development or refurbishment of existing buildings. Town centres are important not just for shopping, and can have a well established function as places providing employment. Potential may exist to locate further B1 office uses in suitable town centre locations. The Government also wishes to promote greater consideration of design in order to improve the environment in town centres.

In September 2000 the Council commissioned a Tameside Retail Study by the consultants CB Hillier Parker, including a review of existing health check data and a household survey to inform potential for future retail capacity. The study, which was completed in January 2001, demonstrated a clear retail hierarchy in the Borough, with Ashton performing as the main sub-regional centre, Hyde as a large district centre, and Denton, Droylsden and Stalybridge as district centres. The relatively free-standing character of the communities surrounding Mossley and Hattersley leads the Council to regard them as small district centres. The network of large scale retail provision in the Borough also includes the out-of-centre Snipe Retail Park at the border of Ashton and Audenshaw which contains a number of non-food, bulky goods stores, along with free standing, out-of-centre food superstores in Dukinfield and Denton.

The historical and geographical pattern of formerly separate small manufacturing towns has resulted in a distinct identity to the towns which make up Tameside, along with a more dispersed pattern of town centre shopping floorspace compared with some other boroughs, although Ashton-under-Lyne is the largest centre and the administrative focus. Similar policies have been followed for some years and major schemes have been carried out to improve the quality of the centres and to make them more attractive to both visitors and investors, particularly in Ashton, Hyde and Stalybridge. It will be important that schemes of this kind continue to be brought forward as necessary. Vibrant and attractive town centres help to stimulate confidence in the wider area, present a positive impression to visitors and provide a range of accessible facilities and service sector jobs for local people.

S2 *New Retail Developments in Town Centres*

The Council will permit new retail developments within the Borough's town centres (as defined on the proposals map).

Where necessary the Council will identify sites for such development within the town centres, and will promote their availability through measures such as preparation of design briefs and initiation of land assembly.

PPG6 establishes that town and district centres should be the preferred location for developments that attract many trips (which includes retail). UDPs should consider existing provision and identify sites for development. Local planning authorities should, after considering the need for new development, adopt a sequential approach to selecting sites for new retail development. First preference should be for town centre sites, where suitable sites or buildings suitable for conversion are available. The proposals map defines boundaries for each of the town centres for the purposes of policies SI-4.

The Tameside Retail Study (January 2001) indicated that, taking account of existing commitments, there was not an immediate requirement for major additional floorspace in Ashton, although this could be practical within 5-10 years. Neither was a need demonstrated in the other centres, with the exception of a new foodstore in the centre of Denton. However each of the centres would benefit from being able to attract individual retailers where possible, hence the general presumption in favour of town centre retail developments and the intention to facilitate the availability of sites if necessary. The Government has clarified that proposals for new retail development on sites within an existing centre should not be required to demonstrate need. Such development should be of an appropriate size for the centre in question and might usefully include other compatible uses, including offices and leisure.

Please note that proposal S2(1) (Stockport Road / Saxon Street, Denton) has been removed from the plan due to development starting

S3 *New Retail Developments outside Town Centres*

Large-scale retail developments outside the Borough's town centres (as defined on the proposals map) will only be permitted where each of the following criteria can be satisfied:

- (a) there is a proven need for the proposed development, and**
- (b) the development complies with the sequential approach, in which first preference should be for town centre locations, where suitable viable sites are available, 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, and**
- (c) the development would not result in an unacceptable loss to the vitality and viability of any nearby town centre, and**
- (d) the development would not result in an unacceptable increase in congestion on the surrounding highway network, and**

- (e) **the development would be accessible by public transport from a wide area and would not significantly extend journey patterns.**

Where these criteria can be satisfactorily addressed, the Council will first wish to see identified needs met at existing out-of-centre locations.

The sequential approach set out in PPG6 requires that for new retail development first preference should be for town centre sites, followed by edge-of-centre sites, district and local centres, and only then out-of-centre sites in locations that are accessible by a choice of means of transport. It is also clear that the need for a proposed development must be established and that it should be assessed, among other things, on its impact on the vitality and viability of existing centres, on its accessibility and on its impact on travel and car use.

Capacity modelling in the Tameside Retail Study (January 2001) indicates there is little need for further large scale convenience store development in the Borough after existing commitments are taken up. However, competition between operators for market share cannot be entirely ruled out. The study suggests potential for further retail warehouse development within the Borough and some evidence of retailer demand for this. A criteria-based policy reflecting PPG6 is therefore required against which any large scale non town centre retail proposals can be considered. If such proposals are shown to meet each of the criteria (a) to (e) in this policy it would be preferable, from the point of view of sustainability, to first take up any potential at existing out-of-centre retail locations before considering new free standing sites. This should improve opportunities for single trips to retail destinations and help reduce increases in the number of journeys. Policy S3 will not apply to developments of less than 1,400 sq metres gross floorspace which are intended primarily to serve local needs (such as a neighbourhood foodstore) although these will be subject to policy S6.

S4 Retail Dominance and Shopping Frontages

In the primary shopping areas of the town centres as shown on the proposals map, the Council will not permit the change of use of retail premises to non-retail uses where this would create an imbalance or dominant grouping of non-retail uses in any particular area. A continuity of shop fronts will be required within the primary shopping areas.

Outside the primary shopping areas, the Council will permit a diversity of uses which contribute to the overall appeal of the town centre, help to minimise the extent of empty properties, and improve the appearance of the centre.

Consideration will be given to diversifying the leisure business in Ashton town centre and avoiding the night time economy creating street frontages which have no attraction to visitors during the remainder of the day.

PPG6 says that local planning authorities should encourage diversification of uses in town centres as a whole, as this makes an important contribution to their vitality and viability. Whilst recognising and supporting the shopping function of the primary shopping area, policies should reflect the differences between the type and size of centres. The Tameside Retail Study (January 2001) suggests that retail cores need to be defined for Ashton and Hyde town centres where retail uses should be protected and encouraged, but that diversification through alternative uses should be encouraged in Denton, Droylsden and Stalybridge as retailing may continue to contract there.

The primary shopping areas are therefore only defined for Ashton and Hyde town centres. Although certain financial services and restaurants are essential facilities within centres, often attracting large

numbers of visitors, the interest to pedestrians could be diminished if the prime areas are broken up by too many non retail uses. A balance needs to be struck on this issue and as a guide the Council would normally wish to avoid more than two separately occupied non Class A1 units being situated adjacent to each other, and an overall proportion of such units exceeding one third, within the defined areas. Ashton has a lively bar and club scene which attracts large numbers of young people into the town centre on weekend nights. However, as well as the nuisance or public order problems this can cause, it results in a number of uses which are only active or thriving outside normal shopping hours and which may therefore detract from the appearance and interest of the centre to day time visitors. It is hoped that a wider mix of leisure uses can be encouraged in the centre, including multi-use of premises where possible, to enable the night time economy to co-exist better with the role of Ashton as the Borough's principal shopping centre.

S5 Changes of Use in Local Shopping Centres

In the local shopping centres and parades shown on the proposals map, and in the case of individual neighbourhood shops, the Council will permit changes of use of retail premises to other uses where each of the following criteria can be satisfied:

- (a) continued retail use does not appear to be viable, and**
- (b) introduction of other uses would reduce the extent of vacant properties and improve the local environment, and**
- (c) the day to day needs of the local community can still be met from other local shopping facilities in the area.**

PPG6 says that local planning authorities should adopt policies to safeguard and strengthen existing local centres, which offer a range of everyday community, shopping and employment opportunities. In addition to its several town centres, Tameside contains a series of local shopping centres and parades of varying size, age and condition, along with individual local shops. The location of those centres which contain four or more adjacent or closely associated shop units is shown on the proposals map, but this policy also applies to smaller groups and standalone local shops.

Local centres meet day to day needs of the nearby area and are especially useful to the elderly and people who are less mobile. Their role has to some extent been eroded over recent years however by the growth of large food superstores and increased car ownership, often resulting in vacant units, less beneficial uses and deteriorating standards of appearance. A balance needs to be struck between retaining facilities which could meet a valuable community need and avoiding long vacancies in difficult to let units, which might lead to vandalism and decay and actually worsen conditions for other occupiers.

S6 New Local Shopping Developments

The Council will permit the development of additional neighbourhood foodstores, local shops and other small scale retail outlets serving local needs where suitable sites or buildings are available, so long as these:

- (a) will not adversely affect the vitality and viability of established district or local centres, and**

- (b) will not lead to a loss of amenity in surrounding residential areas, and**
- (c) will not result in traffic problems on adjacent highways.**

This policy is concerned with retail development outside the Borough's town centres, but which is of a smaller scale than that covered by policy S3 (less than 1,400 sq metres gross floorspace) and caters for local needs. The type of retailing or goods to be sold is therefore relevant as well as size. The gradual decline in small local shops which has been evident over a number of years can reduce the facilities available to people who rely upon or wish to walk in or use public transport for day to day requirements. Less sustainable journey patterns are one result of this trend. This policy seeks to take advantage of whatever opportunities may arise for improving local shopping provision, so long as this would not weaken existing local centres or cause amenity or traffic problems.

S7 Food and Drink Establishments and Amusement Centres

Developments for food and drink or amusement centre use will only be permitted where they:

- (a) do not harm the amenity of surrounding residential or other sensitive areas, and**
- (b) do not create a danger to road users, and**
- (c) cumulatively, do not lead to an unacceptable change in the character of an area.**

Food and drink establishments and amusement centres, as non retail uses which often occupy former shop premises, are subject to the requirements of policies S4 and S5. However, whilst forming part of the diverse range of services expected in a town centre or wider urban area, they can have characteristics or effects which may sometimes create environmental or traffic problems other than the loss of shops and the break up of shopping frontages. This might be particularly so if such uses became dominant in one small area or were located in close proximity to dwellings or without adequate parking. This policy makes clear the type of considerations to be taken into account in assessing the circumstances of any particular case.

S8 Built Recreation, Leisure and Tourism Developments

Leisure proposals which are expected to attract large numbers of visitors will be permitted within the Borough's town centres (as defined on the proposals map).

Such proposals not within town centres will be required to demonstrate firstly that a need exists for the additional facilities and if so that a sequential approach has been applied, in which first preference is for in-centre locations, where suitable viable sites are available, followed by edge-of-centre sites, district and local centres, and then by out-of-centre locations accessible by a range of modes of transport including public transport.

The Council will permit proposals for all other new, replacement, improved or extended facilities for indoor sport, recreation, leisure or tourism, provided any scheme will not lead to an unacceptable loss of amenity in surrounding residential areas or lead to traffic problems on adjacent highways.

Particular emphasis will be given to maintaining and improving recreational opportunities at the local and neighbourhood level and to increasing their provision in areas of the Borough which are relatively deficient or where extensive areas of new housing are to be built, and which meet an identified need in the District Sport and Recreation Strategy.

In PPG6 the Government establishes that town and district centres should be the preferred location for developments that attract many trips, and explains that the sequential approach should also apply to all key town centre uses which attract a lot of people, including entertainment and leisure. Local planning authorities are expected to encourage diversification of uses in town centres as a whole, with various leisure uses adding variety. Leisure developments in or adjacent to town centres will help to consolidate the role of the centres, promote urban regeneration and ensure accessibility of the facilities not just to car users but to all sections of the community. In relation to the first paragraph of this policy, "leisure proposals which are expected to attract large numbers of visitors" could include multi-screen cinemas, bowling alleys, family entertainment centres, concert halls, theatres, bingo halls, hotels, casinos, night clubs, and larger scale health, fitness and sports centres. It is not possible to define such uses absolutely, because the nature of the commercial leisure industry may result in new or modified forms of development coming forward, but the key criteria is the capacity to attract large numbers of visitors.

The leisure and tourism industry is a major contributor to the local economy in many parts of the country, although traditionally it has been relatively low key in Tameside. Whilst some hotel and fitness schemes have come forward since the mid-1990's the Borough has not, until very recently, shared in the larger scale leisure and entertainment projects which are underway or proposed elsewhere. However, a major development comprising multiplex cinema, bowl complex, restaurants, drive thru's and a further leisure unit was under construction on Ashton Moss in 2003. This policy is intended to make it clear that in general the development of built recreation, leisure and tourism facilities and services is welcomed in Tameside, so long as local conflicts are avoided. This would include further hotel development, in order to accommodate more of the area's existing visitors locally and to attract them in greater numbers if possible. Most forms of leisure development should benefit residents by increasing the choice of recreational activities whilst at the same time creating jobs for local people, broadening the employment base and bringing spending into the Borough.

The following site is allocated for leisure and tourism development:

Please note that proposal No. S8 (1) (Staley Hall) has been removed from the plan.

**(2) St Lawrence's Church, Stockport Road / Town Lane, Denton
(extension to grounds, landscaping improvement and floodlighting scheme)**

St Lawrence's Church is a Grade II listed building and an important survival of a timber framed church dating from the 16th Century. It remains a striking historic feature in an area of otherwise largely undistinguished development, and is currently undergoing restoration with funding from English Heritage. However, its potential is let down to some degree by the fairly poor condition of its immediate surrounds. A scheme was underway in 2003 for the restoration of the churchyard, most of which is managed by the Council, so as to provide an appropriate setting for the church and the garden of remembrance and to re-establish a safe and attractive sitting-in park for the local and wider community. There are also small parcels of land adjacent which the Council is keen to see dealt with as part of the overall scheme.*

S9 Detailed Design of Retail and Leisure Developments

The layout, design, external appearance and operation of proposed retail and leisure developments, which are acceptable in relation to other relevant policies in this plan, will be required to be of high quality and to meet the following more detailed criteria:

- (a) suitable arrangements for parking, servicing and access to and from the highway, including access by pedestrians, cyclists and disabled people, and for convenient access by public transport where appropriate, with no unacceptable impact on the surrounding highway network, and**
- (b) building design and use of materials which relate well to local features and complement or enhance the character of the surrounding area, and**
- (c) suitable landscaping and screening, including retention of existing features such as trees and hedges where practical, which enhance the appearance of the development and minimise the visual impact of plant, storage and service areas, and**
- (d) no unacceptable impact on neighbouring properties through noise, fumes, lighting, litter, traffic and other disturbance, and no unacceptable impact on residential amenity including consideration of hours of operation, and**
- (e) minimisation of opportunities for crime and anti-social behaviour.**

In any proposed retail or leisure scheme there will be a wide range of detailed matters requiring consideration, even though the general principle of the type of development in that particular location may be acceptable. It is intended that updated supplementary planning guidance will be prepared by the Council to explain and illustrate these requirements in more detail. This guidance will also draw attention to and explain other policies in the plan which may be of relevance when proposals for retail and leisure development are considered. The guidance will be the subject of public consultation before it is adopted by the Council.

S10 Existing Out-of-Centre Retail Parks and Stores

The Council will permit refurbishment of existing out-of-centre retail locations, where there is no demonstrable conflict with the criteria outlined in policy S3.

Existing out-of-centre retail locations in Tameside comprises the non-food Snipe Retail Park at the border of Ashton and Audenshaw, along with free-standing food superstores at Foundry Street, Dukinfield and Oldham Street, Denton. These sites, which are shown on the proposals map, form an important and established part of the overall network of retail provision in the Borough. It is reasonable that refurbishment should be permitted within these sites which may be necessary in response to market trends or to ensure that the facilities are kept attractive and up to date with current expectations. In relation to this policy, "refurbishment" would include improvements to the external appearance of existing units, and also more substantial renovation, reconfiguration or replacement of some or all existing units within an overall site. However, if the amount of floorspace would be increased as part of such work, or the type of retail use altered from what had been approved originally, these changes would still have to meet the criteria in policy S3. It is not intended that the designation of sites under policy S10 should act as a focus for further retail expansion unless the criteria for new retail development outside town centres can be satisfied.

COUNTRYSIDE, OPEN LAND, SPORT AND RECREATION



OL1 Protection of the Green Belt

The Greater Manchester Green Belt is carried forward unchanged from the previous Tameside Unitary Development Plan, as shown on the proposals map.

The Green Belt will continue to be protected from inappropriate development and approval will not be given, except in very special circumstances, for the construction of new buildings for purposes other than:

- (a) agriculture and forestry, or**
- (b) essential facilities for outdoor sport and outdoor recreation, or**
- (c) cemeteries, or**
- (d) other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it.**

The fundamental aim of Green Belt policy, as stated in PPG2, is to prevent urban sprawl by keeping land permanently open. Green Belts can shape patterns of urban development at sub-regional scale, help to protect the countryside, and assist in moving towards more sustainable patterns of urban development. Existing Green Belt boundaries defined in earlier development plans should not be altered unless exceptional circumstances exist. PPG2 also makes it clear that the construction of new buildings inside a Green Belt is inappropriate unless it is for one of the limited purposes listed in this policy.

The Greater Manchester Green Belt is well established around the edge of the conurbation and between many of its separate urban areas, having been first adopted in 1984 and subsequently amended in a few places through subsequent development plans. Regional Planning Guidance for the North West, published in March 2003, says in policy SD5 that the need for exceptional substantial change to any Green Belt in the region should be investigated by a strategic study, which would be undertaken by the relevant local authorities together with the NWRA and would inform future strategies reviews of RPG and subsequent reviews of development plans. This policy also says there is no need to undertake a strategic study of Green Belt within Greater Manchester before 2011. The Green Belt is therefore carried forward from the previously adopted UDP in its entirety, and the general presumption against inappropriate development will ensure that these areas are kept open.

OL2 Existing Buildings in the Green Belt

Within the Green Belt, approval will only be given for the re-use or conversion of existing buildings where:

- (a) the new use does not have a materially greater impact than the present use, on the openness of the Green Belt and the purposes of including land in it, and**

- (b) any extension of the building does not result in disproportionate additions over and above the size of the original building (or in the case of a replacement dwelling, the new building is not materially larger than the one it replaces), and**
- (c) any associated uses of land surrounding the building do not conflict with the openness of the Green Belt and the purposes of including land within it, and**
- (d) the building is of permanent and substantial construction, is in an intact and generally complete condition, and is capable of conversion without major or complete reconstruction, and**
- (e) the form, bulk, general design and external materials of the building is in keeping with its surroundings and retains the inherent character and scale of the original building.**

The extension, alteration or replacement of existing dwellings within the Green Belt will be subject to criteria (b) and (e) above.

The Council will particularly encourage the re-use of buildings for purposes which facilitate job creation and diversification of the rural economy or help to protect rural services, and will permit such developments subject to conformity with the criteria above.

Where it is considered that permitting buildings to be taken out of agricultural use could lead to a consequential increase in new farm buildings that would have a seriously detrimental effect on the openness of the Green Belt, the Council will impose conditions withdrawing such permitted development rights.

PPG2 states that with suitable safeguards (as contained in the criteria within this policy) the re-use of buildings should not prejudice the openness of Green Belts, since the buildings are already there. In addition, re-use can help to secure the continuing stewardship of land, especially by assisting farmers in diversifying their enterprises, and may contribute to the objectives set out in PPG2 for the use of land in Green Belts. However, the Council wishes to avoid increases in the number and impact of buildings within the Green Belt, such as through rebuilding on the site of ruins or substantial enlargement through reconstruction. Very careful scrutiny will be given to subsequent proposals for new buildings which appear to re-accommodate an original use, and in certain circumstances it may be appropriate to withdraw permitted development rights for agricultural buildings, to avoid further proliferation. This policy also embraces the extension, alteration or replacement of existing dwellings situated within the Green Belt, as the issues involved overlap with those on re-use or conversion.

OL3 Major Developed Sites in the Green Belt

Limited infilling will be permitted at the major existing developed sites within the Green Belt which are shown on the proposals map, provided that any such infilling:

- (a) is related to the continuing use of the site as identified, and**
- (b) is contained within the boundary shown on the proposals map, and**

- (c) **has no greater impact on the purposes of including land in the Green Belt than the existing development, and**
- (d) **does not exceed the height of the existing buildings, and**
- (e) **does not lead to a major increase in the developed proportion of the site.**

The sites which are subject to this policy are:

**Mossley Hollins High School and Buckton Castle Water Treatment Works,
Huddersfield Road, Mossley.**

**Electricity sub-station installations off Printworks Road and Grove Road,
Stalybridge.**

Longdendale Community High School, Spring Street, Hollingworth.

Medevale Limited, Oldham Road, Ashton.

Littlemoss High School, Cryer Street, Droylsden.

Industrial buildings and nursery, Watson Street, Denton.

Tameside College, Stockport Road, Hyde.

This policy reflects the approach taken in PPG2, whereby limited infilling or redevelopment of major, existing developed sites, identified in adopted development plans, is listed as a category of appropriate development within Green Belts. Annex C of PPG2 explains that Green Belt contains various such sites which may be in continuing use, often predating the Green Belt designation. Limited infilling at such sites may help to secure jobs and prosperity without further prejudicing the Green Belt. The sites identified on the proposals map are unchanged from the previously adopted Tameside UDP. This policy facilitates limited infilling but not complete or partial redevelopment, which if proposed would be assessed on an individual basis against general Green Belt criteria.

OLA Protected Green Space

The Council will not permit built development on any land shown as Protected Green Space on the proposals map. This policy will also apply to areas of land in similar use but which are too small to be shown as Protected Green Spaces on the proposals map. Exceptions to this policy will only be made where one of the following criteria is satisfied:

- (a) **the proposed development is ancillary to the principal use of a playing field or green space for recreation or amenity and does not adversely affect this use, or**
- (b) **redevelopment of part of a playing field or green space provides the only means of upgrading the site to the required standard, and the remaining playing field or green space will continue to meet the needs of the surrounding area for sport, recreation or amenity, or**

- (c) **a playing field or green space which will be lost as a result of the proposed development would be replaced by a playing field or green space of an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements, prior to commencement of development, or**
- (d) **it can be demonstrated, by means of a suitable supply and demand study taking account of possible future as well as current requirements, that the retention of a site or facilities for sport or recreational use is not necessary and the site has no special significance to the interests of sport and recreation.**

These exceptions will not apply if part or all of the land involved would continue to fulfil a local need for amenity space, provide a valued sense of openness in the street scene, maintain the character and environmental quality of the area, maintain an open land corridor or substantial enclave of open space within the urban area, provide links to or continuity with wider areas of countryside, or form a wildlife corridor.

Measures will be taken, where possible and appropriate, to enhance the accessibility, appearance and habitats of areas of Protected Green Space and to extend or link them into further areas of open space.

PPG17 states that the Government attaches great importance to the retention of recreational and amenity open space in urban areas, and that people should have access to open space close to where they live. PPG17 also says that open space, whether or not there is public access to it, is important for its contribution to the quality of urban life and as part of the urban regeneration process. Retention of greenspace and avoidance of town cramming are important objectives alongside the increasing emphasis on reuse of brownfield sites within urban areas. In addition, PPG17 states that all playing fields, whether for schools or owned by other public, private or voluntary organisations, are of special significance both for their recreational and amenity value and for their contribution to the green space of an urban environment. Playing fields should normally be protected, except in certain circumstances which are set out in the guidance.

In the previously adopted UDP open land not within Green Belt was zoned either as "urban green space" or "other protected open land", whilst "green wedges / wildlife corridors" were identified which extended across one or more of these zonings. In this replacement UDP one single designation is used for all protected green space outside the Green Belt. This covers both the more extensive areas of open space such as larger town parks, green wedges and wildlife corridors which have a strategic role in the overall built up area, as well as those with a more local sport, recreational, amenity or wildlife function. They include public, private and educational establishments' playing fields, children's play areas and informal playspaces, parks and informal open space. In some instances a green space may have both a local recreational and a more strategic role.

Whilst the great majority of protected green space is of course open land of some kind, there are a few places where small areas containing built development have been included within this designation. These are typically single dwellings or free standing public or industrial buildings, which are bordered by wider areas of open land, or are effectively within a green wedge or corridor. This does not mean that the existing use of such sites is under threat or that small scale extensions are unacceptable. However, in the event of proposals for substantial new development, the Council would have to consider whether this would prejudice the functions of the wider area or corridor of open land.

The overall urban area of Tameside is broken up by a number of corridors or wedges of mostly or entirely open land, in many cases extending more or less continuously from the open countryside deep into the built up area. They perform a number of valuable roles, including formal and informal

recreation, school sites, footpath routes and corridors enabling the migration of wildlife, whilst also providing a more open outlook from large numbers of dwellings. In places they fall within the Green Belt but elsewhere this policy recognises their substantial value to the urban population and their importance as a network of green spaces across the Borough. Scope exists in some places to facilitate additional public access and to undertake further landscaping, where practical and appropriate and in co-operation with local landowners. It will also be important to safeguard and improve the continuity of wildlife corridors and to enhance habitats by appropriate planting and management.

The urban area also contains parks, play areas, informal open spaces, amenity areas, woods, allotments and cemeteries which can be important to the character of the Borough, providing relief from otherwise continuous development and performing a variety of functions to the benefit of the local community. Town parks help to meet the needs of urban residents, particularly parents with young children, old people and those without cars, for sports facilities, children's play and informal recreation in reasonably accessible locations. Traditional town parks often also have a distinctive character which is worthy of protection and restoration where necessary, and which can form an element of the Borough's tourism base. These include Hyde Park and Stamford Park, the latter being registered by English Heritage as a park and garden of special interest. There are also many quite small but locally important open spaces which it is not practical to identify on the proposals map.

In general terms, the overall amount of open space in the Borough is felt to be adequate, but there are deficiencies at district and local level, limited provision of equipped playgrounds and specifically designed children's playspace, and substantial under provision of playing fields. Circumstances may sometimes exist in which development of part or all of an area of protected green space could be justified and the criteria listed in the policy are meant to provide a basis for possible exceptions to be considered. They are derived mostly from PPG17. Whilst criteria (d) will involve having regard, among other things, to National Playing Fields Association standards, it does not rely on numerical guidelines alone and will involve a wider view being taken of requirements in the area. Neither is it the intention of this policy to restrict the possible development of small areas of land which are not recognised as recreation or amenity sites and which may in some cases be disused or unsightly in their present condition. In September 2002 a local supply and demand based assessment of playing pitch provision in the Borough was completed by consultants and the results of this will be used both to inform future proposals affecting playing fields and to guide investment by the Council itself.

Please note that policy OL5 was merged with policy OL4 and is therefore removed from the sequence of policies.

OL6 Outdoor Sport, Recreation and Play Space Developments

The Council will encourage and permit new, replacement, improved or extended provision for outdoor sport, recreation or play space purposes, provided any scheme meets the following criteria:

- (a) no unacceptable impact on the occupiers of nearby dwellings through visual amenity, noise, lighting, traffic or other forms of disturbance, including consideration of hours of use where appropriate, and**
- (b) suitable arrangements, where appropriate, for car parking and for maintenance, emergency or other vehicles which may need to reach the site, for access to and from the highway, and for access by other means of transport including public transport, and**

- (c) **suitable location, design and appearance of changing, club and spectator facilities, where required, and**
- (d) **landscaping and fencing of a suitable quality where necessary.**

Emphasis will be given, in the Council's own programmes and those of its partners, and in the consideration of planning applications, to improving the availability and quality of recreational and play space facilities at the local and neighbourhood level, particularly where there are deficiencies and evidence of deprivation and social stress. The Council will involve the local community in assessing the need for such facilities and will take advantage of opportunities provided by regeneration programmes.

There is a long term trend towards increased participation in a wide range of recreation and leisure activities and greater attention is being given to health and fitness and to countryside activities. Leisure and tourism is a substantial industry and can be a major contributor to the local economy. Some types of sport and recreational facilities are relatively poorly provided for in the Borough. Most forms of leisure development should benefit residents by increasing the choice of recreational activities whilst at the same time creating jobs for local people, broadening the employment base and bringing spending into the Borough. Scope should also exist in some cases to upgrade existing open spaces through recreational development. However, it will always be necessary to ensure that schemes do not have an adverse impact on their surroundings, such as through disturbance or ecological damage. New or improved facilities could also help relieve potentially damaging pressure on existing facilities, untouched land or visitor/traffic generation in the adjoining Peak District National Park, as the eastern half of the Borough has similar geomorphic resources.

Local recreational and play space facilities are not evenly provided around Tameside and the quality of provision is also variable. In some places proposals for new housing development could provide an opportunity to address such deficiencies (see policy H5) but this will not help all parts of the Borough including some relatively deprived areas where there may be problems of social inclusion. It will be important to give priority to provision of play areas and youth facilities in areas demonstrating social stress, to encourage neighbourhood community involvement in considering the type and location of facilities which could assist in tackling the problems, and to make good use of funding opportunities that become available.

The following sites are allocated for sport and recreational development:

Please note that proposal OL6(1) (Ashton Moss Racecourse) has been deleted.

Please note that proposal OL6(2) (Richmond Street Stadium) has been removed from the plan because development has started.

- (3) **Hartshead Power Station and Millbrook Sidings sites (former STA17, 18) to be reclaimed for predominantly outdoor recreation uses with a limited amount of enabling development to fund the reclamation of the site. The character and extent of the enabling development to be established following detailed investigation into the costs of reclamation works.**

These extensive, disused and derelict sites are situated within the Tame valley and Green Belt between Heyrod and Millbrook. Although the majority of the power station buildings west of the river were demolished around 1989 and the site basically levelled, unsightly debris and base structures are still present. The sidings and coal stocking yards east of the river were abandoned on closure of the power station around 1980. In the northern, upper part of the

sidings natural vegetation has rapidly regenerated to form a dense young woodland, which is designated as a Grade A Site of Biological Importance. In the lower sidings to the south nature has been less successful and old structures remain, with possible contamination and an unnatural landform. The sites are mostly bordered by open land including Stamford golf course, but extensive housing is under construction at St. James' Field to the east.

A comprehensive reclamation scheme is needed, including removal or treatment of any contaminated material which may present a potential hazard. The lagoons to the south of Springbank Lane, and the pond near the golf course, should be retained as water features. The power station site could provide a valuable open recreation area in the Tame valley between Mossley and Stalybridge, and make a suitable location for a visitor centre. Established woodlands in the upper sidings should be retained and managed for nature conservation. The lower sidings have potential for various recreational uses, which could among other things help to meet increased demands arising from the large scale housing being built in the Millbrook area. The Staley Way footpath reaching Grove Road from the south should be extended through the length of the site, although avoiding Scout Green cutting where natural regeneration has been particularly successful. This is the largest area of derelict land still outstanding in the Tame valley within Tameside and whilst the Council has been involved in discussions with the site owner on various occasions, no specific initiative has yet emerged. This is because, from the landowner's standpoint, commercial considerations must prevail if the two sites are to be reclaimed and restored. In their view the equestrian and golf uses proposed will not, in isolation, facilitate the restoration of the sites. Together the sites present a large physical area and problem and the cost of reclamation is not yet known but likely to be substantial.

In March and April 2002 two pairs of planning applications were submitted covering this site. The applications for the former power station area proposed, alternatively, residential development or use as a garden centre, equestrian centre and caravan storage. Those for the coal sidings proposed use as a golf driving range, extension to golf course, caravan touring park and conversion of a goods shed into residential use, with or without further residential development. All these applications remained undetermined in September 2003.

(4) South of Windmill Lane, Denton (former DEN14) for a golf course.

This 63 hectares Green Belt site extends from Windmill Lane to the River Tame, mostly west of the M60. The majority of the land, which is in use for grazing, is gently sloping but it falls more steeply to the Tame valley. It includes Denton Wood, a Site of Biological Importance which contains semi-ancient woodland. A golf course is an acceptable use within Green Belt and it should be possible to retain most of the existing features and to introduce some further planting. The proposal to form a golf course in this area arose originally to provide an opportunity for replacing an existing golf course affected by the Waterside Park scheme. With the deletion of policy E1(2) this potential role for the site will disappear, although it could still enable a new course to be established by another club. Outline planning permission for the construction of an 18 hole golf course, clubhouse and car park was first granted in 1991 and was most recently renewed in 2000. Vehicular access to the new course, including the proposed practice area east of the motorway, can only be taken from Windmill Lane. The Council would wish to see the incorporation of a recreational track linking Windmill Lane with Ross Lave Lane, when detailed proposals are drawn up.

(5) Egmont Street, Mossley (former MOS9) for playing pitches.

This site, which has been indicated as a floodplain by the Environment Agency, lies within an open section of the Tame Valley close to the built up area at the southern end of the town. The land has previously been tipped but has been disused since then and left to become very

overgrown. It is proposed that it should be reclaimed for outdoor recreational activities serving the local population. There are 2 existing grassed football pitches on the Council owned playing field immediately to the north and it is intended that the site should be laid out with further pitches or similar facilities. A riverside footpath providing improved linkage to Scout Green and the Huddersfield Canal could also be an important aspect of the scheme, as would additional planting, particularly on the river frontage, to create a more informal landscape setting appropriate to the valley. Planning permission was granted in November 2002 to change the use of the site to playing fields. It is intended that reclamation will be funded by NWDA through the Greater Manchester "New Leaf" programme, although in September 2003 the land had still to be acquired by the Council.

(6) Ruby Street, Denton (former DEN15) for playing pitches.

This tract of Council owned land is situated between established industrial areas to the west and residential areas to the east. It occupies some 17 hectares and is covered by rough grass. The now mostly level site was formerly used for clay extraction by the adjoining Denton brickworks. The clay pits were filled in during the early 1970's by waste materials, including chemical waste. As a result the site has been severely affected by landfill gas and there has also been leachate in the adjoining brook. This problem is being managed but public use of the area is currently suspended. Due to the infilling the site is not suitable for built development, but it can potentially perform a valuable role for recreational activities, including playing pitches, and as a green corridor extending into the open countryside. When practical, a landscaping scheme incorporating footpaths would also open up the site for informal recreation and improve its rather bleak appearance.

(7) Former Ashton to Oldham rail line (former ASH19) for a leisure track.

The upgrading and opening up for public access of this former railway track will provide an attractive and convenient footpath, bridle path and cycling link from just north of Ashton town centre, through the residential areas of north Ashton and out into the Medlock valley. There are opportunities for connections into several other open spaces, footpaths and roads, and it would provide a further access to visitor facilities at Park Bridge, from where routes continue into Oldham. The route is still intact and owned by Rail Properties, despite having been closed more than 30 years ago. Natural vegetation has become established along the route and whilst it will be necessary to cut this back in places to create a suitable pathway, the objective should be to keep this wherever possible as a landscape setting and home for wildlife. Successful reclamation of a similar old railway route in Hyde in 2000, with involvement of Sustran, has raised hopes that progress may at long last be possible on the Ashton - Oldham line and the Council is looking at opportunities for funding.

(8) Godley Brook valley, Hyde (former HYD22) as a linear park.

Godley Brook forms a recognisable stream valley extending east from Halton Street near the town centre through an established residential area to the junction of Sheffield Road and Mottram Road. This corridor could be enhanced to form a continuous strip of informal open space accessible to the public. There are two substantial areas of Council owned public open space within the valley, but there are also areas of open land in private ownership, with tree cover protected by Tree Preservation Orders. Footpaths already run through parts of the valley, in particular crossing it north to south, but it would be of benefit to the area as a whole if work could be undertaken to establish a continuous east-west footpath. This proposal must incorporate proper consideration of the nature conservation value of the valley so as to avoid detrimental effects on wildlife habitats and species. It will equally be important to ensure that the property and amenities of the residents living alongside the valley are suitably protected,

such as through the use of appropriate barriers and management strategies. The condition of the brook itself, including litter problems, also needs to be addressed.

(9) Stockport Road playing fields, Denton, for improvements to the playing pitches in association with development on a small part of the site.

These Council owned playing fields are situated on the south-eastern side of Denton town centre and are surrounded by housing and industrial development. The pitches are in poor condition, especially in terms of drainage, and have only very basic changing facilities. It is proposed to release a small part of the site, at the western end where access would be feasible, for industrial development of an adjoining business. This would provide funds to carry out significant improvements to the two grass pitches on the remainder playing field and to provide new changing rooms, along with the provision of an all weather pitch and extension to changing rooms for community use at Two Trees High School Denton.

OL7 Potential of Water Areas

The potential of reservoirs, rivers and canals for recreation, amenity, nature conservation and tourism will be fully utilised.

The Council will permit proposals for development which enhance the environment and value of water areas for these purposes, provided any scheme will not have an adverse effect on operational requirements, the value of the area for nature conservation or its landscape character, lead to a loss of amenity in any adjoining residential areas, or lead to traffic problems on adjacent highways.

In particular, measures will be taken to consolidate the restoration of the Huddersfield Narrow Canal for through navigation, improve access to and along towpaths, facilitate conservation or developments projects which enhance the canalside environment, and provide or improve facilities for boat users.

There is relatively little provision in the Borough for water based recreational activities, although these sports are becoming increasingly popular with participants and can add to the visitor interest of an area. Water areas, including the three main rivers flowing through the Borough, are an important resource which should be fully utilised for a range of purposes, so long as adverse impacts are avoided. The use of reservoirs in particular would have to be subject to the operational requirements of the water company and safeguarding of the reservoir structure. The circumstances of each reservoir are unique in this context and therefore each case where greater recreational use is proposed must be carefully examined on its merits. It is also important to recognise that many of the water areas in Tameside are designated for their nature conservation interest. In particular, the Huddersfield Narrow Canal and the Hollinwood Branch Canal are Sites of Special Scientific Interest, whilst the Ashton and Peak Forest Canals and Audenshaw Reservoirs are grade A Sites of Biological Importance.

Tameside retains an extensive and attractive canal network, which is one of the principal assets of the area, serving a number of valuable purposes and capable of further sensitive exploitation. The canals are potentially one of the Borough's main visitor attractions and could act as a catalyst to generate further associated regeneration based on business, leisure and tourism. The Ashton-under-Lyne and Lower Peak Forest Canals form part of the Cheshire Ring cruising waterway connected to the national network. Restoration of the Huddersfield Canal has just been completed, with the key link through Stalybridge town centre reopened in 2001. It links into the Cheshire Ring at Portland Basin in Ashton, an important node on the network and a focus for development, and across the Pennines to

the Yorkshire waterways. The Hollinwood Branch Canal is abandoned for navigation but its remains provide an attractive footpath route and the centre-piece of a country park. There are proposals to create a marina and related development south of Droylsden town centre at the former junction with the Ashton Canal.

OL8 Informal Recreation and Countryside Access

The quality and accessibility of informal recreation facilities throughout the Borough will be improved, through enhancement schemes at particular sites, formation or extension of car parks where appropriate, creation, extension or improvement of way marked recreational routes, and continuing emphasis on the use and development of the river valleys and country parks for informal recreation.

Where development is proposed adjacent to countryside or other areas available for informal recreation, the Council will require developers to protect existing links into these areas and where appropriate to enhance existing links or form new ones. Where development would have a detrimental effect on such areas or increase pressure of use, the Council will require suitable mitigation or compensatory measures to be taken.

The Borough contains a number of areas of countryside character which are available for informal recreation, including the Daisy Nook, Stalybridge and Werneth Low Country Parks, substantial areas of the river valleys and other more localised facilities. It is not envisaged that extensive new areas will be created, although opportunities may exist to extend public access where land is derelict or underused at present. The main emphasis will be on maintaining and enhancing existing areas used for informal recreation, and making them as accessible as possible for all potential users. New car parks may be needed to encourage the use of certain areas and to safeguard against problems of unauthorised parking. However, their location and design must be sensitively controlled to protect the character of the countryside, and relatively small areas are likely to be the most appropriate.

The potential for enjoying the Borough's countryside and other attractions on foot, cycle or horseback could be more fully realised by improving and where possible creating key links which would open up greater opportunities. The network could incorporate public footpaths, concessionary routes, bridleways, cycleways, canal towpaths, river valley paths and disused railway lines, and link features of both urban and countryside interest. Where routes which are to be promoted cross private land, it will be important to liaise with the owners and occupiers and seek to reconcile conflicting interests.

The creation of strategic long distance trails provides increased opportunities for informal recreation and controlled access to the countryside. They can also be valuable to the development of tourism by attracting visitors into areas along the route. By linking the local network into long distance trails the choices available to residents will be widened, and more scope provided for users of the main routes to venture off and explore other parts of the Borough. The Pennine Bridleway, recently created by the Countryside Agency, runs for 250 miles north-south from the Peak District to the Scottish border and is the first long distance trail designed with the horse rider and mountain biker in mind. The route through Tameside uses lanes and tracks on the moorland slopes east of Mossley, Stalybridge and Hollingworth Hall. The Trans Pennine Trail, also created recently, runs east-west from Liverpool to York and Hull, and is promoted as a footpath, bridleway and cycleway by the 31 local authorities along the route. It passes through the south of the Borough from Reddish Vale to Broadbottom, mostly using existing tracks in the Tame and Etherow valleys linked by the recently reclaimed Godley - Apethorn railway line in Hyde.

OL9 Derelict Land Reclamation

Derelict land in the countryside and urban fringes of the Borough, and where in urban areas it can fulfil a recognised local need for increased open space, will be restored for recreation, amenity, nature conservation or agricultural purposes, or some suitable combination of these uses.

Where development is proposed on or adjoining derelict land which should most appropriately be used for open space, the Council will require developers to incorporate reclamation for such use within their proposals or to facilitate reclamation by the Council or its partners at that time or at a later date.

The natural regeneration of despoiled areas should be allowed to continue where this would contribute to natural history, habitat formation or landscape interest, without perpetuating an eyesore or conflicting with the requirements on contaminated land.

Derelict land reclamation, which is often grant aided by public funds, offers a major opportunity for the physical improvement of despoiled land and removal of eyesores, within a general strategy of regeneration in the Borough. Reclamation can be designed to enable sites to be redeveloped for hard after uses, like housing or industry, but this will not normally be appropriate in the countryside or open parts of the river valleys, nor in some cases even within the built up area. More suitable soft after uses can still be grant aided as part of the Council's overall programme and in some instances it may also be possible to achieve similar after uses through private sector led schemes involving some commercial development. In addition, sub-regional programmes for dealing with derelict, underused or neglected land have recently been introduced on the basis of funding from NWDA and other sources, including "Newlands" (creation of community woodlands), "New Leaf" (reclamation for soft after uses) and "Pennine Edge Forest" (small scale woodland planting and improvement). Care needs to be taken however to ensure that existing or newly established habitats are not adversely affected where they are worthy of retention, because some despoiled areas can, through natural regeneration, become valuable as nature conservation sites.

OL10 Landscape Quality and Character

The landscape quality of the Borough, including features which are of importance for wild flora and fauna, will be conserved and enhanced through woodland, landscape and nature conservation strategies and in consultation with landowners and farm tenants.

Measures will be taken to maintain a variety of attractive landscape types consistent with the Countryside Agency's Landscape Character Areas and to re-establish a countryside character where necessary in the river valleys and other areas of the urban fringe.

Within the countryside, river valley and urban fringe areas, any development will be required to be sympathetic to its surroundings and high standards of siting, design, materials and landscaping will be expected, particularly where existing residential or agricultural buildings which contribute positively to the character and appearance of the landscape are involved. Especially careful consideration will be given to the appearance of developments within open land in the eastern, upland part of the Borough.

Development which borders the Green Belt or areas of Protected Green Space will be required to incorporate boundary treatment and planting which protects or enhances the landscape and habitats of these areas.

Tameside contains a range of landscapes which to varying degrees merit protection and upgrading. These can be considered within the context of the character areas which have been identified, mapped and described by the Countryside Agency and which aim to inform decision making and shape change so as to maintain and enhance local distinctiveness. More detailed woodland and landscape strategies will establish action plans and management guidelines to be used in the Council's own work programmes and to guide financial assistance where available. Measures could include an increase in hedgerow and tree cover, a programme of woodland planting and management, tree planting along the edges of the river valleys and prominent highways, retention and rebuilding of dry stone walls, and enhancement of natural habitats, water areas and other natural features. Sub-regional programmes recently introduced on the basis of funding from NWDA and other sources, particularly "Pennine Edge Forest", could help to bring some of these measures forward. Involvement of and support from land owners and tenants will be particularly important, whilst expectations must be tempered by limited resources and the long time scales likely to be required.

In the previously adopted UDP certain areas of open land within the Borough were identified as "Special Landscape Areas", where strict control over development applied in order to protect their high landscape value and interest. This designation is not being carried forward into the replacement plan, because of concern that its boundaries may appear arbitrary in places and because there is a better case for seeking high standards of development throughout the open areas of the Borough. It is important that any development which does take place within these areas, including alterations to existing buildings, is sympathetically designed and makes use of appropriate materials, so as not to be unduly obtrusive. This applies equally to hard surfacing, walls, landscaping and other works. It is also necessary to ensure that development adjoining but outside Green Belt and other protected green spaces does not adversely affect the quality of these areas. Careful attention to the appearance of any development in the open, upland areas in the eastern part of the Borough should help to protect the qualities of these more prominent landscapes, complementing such policies in adjoining Districts and the Peak District National Park.

OL11 Support for Agriculture

So far as possible, farm holdings will be protected from the adverse effects of non agricultural development and viable agricultural holdings will not be severed by development, in order to encourage continued investment and good management.

Where development of agricultural land is unavoidable, the Council will seek to encourage the use of poorer quality land in preference to that of higher quality, except where other sustainability considerations suggest otherwise.

The Council will encourage and permit the diversification of farm enterprises and the re-use of farm buildings where each of the following can be met:

- (a) it can be shown that such operations increase the likelihood of appropriate investment in, or safeguarding of, the long term future of agricultural activity in the area, and**
- (b) the location, scale, layout and design of new buildings respect the character of the area and the qualities of any existing buildings.**

Around 14% of the overall area of Tameside is in use for agriculture (excluding moorland) which contributes both to production and the upkeep of the land itself. Farming has traditionally been the guardian of the landscape and the continued presence of viable agricultural enterprises is still the most effective way to ensure the proper management of much of the countryside. Farming in the Borough may be of marginal profitability however and many of the factors affecting its future are likely to be outside of the Council's control. It is important therefore that where the planning system can have some effect it should try to avoid making conditions more difficult for those involved in agriculture. In addition to controlling the location of other forms of development, this could also involve, for instance, consideration of layout or boundary treatment so as to reduce the likelihood of trespass and damage.

To help facilitate upkeep and investment on existing farms, the Council is prepared to foster diversification and other means of generating income, provided these are consistent with other objectives such as landscape and nature conservation. Conflicts can arise however from some forms of non agricultural enterprises on existing or former farm holdings, for example with scrap metal dealing, waste disposal or transfer, boarding kennels, caravan/car storage, and careful assessment of the implications will always be needed.

OL12 Development Associated with Agriculture

When required the Council will permit the development of agricultural or forestry buildings and plant, or give prior approval to details of "permitted development" for these purposes, provided the proposals are sited and designed to;

- (a) minimise the visual impact on the landscape in accordance with policy OL10, and**
- (b) relate well to existing farm buildings, and**
- (c) minimise any adverse impact on the amenity of adjacent dwellings unconnected with the farm.**

In considering the impact of such developments, the Council will take into account mitigation or compensatory measures which may be proposed, including landscaping.

Modern agricultural buildings can be stark and utilitarian in design, with little attempt being made to blend them in with traditional farm and domestic buildings in the area. Whilst having regard to the operational needs of the agricultural industry, and to avoiding imposing unnecessary or excessive costs, the Council needs to consider the siting, design and external appearance of proposed agricultural developments and the relationship to their surroundings, in order to meet the objectives of conserving and enhancing the landscape. Where notification of relevant details of permitted development is required, it is the Council's intention nevertheless to deal with these matters as efficiently and effectively as possible.

OL13 Accommodation for Agricultural Workers

Residential development outside the existing built up area which, as an exception to normal policies, is required for workers employed in agriculture or forestry, will only be permitted where the needs of the enterprise for supervision, and its ability to sustain long term employment, are proven and the need cannot be met in a nearby settlement or built up area.

Conditions will be imposed to limit the occupancy of new dwellings (and existing dwellings on the same agricultural unit which are controlled by the applicant) to workers employed in agriculture or forestry in the locality. Requests for the removal of such occupancy conditions will be rigorously examined.

Government policy supports the need for careful scrutiny of this type of development and the use of appropriate conditions, advising that it will normally be as convenient for farm workers to live in nearby towns and villages as it will be for them to live where they work. It is particularly important that such proposals contain clear and precise details to enable the Council to decide whether they meet the criteria. Government guidance (PPG7) also makes it clear that where the need to provide accommodation to enable farm or forestry workers to live at or near their place of work has been accepted as justifying isolated residential development in the countryside, it will be necessary to ensure that the dwellings are kept available for meeting this need. For this purpose planning permission should be made subject to an occupancy condition.

OL14 Allotments

The Council will not permit development on land in use, or last used, for allotment gardens whilst this is required to meet demand for such purposes, unless suitable alternative provision is made.

Allotments can provide a valued local amenity and source of leisure time enjoyment for a number of people, although their popularity and availability may have declined over the years. It is still important for the local community to have reasonable access to allotments, as part of the objective of providing for a wide range of leisure activities. Protection of allotment sites, even if not in active use, should relate to an understanding of demand in the area at the time any proposals for development are submitted. This might be gained from sources including the Council, local societies and site evidence. Allotments which have been little used for such purposes for some years may have become unsightly and, in the absence of any evidence of demand, could be seen as a wasted land resource if not redeveloped.

OL15 Openness and Appearance of River Valleys

The Council will not permit developments which would adversely affect the character of the Tame, Medlock and Etherow river valleys including their value for nature conservation, or the overall improvement of their appearance, or break the open parts of the valleys into further sections.

Measures will be taken to enhance the built environment within the river valleys, through improving the appearance of industrial areas where necessary, screening unsightly or unduly prominent development, and making canal and riverside areas more attractive.

The network of river valleys extending from the hills in the north and east across Greater Manchester to the flat plains of the Mersey in the west is one of Greater Manchester's most characteristic features. The Medlock to the north west, the Etherow to the south east, and the Tame through the heart of the Borough have had a dramatic effect on the landscape of the area and on the way in which it has been urbanised. Prior to the 1970's the valleys were often neglected backlands, displaying many problems of pollution, dereliction and decay. Since then their environment has in many places been transformed, as a result of reclamation and improvement schemes, management programmes,

planning policies and joint working by various parties. Public attitudes towards the valleys have also changed and they are now highly valued as a major resource for open space, informal recreation, education and nature conservation, which is closely accessible to a large proportion of the county's population.

Extensive areas of the river valleys in Tameside have been developed for industrial purposes, particularly in the floor of the central Tame valley and to a lesser extent in parts of the Etherow and Medlock valley, whilst housing has spread along parts of the Tame valley sides. Nevertheless, some open sections still remain. Maintaining the predominantly open character of the river valleys is a critical element of the strategic policies for the Greater Manchester area as a whole, which the Council would wish to continue. However, it is not proposed to carry forward the "River Valley Open Land" designation from the previously adopted UDP, as this largely coincides with Green Belt or "Protected Green Space".

The river valleys contain established built up areas and more isolated groups of buildings in otherwise predominantly open sections. These are mostly older developments, often of industrial origin and sometimes in a poor state of repair, and in places their appearance can detract from the visual quality of the valley as a whole. Measures to improve the built environment can complement the improvements carried out or planned for the open areas, particularly alongside the canals and rivers. Co-operation with landowners and lessees will be needed for measures such as planting, repair, reorganisation, redevelopment or demolition, in addition to direct Council programmes and grant assistance where available.

OL16 Peak District National Park

The Council will not permit development that would adversely affect the purposes of the Peak District National Park or be harmful to its valued characteristics.

The Peak District National Park, which directly borders Tameside in the north eastern corner of the Borough and is visible from much of the eastern fringe, contains some of the country's wildest and most beautiful landscapes. If it is to be protected, careful control needs to be exercised over harmful development, whether inside the National Park or not. When considering such proposals the Council will consult the National Park Authority and have regard to the need to ensure that the purposes and the appearance and valued characteristics of the National Park, as set out in the Authority's Development Plan, are not adversely affected. The types of proposals that may be unacceptable could include development conspicuous from the National Park, nearby development that generates harmful pollution from industrial activities, power generation or agriculture, or development that would interfere with the enjoyment of the National Park by the public. This policy is supported by Regional Planning Guidance for the East Midlands.

TRANSPORTATION AND ACCESS



T1 Highway Improvement and Traffic Management

The Council will carry out new highway construction, highway improvement and traffic management schemes with the aims listed below. The access arrangements for development schemes must also be designed with these aims, wherever appropriate.

- (a) **improving safety for all road users,**
- (b) **encouraging the use of non car modes,**
- (c) **providing safe and convenient facilities for pedestrians and cyclists,**
- (d) **improving road and community safety especially in residential areas,**
- (e) **improving safety and the environment in town and local centres, assisting their viability and encouraging new investment,**
- (f) **assisting sustainable development,**
- (g) **safe management of congestion problems,**
- (h) **improving the efficiency and attractiveness of public transport and the convenience and safety of passengers,**
- (i) **providing for the needs of people with mobility difficulties,**
- (j) **providing for the safe use of powered two wheelers,**
- (k) **providing for the sustainable movement of freight,**
- (l) **conserving and enhancing the valued characteristics of an area through the use of appropriate design and materials.**

National transport policy seeks to reduce reliance on the private car, widen choice and increase social inclusion. Highway schemes brought forward by the Council will be in the context of an overall land use and transport strategy as set out in the UDP and the Greater Manchester Local Transport Plan. New roads will only be considered where they are consistent with the overall strategy and necessary to secure environmental or safety improvements or permit development. There is no intention to build roads simply to facilitate car borne commuting. The list (a) to (l) indicates the range of aims which will underlie traffic management and improvement proposals.

T2 Trunk Road Developments

The Council will protect the line of the Mottram to Tintwistle Bypass, proposed by the Highways Agency as a trunk road scheme, from the M67/A57/A560 intersection at Hattersley to the Derbyshire border.

In 1992, the Department of Transport carried out a public consultation exercise on route options for this proposed bypass, and announced the preferred route in 1993. This leaves the M67 terminal roundabout in a north-easterly direction, passes through a short tunnel north of Mottram village and then continues on to pass north of Thorncliffe Farm before crossing the Derbyshire boundary north of

Arnfield Reservoir. This preferred route, including a link connecting the bypass to the existing A57 at Mottram Moor, is shown on the proposals map and is already being protected from development.

The scheme is an integral component of the South Pennines Integrated Transport Strategy. In Regional Planning Guidance for the North West, published in March 2003, policy T10 identifies the scheme as a Transport Proposal of Regional Significance that should be delivered by 2007 as a matter of priority (subject to availability of resources, detailed appraisal and appropriate statutory procedures). It is included in the Highways Agency's Targeted Programme of Improvements, for completion in 2008, subject to statutory procedures. Draft Orders are expected to be published in 2004.

T3 Major Highway Schemes

Highway schemes proposed to be carried out during the plan period:

(1) Glossop Spur from Mottram Moor to Woolley Lane, Longdendale (local road element of the proposed Mottram - Tintwistle Bypass)

The Glossop Spur will add to the Highways Agency's proposed A57 (T)/A628 (T) Mottram to Tintwistle Bypass by extending the link off their main east-west route beyond Mottram Moor through to Woolley Bridge. As a result, Hollingworth will be more effectively relieved of through traffic, bus reliability will be improved and pedestrians and cyclists will be provided with a safer, more convenient and attractive environment. The scheme is not intended to increase capacity or improve journey times for general travel. The scheme will be promoted jointly by Tameside MBC and Derbyshire County Council, and will be progressed to dovetail the design and statutory processes with those of the trunk road scheme. Close liaison will be maintained with the Highways Agency and they will seek an assessment of the transport impact of the scheme in order to ensure the continued safe and efficient operation of the trunk road network.

(2) Turner Lane to Penny Meadow, Ashton town centre (Stage 2 of Ashton Northern Bypass - former ATC3)

The Ashton Northern Bypass (Stage 2) will provide a single carriageway diversion of the A6043 Wellington Road between Turner Lane and Penny Meadow in Ashton town centre. It will complete the ring of relief roads around the town centre by extending the Ashton Northern Bypass (Stage 1) through to the Arlington Street Link in the north of the town. The scheme is not intended to increase highway capacity or improve journey times for general traffic. It will deliver the Greater Manchester Local Transport Plan objectives by extending the existing town centre pedestrian priority measures into Wellington Road in order to create a more attractive and safe environment. It will also provide safe and convenient pedestrian and cycle routes into the town centre, assist bus service operation on the proposed A635 Quality Bus Corridor by releasing buses from traffic congestion at this important passenger destination, and provide the opportunity to upgrade the passenger waiting environment. The scheme has been accepted through the Greater Manchester Local Transport Plan and funding has been made available for a start in 2004 and completion in 2006, subject to statutory procedures. A planning application for the construction of the new road, and associated remodelling of existing car parks, was approved in September 2003.

Please note that proposal T3(3) (Ashworth Lane Link Road) has been removed from the plan

The Council will protect the alignment of these highway schemes which are shown on the proposals map.

T4 Rail Infrastructure

The Council will permit and where necessary facilitate the provision of new rail stations, improved facilities at existing stations including attention to special needs, and additional local station car parking and cycle storage facilities (small scale park and ride).

The Local Transport Plan sets out a strategy for the provision of rail services in Greater Manchester. This aims to improve the attractiveness of heavy rail travel including new and improved stations, enhanced park and ride and cycle and ride opportunities, and more reliable and frequent services. The strategy aims to build on heavy rail's potential to serve both the commuter and longer distance travel markets including access to Manchester Airport, reducing both congestion and reliance on the private car. New stations are expected to be brought forward through partnerships with the rail industry including improvements secured through franchise replacement. A Greater Manchester Strategic Rail Study which examines the infrastructure needs of the area has been carried out on behalf of the Strategic Rail Authority. The Greater Manchester authorities considered this during 2001, along with the GMPTA's previously completed Fixed Track Strategy, and in 2002 the GMPTE developed a Rail Investment Plan for consultation with these authorities.

Rail schemes proposed to be carried out during the plan period:

(1) New Droylsden station west of Littlemoss Road bridge (former DRO1)

The proposed location for a new Droylsden station west of the Littlemoss Road railway bridge is on the site of the original station which closed around 30 years ago. Since that time there has been substantial housing development nearby, including the former Reyners site immediately adjoining which was under construction in 2003. The station will enable residents of this part of Droylsden to take advantage of the present train service west to Manchester, and east to Ashton, Stalybridge, Mossley, Huddersfield and Wakefield. Although envisaged to be a predominantly walk-in station, land is available on which a small car park could be provided. Droylsden is included in the Local Transport Plan within a list of possible new stations to be developed.

(2) New Dukinfield station north of King Street / Dewsnap Lane junction (former DUK2)

Although the local rail services from Manchester to Glossop and Marple run through the southern part of Dukinfield close to extensive residential areas, the only available station for the Dukinfield area is at Hyde North. That station is not well located in relation to much of the town's population and has a very poor access from Johnson Brook Road. Also, there are no platforms on the Glossop line at Hyde North, thereby reducing the possible service. The new station will be located north of the King Street/Dewsnap Lane junction, so it can be served by both the Manchester to Marple and Manchester to Glossop services. Dukinfield is included in the Local Transport Plan (as Dewsnap) within a list of possible new stations to be developed.

(3) Enhancement of Stalybridge rail station area and additional car parking (former STC7 and STC13)

Stalybridge railway station is served by both the longer distance North Trans Pennine expresses and the Manchester-Ashton-Huddersfield-Wakefield stopping service. The station is used by commuters, shoppers and longer distance travellers and functions to some extent as a gateway for the Borough and a railhead for Trans Pennine services. Some station car parking is provided but this is inadequate to meet demand. Enhancement of the rail station area and provision of additional parking will need to be brought forward as a partnership between the rail industry, the GMPTE and the Council and will be dependant on the availability of funding.

(4) Development of Guide Bridge Station and adjoining land as a parkway station serving Trans-Pennine, Manchester Airport and long distance travel needs.

If this proposal is not brought forward by the rail industry and funding bodies, or is subsequently proposed for another rail route in the Borough, the station will be enhanced for local travel needs and compatible development opportunities realised on the adjoining land.

Guide Bridge station is served by the Manchester to Glossop and Marple local services but has seen little investment in recent years. The longer distance North Trans Pennine service passes through Guide Bridge but currently does not stop. Depending on the investment programme agreed through the refranchising process for Trans Pennine Express which was nearing completion in 2003, Guide Bridge could be redeveloped and extended as a parkway station serving longer distance travel needs. This could include improved rail access from the Borough to Manchester Airport taking advantage of its location with good access to the M60. Land is available adjoining the existing station for such a scheme, which would include substantial amounts of car parking. If this did not proceed the station's role serving the local community will need to be enhanced through improvements to the station environment and provision of small scale park and ride opportunities.

T5 Metrolink Extension

The Council will protect the alignment of the proposed extension of the Manchester Metrolink light rapid transit system to Ashton under Lyne via Droylsden and Audenshaw, as approved in the Transport and Works Act Order.

The proposed Metrolink extension will provide a frequent, high capacity link between Manchester, Droylsden, Audenshaw and Ashton. In Tameside it will be constructed along the line of the A662 Ashton New Road and then cross Ashton Moss to reach Ashton town centre alongside Wellington Road and the bus station, with intermediate stops at Edge Lane, Cemetery Road, Droylsden (town centre), Audenshaw (Ryecroft Hall) and Ashton West (Richmond Street). A further stop may also be provided at Ashton Moss. This scheme is part of a wider proposal to extend the Metrolink network across Greater Manchester and is an important part of the Local Transport Plan. By offering an attractive alternative to the car it is expected to reduce the number of car trips and associated congestion problems. The necessary powers to build the line have been obtained, Government funding has been secured, and GMPTE is currently engaged in the process of selecting the consortium to build and operate this and the other new lines. The process was in its final stages in 2003 and the design and construction contract should start in 2004 for opening not later than 2010.

T6 *Facilities for Buses*

The Council, in association with Greater Manchester Passenger Transport Executive, will facilitate the provision of high quality, safe and accessible bus passenger waiting and interchange facilities.

On-highway bus priority measures, such as those proposed in connection with Quality Bus Corridors, will be introduced. These will include bus lanes where feasible in terms of available road width.

As part of the means to reduce reliance on the car and improve social inclusion, the GMPTE in association with the Council is introducing measures to make bus travel more attractive. Bus travel involves some degree of passenger waiting and it is important to make that experience as safe, accessible and comfortable as possible. The Council will improve the environment at and around bus stops through better street lighting, footway improvements that include kerb heights to assist low floor bus operation, and provision of pedestrian crossing facilities.

A network of Quality Bus Corridors is being implemented or is proposed across Greater Manchester as part of the Local Transport Plan, including four corridors in Tameside. The aim is to reduce bus journey times and variability, and improve bus reliability, to make bus travel more competitive with the car and to increase the comfort and convenience for all bus users. Measures being considered include on-highway bus priority schemes. However, because of limited available highway width on many of Tameside's roads, there are likely to be only limited opportunities for the introduction of bus lanes. Alternative measures such as selective vehicle detection at traffic signals will be considered where appropriate in order to give priority to buses.

Planning permission was granted in November 2002 for a remodelling and enhancement scheme at Hyde Bus Station in which all facilities will be located on a single central island, and preliminary works to implement this scheme were started in 2003.

Please note that proposal T6(1) (Hyde Bus Station) has been removed from the plan due to development starting

T7 *Cycling*

A Borough wide network of cycle routes will be defined, connecting residential areas, town centres, transport interchanges, employment, education, health and leisure destinations, and attractions outside the Borough.

Where possible and appropriate, development of the network will be co-ordinated with neighbouring authorities to improve cross boundary linkages and assist with the completion of the national cycle network. Off highway tracks will be utilised where appropriate.

Designated cycle routes will be protected from development or provision made within developments to ensure that links in the network are completed.

Development proposals will be required to consider provision for cyclists including secure cycle parking where appropriate. The Council will provide or facilitate secure cycle parking at major attractors where appropriate.

PPG13 states that cycling has potential to substitute for short car trips and to form part of a longer journey by public transport. The Local Transport Plan seeks to promote cycling as a mode of travel, particularly for short trips, to reduce car travel. Cycling for leisure may also produce health benefits. The Local Transport Plan sets out targets for increased cycle use. At the present time cycling levels are low in Tameside and usage needs to be encouraged by the provision of safe, pleasant and convenient routes for cyclists. Development proposals brought forward will need to demonstrate how the needs of cyclists will be addressed and how the development will contribute to the Council's aim of increasing cycling as a mode of travel. The policy document "Cycling in Tameside" was approved in 1996 and contains a draft cycle network plan. This proposed network will be reviewed to take account of current circumstances, likely future opportunities, and strategies and targets in the National Cycling Strategy and the Local Transport Plan. Off highway routes will be utilised where appropriate but there is also potential for the definition of routes which could follow a series of quieter roads. Cyclists will also be able to use bus lanes brought forward as part of the Quality Bus Corridor initiative or other schemes, and these will be considered for inclusion in a cycle network

The aim will be to provide over time a network that links major origins and destination in the Borough and surrounding areas, including links to the national cycle network. The Council's ability to achieve this will be dependent upon the availability of funding and opportunities arising out of development or redevelopment. If more people are to be encouraged to cycle, secure cycle parking facilities will also need to be provided at major attractors and workplaces as part of the bringing forward of the cycle route network, taking advantage of opportunities arising from town centre improvement schemes and as part of development proposals. Secure cycle parking and storage will be required to be incorporated in new development proposals where appropriate.

T8 Walking

A network of key routes and rights of way will be developed and improved, incorporating trails, paths and footways in both urban and countryside areas and with roles ranging from regional to local, in order to facilitate walking as a means of travel and for leisure.

The Council will aim to secure safe and convenient pedestrian routes between residential areas and major attractors, including town centres, schools, employment, health and leisure developments and public transport facilities. Improvements will be co-ordinated with neighbouring authorities wherever possible in order to improve cross boundary linkages.

Public Rights of Way will be protected where they fall within sites proposed for development, subject to consideration of opportunities for local re-routing where this would improve convenience and safety for pedestrians.

The needs of pedestrians must be taken account of in new development schemes, with the aim of encouraging travel on foot and by public transport. Particular emphasis should be placed on providing safe and convenient routes within and to/from the Borough's town and district centres, major developments and public transport facilities. Steps should be taken to ensure that underpasses are made as safe as possible for pedestrians.

As part of the Local Transport Plan a Greater Manchester walking strategy was prepared which aims to encourage walking as a mode of travel for short trips and for leisure purposes. This document is intended to act as a template for Councils to prepare their own walking strategies and encourages

them to establish key walking routes and destinations in consultation with the local community. The aim is to encourage Councils to target resources on upgrading those key routes to provide consistent high quality, safety and convenience for pedestrians. Improvements to other routes should be brought forward in line with the overall aims of the strategy. This should maximise the benefits to be achieved from the investment and provide the most effective way of encouraging more people to walk. The policy document 'Walking in Tameside' was approved in 1997. This will be updated in line with the Greater Manchester Walking Strategy in consultation with the local community. The Local Transport Plan sets out targets for increasing walking activity. Development proposals brought forward will need to demonstrate how the needs of pedestrians will be addressed and how the development will contribute to the Council's aim of increasing walking as a mode of travel.

The Countryside and Rights of Way Act 2000 requires that local authorities produce a Rights of Way Improvement Plan within five years of Regulations becoming available under the Act. The convenience and safety of pedestrians will be considered when assessing any proposal for the diversion of a Public Right of Way. If people are to be encouraged to walk or use public transport then pedestrian routes to and from developments, bus stops and stations etc must be both safe and convenient. New developments will need to provide for pedestrian routes that are designed with safety in mind and that do not involve an unacceptably indirect route. At-grade pedestrian crossing facilities are preferred to underpasses or footbridges. Where there is no alternative to an underpass then such a facility should be designed carefully to minimise potential for crime and fear of crime, paying particular attention to inter visibility, surface finishes, street lighting and possible CCTV.

T9 Freight Movement

Traffic management measures will be taken to prevent the use of unsuitable roads by heavy lorries where necessary, particularly within residential areas, and to maximise the use of the strategic highway network for this purpose.

The Council will facilitate the use of rail for freight transport, including provision for road-rail transfer and measures in connection with Central Railway's proposal for a new rail freight route through the Borough, subject to schemes not having an adverse effect on the amenities of surrounding residential areas or creating traffic problems.

Efficient access for freight is important to the economy of the Borough but there is also a need to minimise disturbance, congestion and vehicle emissions. The completion of the M60 motorway has resulted in the removal of through heavy goods vehicle traffic from local roads. However, there are still problems with access for such traffic in some areas of the Borough because of the mixed land use pattern. In some locations it may be possible to minimise the problems through traffic management measures although legitimate access needs to be provided for. Some of the problems may be alleviated by the gradual redevelopment of poorly located industrial and storage premises for other uses. The development of appropriate sites for road-rail transfer will assist with the encouragement of more freight transported by rail. The Council has resolved to support in principle Central Railway's proposal for a new rail freight route from Liverpool to northern France which would pass through Tameside.

- (1) The Council will protect the alignment of the former Crowthorne Curve rail route at Guide Bridge for possible future rail freight use.**

The Crowthorne Curve is a disused rail track bed running between the operational Guide Bridge to Manchester and the Denton to Ashton Moss lines. However, it has been bridged by the new Moss Way / Audenshaw road junction and potential exists for it to be brought back into use for rail purposes subject to any permissions required.

T10 Parking

Council owned, public car parks will be managed so as to encourage short stay use, to support commercial activity in the town centres and to discourage car borne commuting.

The Council will require opportunities for the shared use of car parks to be examined when considering major development proposals and development proposals in town centres.

Safety and security of car parks will be improved through design, improved lighting and CCTV. Provision will be made for disabled parking and for carers with child parking where appropriate. Secure parking for cycles and powered two wheelers will be provided at appropriate locations within town and local centres and at bus and rail stations.

Proposals will be brought forward, following local consultation, for secure off-street parking where needed in residential areas and where suitable sites are available.

New developments will be subject to maximum levels of parking provision, in accordance with standards to be established in association with the other Greater Manchester authorities and in line with national and regional guidance. The draft standards are set out in table 4.

The Local Transport Plan seeks to minimise the need to travel and encourage the use of non car modes, and enhancing the viability and vitality of town and district centres is fundamental to achieving these aims. However, as well as good public transport access to town centres, there is also a need to cater adequately for car borne shoppers and other short stay users in order to counteract the attraction of out of centre shopping and leisure facilities. It is important that car parks provided for these users are, and are perceived to be, safe. The LTP also seeks to reduce car borne commuting, and the availability of parking is an important factor in influencing choice of mode for travel to work. Safe parking provision for disabled people and carers with children will be provided in line with Council policy. Secure parking at convenient locations will be required if cycles and powered two wheelers are to be encouraged and facilitated as a sustainable transport choice.

In some residential areas there is little in-curtilage parking and insufficient roadscape to meet parking demands. The potential for providing secure off-street parking in residential areas, possibly making use of small areas of vacant or under-used land, will be considered in consultation with residents and subject to the availability of land and funding.

The availability of car parking at a destination is an important influence on the choice of transport mode. In line with national (PPG13) and regional (RSS) policies to reduce car use, upper limits will be set for the amount of parking to be provided in new developments. Draft parking standards which would apply to Greater Manchester as a whole have been drawn up and were the subject of extensive consultations in April and May 2003. These are shown in table 4. The results of the consultations were being assessed in September 2003 and it is possible that some, probably minor, changes will be made before they are adopted by the Greater Manchester authorities later in 2003 or early 2004. After that, further information about the detailed application of the standards will be provided in supplementary planning guidance. In locations with good existing or potential public transport access or the opportunity for walk-in or cycle trips, typically town and district centres, it may be possible for developments to operate satisfactorily with lower amounts of parking provision than the maxima. A balance has to be struck between not actively encouraging car use, whilst not being so stringent as to

reduce the viability of developments in town and district centres, thereby generating demands for development in other locations where travel by non car modes may be more difficult. The Council will encourage the shared use of car parks, which can reduce the total amount of land occupied by parking facilities. For example, it may be possible for office uses and leisure uses to share parking facilities because the peak levels of use do not coincide

TABLE 4: DRAFT GREATER MANCHESTER PARKING STANDARDS

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops Food retail <900 sqm	1 per 25 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater.	1 per 200 sqm – minimum of 2	Individual consideration
Food retail >900 sqm	1 per 16 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 600 sqm, minimum of 2 spaces
A1 - Shops Non-food retail <900 sqm	1 per 30 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .	1 per 200 sqm – minimum of 2	Individual consideration
Non-food retail >900 sqm	1 per 22 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 900 sqm, minimum of 2 spaces
A2 - Financial & Professional services	1 per 25 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 400 sqm, minimum of 2 spaces	Individual consideration
A3 - Food & drink Restaurants	1 per 7 sqm Public Floor Area	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 140 sqm public floor area – minimum of 2 spaces	1 per 280 sqm public floor area- minimum of 2 spaces
Fast Food – Drive Through	1 per 8.5 sqm Gross Floor Area			
B1 - Business Stand alone offices	1 per 35 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater.	1 per 400 sqm – minimum of 2 spaces	1 per 1,400 sqm – minimum of 2 spaces
Business Parks	1 per 40 sqm	Over 200 Bays - 6 bays plus 2% of total capacity		

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
B2 - General industry	1 per 60 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 700 sqm – minimum of 2 spaces	1 per 2,800 sqm – minimum of 2 spaces
B8 - Storage or distribution	1 per 100 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 850 sqm – minimum of 2 spaces	1 per 4,000 sqm – minimum of 2 spaces
C1 - Hotels	1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces
C2 - Residential Institutions Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment
Care / nursing homes	1 per 4 beds	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 40 beds, minimum of 2 spaces	1 per 160 beds – minimum of 2 spaces
C3 - Dwelling Houses 2+ bedrooms outside town centres	2 per dwelling	No standard	No standard	No standard
Single bed dwellings and dwellings in town centres	1.25 per dwelling	No standard	No standard	No standard

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
Flats/apartments 2+bedrooms outside town centres	2 per dwelling	Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.	Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.	Individual consideration
Single bed dwellings and flats/apartments in town centres	1.25 per dwelling	As above	As above	As above
Sheltered housing	1 per 3 dwellings	10% of sheltered housing parking should be disabled persons parking standard compliant	No standard	No standard
D1 - Non-residential institutions Medical or health facility	1 per 2 full time equivalent staff + 3 per consulting room	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces
Crèche, day nursery or day centre	1 per full time equivalent staff	Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard
Schools	1.5 spaces per classroom		1 per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces
Higher or further education	1 per 2 full time equivalent staff		1 per 10 full time equivalent staff + 1 per 10 students	1 per 80 full time equivalent staff + 1 per 600 students
Art gallery, museum, exhibition hall or library	1 per 30 sqm public floor area	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.	1 per 300 sqm public floor area – minimum of 2 spaces	1 per 1200 sqm public floor area – minimum of 2 spaces
Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D2 - Assembly & Leisure Cinema, bingo hall or casino, concert hall	1 per 8 seats	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater Over 200 Bays - 4 bays plus 4% of total capacity	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces
Indoor sports or recreation	1 per 25 sqm		1 per 250 sqm – minimum of 4 spaces	1 per 1,000 sqm – minimum of 2 spaces
Outdoor sports and recreation	Individual consideration.	Individual consideration	Individual consideration.	Individual consideration
Miscellaneous Stadia / spectator seating	1 space per 18 seats 1 coach parking space per 1000 seats (minimum standard)	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater Over 200 Bays - 4 bays plus 4% of total capacity	1 per 150 seats – minimum of 2 spaces	1 per 600 seats – minimum of 2 spaces
Railway/Bus stations, and tram stops	Individual consideration.	Individual consideration.	Minimum of 10 per station Individual consideration for tram stops	Individual consideration.

NOTE: This table is an addition to the reasoned justification to policy T10

T11 Travel Plans

The Council will require Travel Plans to be produced in support of proposals for new development expected to result in significant travel implications.

Travel Plans will need to demonstrate how developments will contribute to sustainable transport objectives including reducing car usage, increasing use of walking, cycling and public transport, reducing traffic speeds and improving safety particularly for pedestrians and cyclists, and facilitating more environmentally friendly delivery and freight movements.

Travel Plans can help in the delivery of sustainable transport objectives, help raise the awareness of the impacts of travel decisions and can contribute to the efficient operation of businesses. They can be developed in response to particular travel related problems at existing development. Those brought forward as part of a development proposal will enable measures to assist public transport, walking and cycling to be designed into the development and may reduce car parking needs. Travel Plans to be submitted alongside planning applications should be worked up in consultation with the Council, GMPTE and local transport providers. Further guidance on the need for and role of travel plans is provided by the Government in PPG13.

T12 Special Needs

The Council will require the access needs of relatively disadvantaged people, including the elderly, the disabled, parents with young children, and others with sensory impairment or restricted mobility, to be taken into account in development proposals of all kinds.

In line with national and local policies the Council is seeking to widen travel choice and reduce social exclusion. Development proposals will need to take account of special access needs through their Travel Plan and through the provision of appropriate facilities such as tactile paving, dropped kerbs and designated parking spaces. The Council should be consulted on the requirements for, and design of these facilities.

T13 Transport Investment

Where additional movements directly generated by a development proposal would place demands on the existing transportation infrastructure, which would not be overcome by programmed improvement schemes but which are capable of resolution by specific schemes associated with the proposal, including provision of public transport, pedestrian and cycle facilities, the necessary investment will be expected to be provided by the developer.

Such improvement schemes will be related to the scale of the proposal, or where they can be designed to serve other needs at the same time, an appropriate contribution would be expected from the developer. Account will be taken of the desirability of making the development as accessible as possible to public transport and by foot and cycle, and of ensuring that existing public transport services are not unacceptably impeded.

Much of Tameside is heavily built up and suffers from congestion, particularly at peak times. Many sites suitable for development will require some improvement to the highway network, or to public transport provision, if they are to function safely without creating unacceptable problems for existing users and to assist with the encouragement of sustainable travel choices. For developments which are likely to have significant transport implications it is expected that improvements will be brought forward within the context of a Travel Plan for the development. Improvements generally should take account of the need for safe and convenient facilities for pedestrians, cyclists and the mobility impaired. Undue delay to buses should be avoided and measures to improve access to public transport considered.

Where it is clear that a development proposal must be accompanied by improvements to the existing transportation network or to public transport provision, if planning permission is to be granted, the developer(s) will be expected to carry out such improvements through planning conditions where they fall within the application site, or to fund them through planning obligations under S106 of the Town and Country Planning Act 1990 or Section 278 of the Highways Act 1980. Many improvements will be small scale and limited to the immediate vicinity of the site. In the case of major developments more substantial measures may be required which may be some distance from the development site. Where improvements form part of a wider scheme, a developer may be required only to fund part of the works.

T14 Transport Assessments

Where a development will have significant transport implications, planning permission will not be granted until an agreed Transport Assessment has been completed which shows whether or not associated highway works or other measures are necessary.

The scope of the Transport Assessment will be specified by the Highways Agency for trunk roads and the Council for local roads.

Applicants will be expected to supply an air quality impact assessment alongside a Transport Assessment, so that the effect of the traffic generation on any Air Quality Management Area that may be declared can be considered.

A Transport Assessment is required to identify whether or not a proposed development is acceptable in transport terms. The judgement of whether a development will have significant transport implications should be made in relation to a base position which reflects the maximum likely traffic generation of lawful or permitted use of the site, rather than necessarily that generated by the current or most recent user. Where an earlier planning permission is extant at the time of submission of a subsequent application, the procedures of this policy should not apply to development generating no more traffic than that already approved. What constitutes "significant" cannot be prescribed for all circumstances. For example, the Highways Agency would regard an increase of traffic in the order of 5% on any link of a junction with a trunk road as being material in most cases, or a smaller percentage increase in locations where capacity is, or is near to, being exceeded. The requirements for a Transport Assessment for a particular development will need to be agreed with the relevant highway authority. The DTLR policy on control of development near trunk roads is set out in 'A New Deal for Trunk Roads in England', July 1998 and PPG13 Annex B.

If areas are identified where national air quality objective levels are expected to be exceeded in 2005, authorities are required to declare Air Quality Management Areas and develop action plans to deal with the exceedences. Tameside in conjunction with the other Greater Manchester districts carried out public consultation in January 2001 on the forecast areas of likely exceedence and the Council declared an Air Quality Management Area in the Borough on July 1st 2001. It should be easier to

produce an air quality assessment alongside a Transport Assessment because a major factor is the amount and character of traffic generated. (See also policy MW14)

CONSERVATION AND ENHANCEMENT OF THE BUILT ENVIRONMENT



C1 Townscape and Urban Form

In considering proposals for built development, the Council will expect the distinct settlement pattern, open space features, topography, townscape and landscape character of specific areas of the Borough to be understood, and the nature of the surrounding fabric to be respected. The relationship between buildings and their setting should be given particular attention in the design of any proposal for development.

Urban design frameworks will be produced for particular areas and corridors in the Borough, as supplementary planning guidance, setting out fundamental principles which should be followed and from which detailed design may be interpreted.

The Council will establish a strategy to secure the retention and enhancement of landmark buildings which form a distinctive element of the local skyline or townscape, and which represent a unique part of the heritage of the area. Re-use and conversion of such buildings which become redundant will be permitted, subject to other relevant policies.

The character of Tameside's towns and villages was mostly established during their rapid growth in the 19th Century. They developed different characters due to topography, street pattern, available materials, industrial role etc, yet with common threads running through most areas, including market squares, groups of civic buildings, cotton mills, canals, turnpikes, small terraced houses and intimate urban spaces. Most settlements also came to have important landmarks or views. Although some of the traditional character has been diluted by the more recent influx of non local materials and styles, the Borough still possesses a diversity of townscape which reflects its historical pattern of development. Characteristic urban form and townscape merit respect and enhancement in many parts of the Borough, and not just where designated as Conservation Areas..

This policy is intended to ensure that adequate emphasis is placed on design considerations in the preparation of proposals and the application of development control procedures. Needless damage to the character and appearance of the area and its buildings can be caused by careless or unsympathetic design. The urban design frameworks will be prepared progressively, to provide guidance appropriate to areas of particular character. High standards of design are important even where there is no compelling need to respect established patterns of development, if the built environment as a whole is to be upgraded. The strategy to be established should help to stem the further loss of landmark buildings by encouraging a flexible range of alternative uses and by recognising their historic, social and architectural significance to the area.

Supplementary Planning Guidance to be produced under this and other relevant policies will address, among other things, the circumstances in which any development control standards might be relaxed in order to facilitate the retention and enhancement of landmark buildings.

C2 Conservation Areas

The character and appearance of the Borough's Conservation Areas, including any further changes to areas which may be declared during the life of the plan, will be

preserved or enhanced through the control of development, the promotion of improvement measures, or both.

There is widespread recognition of the importance of preserving and enhancing groups of buildings and areas of towns and villages which have a special architectural, historic, traditional or other distinctive or rare character or setting to them. Public support has grown for protecting and where necessary restoring or adapting such groups or areas. There are currently nine Conservation Areas in Tameside, and the boundaries of these are shown on the proposals map. As well as providing vital additional controls on development, there is a duty on local authorities to formulate and publish proposals for the preservation and enhancement of their Conservation Areas. The views of the local community, property owners and developers are extremely important to this process. The practical ability to undertake such schemes ultimately will be determined by the availability of resources. Conservation character appraisals will be carried out for each of the Conservation Areas and will form the basis for supplementary planning guidance.

C3 Demolition of Unlisted Buildings in Conservation Areas

Demolition of unlisted buildings within Conservation Areas which make a positive contribution to the character or appearance of the area will not be permitted:

Exceptions will only be made to this policy on assessment of each of the criteria listed in policy C8 for the control of demolition of listed buildings.

Where unlisted buildings within Conservation Areas make no positive contribution to the character or appearance of the area, demolition will only be permitted if this would be followed, as soon as practical, by a development scheme which would make a greater contribution to the character or appearance of the area.

There is a general duty on local authorities to pay special attention, when exercising their planning powers in respect of buildings or land within a Conservation Area, to the desirability of preserving or enhancing the character or appearance of that area. Control of development in Conservation Areas is also the subject of Government guidance and the Council's policies fit within the framework provided. Policy C3 sets out the basis on which demolition proposals in Conservation Areas would be considered and follows the approach in PPG15. As indicated under policy C2, it is intended to progressively carry out conservation character appraisals for each of the Borough's Conservation Areas. These should help to build up a better understanding of those unlisted buildings which make a positive contribution to the character or appearance of particular Conservation Areas.

C4 Control of Development in or adjoining Conservation Areas

When considering proposals for development in or adjoining Conservation Areas, including advertisements and the alteration, extension or conversion of existing buildings within Conservation Areas, the Council will have regard to the desirability of preserving or enhancing the character or appearance of the area, and to the need to ensure that the proposals make a positive contribution to the context in which they are set.

The purpose of this policy is to preserve and enhance the fabric, character and appearance of designated areas, through detailed consideration of development proposals and the likely impact they will have on the protected buildings and their setting. It covers both new development and changes to

existing buildings. It is equally important to ensure that Conservation Areas or their setting are not adversely affected by discordant development nearby. It is also recognised that new development and alterations to existing buildings can sometimes be used as an opportunity to significantly improve the overall quality of a Conservation Area, such as by replacing unattractive existing elements. The matters that may require particular attention will be set out in supplementary planning guidance.

C5 Alternative Uses, Alterations and Additions for Listed Buildings

Whilst continuation of the use for which the building was designed is most desirable, the Council will permit alternative uses for Listed Buildings where evidence demonstrates that the existing or original use is unlikely to support the maintenance and preservation of the building.

The Council will require that proposed new uses, or other alterations and additions to Listed Buildings, should not adversely affect the essential character of the building, should be in keeping with its architectural style and features, and should harmonise with its surroundings. The effect of the proposals on any protected species which may be using the Listed Building should also be taken into account.

Such development must be of a high standard of design. The external appearance, design and materials will be expected to match as near as possible those of the existing building and, where appropriate, new internal features should also harmonise with the existing.

Extensions and additions should be secondary in scale, design and location to the principal building and standard solutions or modern features which fail to relate to the character of the building will not be permitted.

The listing by the Government of buildings of architectural or historic interest provides a comprehensive set of controls for the protection of the nation's architectural heritage. There were 312 listed "schedules" in Tameside in September 2003, with some of these containing more than one building such as a row of cottages. If they are to continue to be of the greatest benefit listed buildings need to be maintained in good condition, and the basic responsibility for upkeep rests with the owner. The Council recognises however that due to the particular characteristics of a listed building, it may sometimes be difficult to continue the original or existing use. This could result in the building being left disused and decaying, or threatened with demolition and redevelopment, which can often happen for instance with mills or religious buildings which become redundant. Whilst other policies in the plan will clearly have to be taken into account, it may be better for the survival of the listed building if a viable new use can take over. It is important however that the new use does not damage the qualities of the building which make it special.

Alterations and additions to listed buildings, perhaps involving demolition of part of the original structure, may sometimes be proposed. The reasons for the work may well be sound and the investment welcome for the confidence it shows in the continued usefulness of the building. However, it is very important that damage should not be done to the character of a building through inappropriate or unsympathetic design or by use of unsuitable materials. Quite small scale or detailed matters can often make a significant impact and it will normally be worthwhile to seek advice from the Council or from other professionals in this field. Because of their age and location listed buildings may sometimes support species which are protected by law, such as bats and some birds, and these could be adversely affected by alterations or extensions if not taken into account.

C6 *Setting of Listed Buildings*

New development, including any proposed as a result of a new use for a Listed Building, which fails to preserve, or detracts from, the setting of a Listed Building or structure will not be permitted.

The setting of a listed building and its surroundings will in most instances have some bearing on its special character. The carrying out of development in the vicinity of the building could therefore be expected to have an impact on that character, which might be quite severe for instance if conflicting or inharmonious elements were introduced at close quarters or in an important line of sight. This policy recognises the importance of safeguarding the overall character or setting of listed buildings and indicates the Council's intention to closely scrutinise and assess the impact of development proposals in their vicinity.

C7 *Enabling Development for Conservation of Heritage Assets*

Development which is proposed so as to enable the restoration of Scheduled Ancient Monuments, Listed Buildings, Conservation Areas or Registered Parks and Gardens (heritage assets) will only be permitted if each of the following criteria are met:

- a) the development will not material detract from the archaeological, architectural, historic or landscape interest of the heritage asset, or materially harm its setting, and**
- b) the proposal avoids a fragmentation of management which may have adverse effects upon the heritage asset, and**
- c) the development will secure the long term future of the heritage asset, and where applicable, its continued use for a sympathetic purpose, and**
- d) the problem arises from the inherent needs of the heritage asset, rather the circumstances of the present owner or the purchase price paid, and**
- e) the development is the only viable source of adequate financial assistance, and**
- f) the amount of enabling development is the minimum required to secure the future of the heritage asset, and its form minimises disbenefits, and**
- g) the value or benefit of the survival or enhancement of the heritage asset outweighs the long term disbenefits to the community of providing the enabling development.**

Some listed buildings and other heritage assets are either neglected, disused, decaying or even derelict, typically resulting from them being no longer needed for their original purpose and more difficult to convert to other uses. These can include certain large and prominent buildings which are key features of local townscape. It is important that their value and contribution to the built environment is recognised and that their condition and appearance are protected and enhanced. The most serious cases are included on a "Buildings at Risk" register and continued efforts are made by the Council to contain physical deterioration, to bring them back into suitable use and to achieve sensitive restoration, through partnerships and funding mechanisms as appropriate and available. Pressure for "enabling development" may increase in cases where expensive restoration of historic buildings is involved, and needs to be carefully scrutinised. Successful restoration of "Buildings at

Risk" should help to increase the attractiveness of the area, stimulate investment and secure regeneration. The criteria listed in this policy are derived from the English Heritage document "Enabling Development and the Conservation of Heritage Assets", published in June 2001, which can be referred to for further guidance on the issues involved.

C8 Demolition of Listed Buildings

The Council will not recommend the demolition of Listed Buildings, apart from in exceptional circumstances after the following considerations have been assessed:

- (a) the condition of the building and the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use, and**
- (b) the adequacy of efforts that have been made to retain the building in its present use or to find compatible alternative uses, and**
- (c) the merits of alternative proposals for the site.**

In such circumstances the Council will also need to be satisfied that an acceptable alternative form of development can go ahead on the site as soon as practical following demolition, that any use of the building by protected species has been taken into account, and that provision can be made to record the detail of the building prior to demolition.

The loss of listed buildings should be regarded as an absolute last resort. They are a fundamental part of the Borough's heritage and once destroyed can never be replaced. The Council will therefore not support demolition unless a compelling case can be made. The three main considerations which are listed in the policy are those outlined in PPG15. Consent for demolition cannot in any event be given by the Council without the Secretary of State first being given the opportunity to call in the application and hold a public inquiry. It is possible that the Council may consider partial demolition followed by subsequent rebuilding to protect the future of the building but such a course would require careful scrutiny. Because of their age and location listed buildings may sometimes support species which are protected by law, such as bats and some birds, and if this is the case it is necessary that the effect of demolition is addressed.

C9 Historic Parks and Gardens

The Council will not permit development which would affect a site included in English Heritage's Register of Parks and Gardens of Special Historic Interest, or its setting, unless:

- a) the development is consistent with the preservation or enhancement of the character, historical significance and appearance of the park or garden, and**
- b) the design is sensitive to the existing landscape, planting, park furniture and structures.**

Where development is proposed within or adjoining other historic parks and gardens of local importance, the Council will wish to be satisfied that any effects on the character,

historical significance and appearance of the site have been weighed against the need for the development.

Traditional parks and gardens often have a distinctive character which is worthy of protection. The most important of these within Tameside is Stamford Park in Ashton and Stalybridge, the first part of which was opened in 1873 and which has an interesting history of donation, public subscription and joint municipal control. Many of the park's attractive features have survived quite well to the present day, and it is registered by English Heritage as a Grade II Park and Garden of Special Historic Interest, in recognition of its importance as part of the nation's heritage. Although no additional statutory controls follow from this, PPG15 says that local authorities should protect such sites and that the effect of proposed development is a material planning consideration. There are other parks which have more local importance as part of the Borough's heritage, including Hyde Park where lottery funding has been secured for restoration works. In many cases it is likely to be the Council itself which carries out work within historic parks and gardens, although proposals bordering these sites may sometimes have an impact.

C10 Development Affecting Archaeological Sites

Where development is proposed which could have an adverse effect on Scheduled Ancient Monuments or other nationally important remains, there will be a presumption in favour of physical preservation in situ. Development will not be permitted if it would cause material damage to the existing remains, nor detract from the aesthetic, historical or educational value of the site and its setting.

Where development is proposed in other areas of known or suspected archaeological importance, the Council will ensure that:

- (a) provision is made for the prior investigation and evaluation of the site, and**
- (b) facilities are made available for suitable inspection during site preparation, and**
- (c) sites and monuments are not needlessly damaged or destroyed, and unavoidable damage is mitigated, and**
- (d) preservation of the archaeological evidence in situ is the preferred solution, or if this is not justified, adequate provision is made for excavation and recording before and during development.**

Wherever practical, measures should be taken to facilitate the conservation, accessibility and interpretation of archaeological remains, in the light of the educational, recreational and tourism potential which they may have.

Archaeological remains should be seen as a finite and non renewable resource, often highly fragile and vulnerable to damage and destruction. They can contain irreplaceable information about and sometimes the only evidence of our past, and are valuable both for their own sake and for their role in education, leisure and tourism. Appropriate management is therefore essential to ensure that archaeological remains survive in good condition. Their value is further increased if in suitable cases they can be made more accessible to the public, for instance through interpretive material, and this may also enable sites to be marketed as part of the tourist or visitor attractions of the Borough.

PPG16 advises that preservation in-situ of important archaeological remains is nearly always to be preferred to the option of preservation by record. This should ensure that the remains will still be available for examination in the future, when techniques may enable more information to be extracted from them. The Sites and Monuments Record for Tameside, compiled and maintained by the Greater Manchester Archaeological Unit, provides information about where archaeological remains are known, or thought likely to exist.

Scheduled Ancient Monuments are those currently considered to be of national importance and meriting special protection. However, there may be other remains of similar importance which also justify special protection, and English Heritage has embarked on a survey programme which is expected to lead to more being scheduled. PPG16 advises that, where affected by proposed development, there should be a presumption in favour of the physical preservation of nationally important archaeological remains. The proposals map shows the location of Scheduled Ancient Monuments.

Where archaeological remains are of lesser importance, the issue when faced by development will be that of weighing the relative value to archaeology against other relevant factors. The decision process, archaeological interests, and often the efficient progress of subsequent construction work, will be greatly assisted by recognising any possible conflict at an early stage and allowing adequate time and opportunity for proper assessment. Early contact with the Greater Manchester Archaeological Unit may often be of assistance to developers. Before development proposals are finalised adequate information should be made available for the Council to determine whether archaeological evidence should be preserved in situ or recorded prior to development. It may be possible to amend certain aspects of the design in order to avoid disturbing the remains, or to seal them for the future. If it is determined that development can proceed which will destroy the remains, the Council will need to be satisfied that the developer has made appropriate and satisfactory arrangements for their excavation and recording and for publication of the results. This policy is supported by PPG16.

C11 Shop Fronts

The Council will permit proposals for the alteration, restoration or renewal of shop fronts, including fascias and canopies and shutters, so long as:

- a) existing shop frontages which have historic value or significant architectural quality are repaired and restored wherever possible, and**
- b) the design of replacement shop fronts is sensitive to the design, scale and character of the existing and adjacent building and the general street scene, and**
- c) public entrances are designed to ensure safety and convenience for people with sensory and physical disability.**

Although the exterior of much of a typical town centre commercial building may remain basically unchanged for many years, it is probable that its shop-front will be altered in some way a number of times during the building's useful life. This may be due to wear and tear, new occupation, changing fashion, corporate identity, or other reasons. The design of shop-fronts can have a significant impact on the character of a town centre or Conservation Area. Unsuitable installations may bear little relation to the scale, style and proportion of the building or its neighbours and can lead to a cluttered, ragged or otherwise unattractive street scene. The Council's shop front policy, which is illustrated more fully in supplementary planning guidance, is intended to avoid these problems by setting out consistent guidelines.

C12 Art in the Environment

The Council will permit and actively encourage works of public art, including free standing projects and those which are incorporated into development schemes, subject to consideration of:

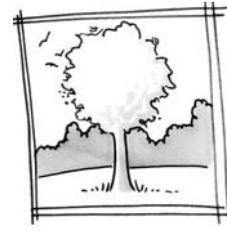
- (a) the contribution the scheme will make to improving the appearance or interest of the local environment, and**
- (b) the relationship to the architectural, historical and cultural identity of the local area, and**
- (c) the views of people living in or using the local area.**

Where major developments are proposed, such as large scale town centre, retail or employment schemes, the Council will negotiate to secure the provision or commissioning of public art in association with these schemes.

The Council recognises the role that art can play in the environment, economic development, urban regeneration and tourism. The arts can also be a means of extending understanding and enjoyment of the natural environment. Experience abroad and in other British cities shows how investment in the cultural sector can enhance civic image, provide a more welcoming and attractive environment, attract tourism and investment, and increase local skills.

An additional stimulus to regeneration would thereby be created, with the expectation that good design and distinctive works of art and craft can restore a sense of place and local identity to public buildings, business developments, streets and parks. In appropriate circumstances, particularly with major developments, the Council will negotiate to secure contributions from developers towards agreed public art projects, in a similar manner to the "Percent for Art" scheme promoted by the Arts Council in the early 1990's.

NATURE CONSERVATION, TREES AND WOODLAND



NIa International Nature Conservation Sites

Development which may affect a Special Protection Area or proposed Special Area of Conservation will be subject to the most rigorous examination.

Development that is not connected with or necessary to the management of the site for nature conservation, which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and where it cannot be ascertained that the proposal would not adversely affect the integrity of the site, will not be permitted unless:

- (a) there is no alternative solution, and**
- (b) there are imperative reasons of over-riding public interest for the development.**

Where the site concerned hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless the authority is satisfied that it is necessary for human health or public safety or for beneficial consequences of primary importance for nature conservation.

PPG9 states that the Government's objectives for nature conservation are to contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse effects where conflicts of interest are unavoidable, and to meet its international responsibilities and obligations. The key to the conservation of wildlife is protection of the habitat on which it depends. This policy recognises the obligations on the Council to protect those sites designated as being of international nature conservation value from the adverse effects of development. This includes taking steps to avoid deterioration of the habitats or disturbance of the species for which the areas have been classified. The Government attaches great importance to the international obligations it has assumed under various conventions and directives and is determined to honour them. Within Tameside, Boar Flat on the eastern moorland fringe of the Borough forms part of an extensive Special Protection Area and is also part of a candidate Special Area of Conservation. The location of this area is shown on the proposals map

NIb National Nature Conservation Sites

Development in or likely to affect a Site of Special Scientific Interest will be subject to special scrutiny.

Where such development may have an adverse effect, directly or indirectly, on the special interest of the site it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard such sites.

Where development is permitted the Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation interest.

The Government's objectives for nature conservation (PPG9) are to contribute to the conservation of the abundance and diversity of British wildlife and its habitats, or minimise the adverse effects where conflicts of interest are unavoidable. The key to the conservation of wildlife is protection of the habitat on which it depends. This policy recognises the obligations on the Council to protect those sites designated as being of national nature conservation value from the adverse effects of development. This includes taking steps to avoid deterioration of the habitats or disturbance of the species for which the areas have been classified. Sites of Special Scientific Interest are a national designation with statutory safeguards. There are three SSSIs in Tameside, the Hollinwood Branch Canal, the Huddersfield Narrow Canal and Boar Flat (also an SPA). These are shown on the proposals map.

N2 Locally Designated Nature Conservation Sites

The Council will not permit development adversely affecting a Site of Biological Importance, without a proper assessment being made of the nature conservation value of the site in relation to the benefits of the development.

The objective should be to retain the habitat provided by the designated site, either by exclusion from the area of the development or incorporation within the development site where practical, in either case with suitable measures taken to protect the site during construction and once the development is completed.

Where loss or damage would occur to the nature conservation value of the site, and on balance it is accepted that the need for the development outweighs the protection of the habitat in-situ, this must be compensated for by habitat re-creation or enhancement of an equivalent or greater area elsewhere within the site or the surrounding area.

Development unconnected with the management of the site will not be permitted on Local Nature Reserves which have been formally designated under the National Parks and Access to the Countryside Act 1949.

As PPG9 says, our natural wildlife heritage is not confined to the various statutorily designated sites but is found throughout the countryside and in many urban areas. Sites of Biological Importance are a local designation first introduced by the former Greater Manchester Council based on a detailed survey carried out between 1980 and 1983 in conjunction with key naturalist groups. The listings have been regularly reviewed since then by the Greater Manchester Ecology Unit on behalf of the authorities in the county area, and may be amended further during the life of the plan. In the 2001 review, notified to the Council in May 2002, there were 55 SBIs in Tameside (including 3 SSSIs), 19 of which were classified as grade A (country or regional value), 24 as grade B (district value) and 12 as grade C (more than local value). The location of the SBIs is shown on the proposals map. There are three Local Nature Reserves in Tameside at Haughton Dale in Denton and Hyde, Knott Hill in Ashton and Great Wood in Longdendale, which enjoy statutory protection and these are shown on the proposals map. There are also three other non-statutory nature reserves. The Borough also contains two geological sites which have been recognised as having county or greater significance and which merit protection comparable to Grade A SBIs.

This policy sets out the status and value of SBIs in the context of development proposals which may affect them. The starting point is that loss or damage to any designated site of nature conservation should be avoided wherever possible. However, the weight given to this factor in balancing a development decision should reflect both the grading of the site and the need for the proposal. The Council expects that any development proposal should take full account of nature conservation

interests, preferably by incorporating the designated site into the scheme or, if this does not prove possible, making suitable compensatory habitat provision in another appropriate location.

N3 Nature Conservation Factors

When considering development proposals which could have an impact on wildlife, plant life or geological features (whether or not these are currently designated for protection) the Council will wish to be satisfied that the potential benefits to nature conservation have been fully taken into account in the design of the scheme and arrangements for subsequent maintenance or management, including any opportunities to help create or enhance wildlife habitats and increase biodiversity in both urban and rural locations.

Nature conservation factors should be addressed in the design of new areas of tree or shrub planting and landscaping, and in schemes for environmental improvement and reclamation of derelict land, particularly in wildlife corridors and areas which are deficient in wildlife habitats.

Consideration of these factors should be informed by the Council's Nature Conservation Strategy and the evolving Greater Manchester Biodiversity Action Plan.

This policy emphasises the need for nature conservation to be considered within the broad range of proposals which come within the Council's influence, not just within designated sites. In particular, it is crucial for species protected under Section 9 of the Wildlife and Countryside Act 1981 that their habitats are safeguarded as far as possible. Nature conservation should not be seen as at odds with economic development but as having potential benefits for investment by improving the environment of an area. Nature conservation should be an integral feature of design, management and control processes affecting the environment, and not something brought up on an exceptional basis.

Both public and private sector landowners and developers can introduce measures, sometimes on quite a small scale, which can create or enhance the protection of wildlife habitats. A Nature Conservation Strategy for Tameside was approved by the Council in 1996, providing the local framework for helping to sustain and create a rich and diverse natural resource in the Borough. The positive approach of this policy, rather than regarding nature conservation as a constraint, should have long term benefits for the local environment especially in parts of the Borough which see relatively little wildlife at the present time. As Part 1 of a Biodiversity Action Plan for Greater Manchester, a Biodiversity Audit was prepared in 2000, identifying species and habitats of conservation importance within this area, including Tameside. Part 2, comprising a first tranche of habitat action plans and species action plans, prepared in April 2003 to form the complete Greater Manchester Biodiversity Action Plan. It is intended that further such action plans will be added to the GMBAP over time.

N4 Trees and Woodland

The Council will not permit the felling of protected trees and woodlands, or other trees of amenity value, unless:

- a) the removal of a tree has been considered appropriate in connection with an approved development, or**
- b) good arboricultural practice requires that the tree should be felled, or**

- c) **the condition or safety of structures is conclusively proven to be adversely affected by the presence or growth of a tree, or**
- d) **a serious risk to public safety is presented by the tree.**

Where a tree is removed the Council will require appropriate replacement planting.

The Council will undertake new planting of trees and woodland, including the establishment of community woodlands, and will encourage new woodland planting by others, in areas of the Borough identified as suitable in the Council's adopted Woodland Framework Plan but excepting sites of significant ecological value.

Tree and woodland planting should make use of locally native species wherever appropriate and the implications for nature conservation should always be taken into account.

Trees and woodland are vital in maintaining and improving the quality of life. They enhance urban amenity by providing a pleasant natural contrast to the built environment, and can help to screen unsightly structures and activities. Trees and hedgerows make an obvious contribution to the landscape and provide rich habitats for flora and fauna, and also areas for recreational and educational pursuits. Trees play an important role in maintaining the supply of oxygen in the atmosphere and reducing carbon dioxide, thereby helping to offset the greenhouse effect. Woodlands can have economic benefit if suitably managed.

Woodland cover in Tameside is less than half the national average, there is a lack of variety and much woodland is of poor quality and in need of management. Development pressures have led to small scale losses but overall there is a picture of modest improvement, with particular achievements in the river valleys. There is still need for major planting and replanting, particularly of native woodland species, to an agreed strategy. In 1992 the Council adopted a Trees and Woodlands Strategy, followed in 1997 by a Woodland Framework Plan which shows those areas where new planting is supported or actively encouraged. Other interested parties, particularly major landowners, have an essential role in implementing the strategy and framework in co-operation with the Council. It should also be assisted significantly by the Pennine Edge Forest project, which was under development in 2003. PEF is a new strategic initiative for community forestry in the districts of Rochdale, Oldham, Tameside and Stockport, working alongside other green regeneration initiatives such as Newlands and New Leaf. It is anticipated that funding support for PEF will be provided by NWDA and possibly other bodies, with an initial programme running for 3 years.

Tree Preservation Orders will continue to be made where needed to safeguard important trees which contribute to the quality of the local environment. They may be required as woodland matures, as further survey work and evaluation is completed, or in response to new pressures for development. The condition and surroundings of trees can change over time and existing Orders may need to be reviewed. Woodland management necessarily involves the felling of trees at certain stages, and the close proximity of trees to buildings or other infrastructure can sometimes produce problems. TPO designation does not preclude appropriate works to trees but should help to avoid needless damage and ensure work is carried out in a suitable manner.

N5 Trees Within Development Sites

Where the quality and location of existing trees, whether individually, in groups or in woodlands, are of significant value to the appearance and amenity of a site, the Council will not permit development proposals which would:

- (a) result in unnecessary loss of, or damage to, such existing trees, or**
- (b) not allow for successful retention of such existing trees, or**
- (c) not make adequate provision for replacement planting.**

Where a development proposal affects a site containing trees or woodlands, the Council will require a full arboricultural impact assessment, survey and method statement to be undertaken and submitted with the planning application, to enable the value of the trees and the effect of the proposal on the trees to be properly assessed and proposals made for the best of the trees to be accommodated within the scheme.

This policy confirms the Council view that where development sites contain existing trees, these should be retained to the extent that they can survive in a sound condition and that those which have to be removed to allow the development to take place should be replaced. Conditions of planning approval and where necessary new Tree Preservation Orders will operate in support of the policy. Developers must consider the trees on the site as part of the design process and incorporate proposals for these and for new planting in the schemes which are submitted for planning approval. Although some removal will be necessary on certain sites, careful design can minimise the loss and the presence of trees can often be used positively to increase the attractiveness of the development. More detailed criteria and guidelines for the retention and protection of trees within development sites will be set out in supplementary planning guidance.

N6 Protection and Enhancement of Waterside Areas

The Council will permit developments alongside watercourse so long as they:

- (a) allow for the retention or creation of a "green" corridor following the watercourse, wherever possible and at least along one side, and**
- (b) include improvements where appropriate to existing waterside features, and**
- (c) enable the waterside environment and its ecology to be enhanced generally, avoiding the creation of a backyard character, and**
- (d) do not involve watercourses being culverted and, where appropriate and in accordance with Environment Agency policy, include the removal of existing culverts, and.**
- (e) avoid erosion or destruction of established habitats and associate species, and.**
- (f) encourage the provision of new habitats in appropriate locations, and.**

(g) protect valuable floodplain habitats from development, and.

(h) open up waterside land and frontages to public access where appropriate.

Rivers, brooks and canals are a prominent feature of the Borough, providing a major amenity for residents and visitors alike. Apart from their landscape qualities and value for informal recreation, they can function as important wildlife corridors. However, development has traditionally turned its back on these watercourses, with the result that unattractive and inaccessible sections of waterside have been created. Whilst considerable achievements have been made in recent years, through the river valley improvement projects and other measures, much remains to be done especially in the more heavily built up areas.

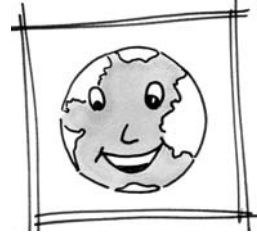
The purpose of this policy is to create a more attractive waterside environment, and one which will be more conducive to wildlife and recreation, taking advantage of opportunities which may arise through redevelopment or other proposals affecting adjacent sites. The policy confirms the need, in particular, for the protection and extension of green corridors along watercourses and continues the theme of the policies first established in the river valley local plans. The Council recognises that in its efforts to regenerate the Borough, good quality design and enhancement within all development projects is necessary to create an attractive and accessible waterside and maximise the value and use of an important asset.

N7 Protected Species

The Council will not permit development which would have an adverse impact on badgers or species protected by Schedules 1, 5 and 8 of the Wildlife and Countryside Act as amended, unless it can be demonstrated by the applicant that any such impact can be successfully mitigated and the population status of the species be maintained at current levels.

PPG9 makes it clear that the presence of a protected species is a material planning consideration if the development proposal would be likely to result in harm to the species or its habitat. Local authorities are required to consult English Nature before granting planning permission in such circumstances and should consider attaching appropriate conditions or entering into planning obligations to secure protection. Part 1 of the Wildlife and Countryside Act 1981 and its schedules (which are reviewed every five years) afford protection to certain plants and animals, including all wild birds. Some animals including badgers are protected under other legislation. If certain tests are not met on a site supporting one or more of the species protected under the EU Habitats Directive (currently in Greater Manchester great crested newts, all bats, and floating water plantain) then the Government will not issue a licence and planning permission cannot legally be implemented. Where the presence of a protected species may be considered likely, the Council may request surveys prior to the determination of an application.

MINERAL WORKING, WASTE MANAGEMENT AND POLLUTION CONTROL



MW1 Protection of Mineral Resources

Known mineral resources will be protected from sterilisation by other development.

Where another form of development is otherwise acceptable, consideration will be given to the economic viability and environmental consequences of the prior extraction of minerals before this proceeds, or to alternative locations for the proposal.

In MPG1 the Government emphasises that minerals are important national resources which make an essential contribution to the nation's prosperity and way of life. Minerals can only be worked where they occur and although working often takes place over a long period of time, it should not be regarded as a permanent land use. MPG1 says that the planning system has an important role to play in safeguarding deposits which are, or may become, of economic importance from unnecessary sterilisation by surface development. Policies which encourage the extraction of minerals before other more permanent forms of development takes place, should be incorporated in plans. Resources of stone, sand, clay and coal are found in Tameside and have been exploited in the past, but only gritstone is economic to work at present. In recent years this has been extracted from Buckton Vale Quarry in Carrbrook and Harrop Edge Quarry in Mottram.

MW2 Supply of Aggregate Minerals

The Council will only permit proposals for new workings for aggregate minerals where the following criteria are met, and subject to compliance with policy MW9:

- (a) the proposal makes a necessary contribution towards maintaining the Greater Manchester share of the regional production of aggregates, as expressed in the most recent report of the North West Regional Aggregates Working Party, and**
- (b) the proposal is necessary to maintain a landbank of reserves with planning permissions within the Greater Manchester county area, in accordance with national guidance contained in MPG6 "Guidelines for Aggregates Provision in England" as interpreted by the North West Regional Aggregates Working Party, unless exceptional circumstances prevail.**

The demand for aggregate minerals is linked to levels of economic activity but extraction, especially in hard rock, requires high capital investment and fairly long lead times. To ensure that production can continue smoothly from year to year and respond to fluctuations in demand, Government policy is for adequate reserves with planning permission (a landbank) to be maintained. As with the previously adopted UDP, this plan takes a wholly criteria based approach to the determination of future planning applications for mineral extraction and this policy is an important, although not the sole, consideration in this approach.

MPG6, which was published in 1994, provides a forecast of the national requirements for aggregates provision, and breaks this down into regional guidelines. In June 2003 the Government published revised national and regional guidelines for aggregates provision for the period 2001 to 2016, which replace the original figures in PPG6. The new guidelines are, at national level, 19% below the previous ones, and are based on the assumption that recycled and other alternative materials will

meet 23% of total demand nationally. MPG6 states that minerals planning authorities should aim to maintain a landbank sufficient for at least 7 years extraction of sand and gravel, and that for crushed rock a longer period may be appropriate. Regional Aggregates Working Parties monitor supply and demand and analyse the implications of Government forecasts for constituent county areas. The NAWWP is expected to apportion the new regional guidelines to Greater Manchester and the other mineral planning authority areas in the North West by the end of 2003. Their figures must then be taken into account in future reviews of RPG and relevant development plans.

MW3 Reclamation of Derelict Land

The Council will permit proposals for mineral working or surface disposal of mineral waste which would assist in reclaiming derelict and degraded land, subject to consideration of the landscape and ecological value of derelict sites which are regenerating naturally and to compliance with policy MW9.

Development which may have an adverse impact on the ecological value of a naturally regenerating site should incorporate mitigation or compensation measures.

Mineral working may provide a means of remediating derelict land, especially where the presence of a mineral or former extractive operations are the source of dereliction. The desirability of achieving these benefits will however need to be weighed against the temporary loss of amenity caused by mineral working, and in some instances where natural regeneration is taking place, against the loss of valuable vegetation and wildlife. The Council expects that proposals should take full account of the ecological value of derelict sites by incorporating measures to mitigate against any harm caused to valuable vegetation and wildlife or, if this does not prove possible, making suitable compensatory habitat provision in another appropriate location.

Please note: Policy MW4 (Review of old minerals permissions) has been removed from the plan.

MW5 Movement of Minerals and Waste

The Council will permit the development of rail or water linked minerals or waste management facilities where these have good access to the network of major roads, subject to compliance with policy MW9.

Where appropriate, planning agreements will be sought to control the routing of vehicles to and from mineral workings, aggregates depots and waste management sites, and to secure highway improvements required as a result of such developments.

The siting of rail and water linked depots, in appropriate locations, would reduce the need to move aggregates or wastes by road, resulting in reduced flows of road freight traffic and hence less congestion and environmental pollution. However, care would have to be taken that the road traffic serving these depots does not cause levels of local problems which outweigh the benefits achieved elsewhere, and the depots themselves could also be intrusive in certain situations. The routes used by lorries carrying minerals and wastes from workings and depots may be unsuitable on highway or environmental grounds or both. This could particularly arise with extraction sites because minerals obviously have to be worked where they occur. If suitable alternative routes are available or can be provided it may be possible to reach an Agreement under S106 of the Town and Country Planning Act 1990 that these routes will be used, or that necessary improvements are made to existing roads.

MW6 Waste Management Facilities

The Council will only permit proposals for new, modified or extended waste management facilities which are consistent with the following criteria, and subject to compliance with policy MW9:

- (a) the best practicable environmental option for the waste materials involved, and**
- (b) the objective of moving up the waste hierarchy, and**
- (c) the proximity principle, and**
- (d) the desirability of regional self sufficiency, and**
- (e) the sustainable integrated waste management strategy for Greater Manchester, so far as this has been agreed at the time.**

The management of household refuse and also commercial, industrial, construction and special wastes, is a necessary but often contentious operation. Greater emphasis on recycling and composting is a generally more sustainable approach than current operations and offers significant potential for reducing the bulk of certain waste, although it is likely that some material will still need to be disposed of by landfill during the plan period.

After local collection, household waste produced in Tameside is currently taken to plants in other parts of Greater Manchester for pulverisation or compaction prior to ultimate disposal by landfill outside the conurbation. However, the way waste is managed is changing, not least due to European Directives, and in particular the Landfill Directive which requires the quantities of organic material which are landfilled to be reduced over the next 20 years. The Council is working with other GM authorities on developing an integrated waste management strategy, whilst the GM Waste Disposal Authority is evaluating the most appropriate waste management arrangements for when their existing disposal contracts expire in 2005. Transport to distant landfill sites is unlikely to be a sustainable and economic operation in the future for the majority of the waste produced in Tameside

It is probable therefore that some new waste management facilities will need to be developed in Greater Manchester during the plan period, possibly including locations within the Borough. It is not yet clear what form these may take, and it would be premature to try to allocate any specific sites at this point. This policy sets out considerations that should be taken into account in assessing the need for any facility that may be proposed in due course. Moving up the waste hierarchy means that ideally waste production should be reduced, but where waste is generated its reuse would have priority over recovery through recycling or composting, which would be preferred to disposal with energy recovery, which would be preferred to landfill. The proximity principle is that ideally waste should be managed as close to its source of production as possible, thus saving resources used for transport.

MW7 Recycling, Collection and Ancillary Waste Management

The Council will permit the development of new or extended waste management facilities which result in sustainable recycling of waste materials, including suitably designed and managed local facilities for the bringing of waste materials which are not handled or separated by the refuse collection service, subject to compliance with policy MW9.

The Council will permit the incorporation of ancillary waste management facilities within new developments, subject to compliance with policy MW9.

Recycling offers potential to reduce the scale of waste disposal requirements and conserve disposal capacity, as well as to improve the efficiency with which finite resources of energy and raw materials are used. The Council is already introducing new measures in the light of Government targets for recycling household waste and the private sector is also closely involved in numerous schemes, such as supermarkets which provide collection points for a variety of items. There is likely to be a need for additional facilities of various types to support such initiatives. Civic amenity waste collection sites in particular perform a very valuable role in enabling people to responsibly dispose of bulky items and reducing illegal fly tipping, and they also offer further potential to encourage separation for recycling. Well designed ancillary facilities within new developments could support sustainable waste management practices, enabling maximum accessibility to recycling and other facilities with less need for private transport.

MW8 Energy from Waste

The Council will permit proposals to collect and utilise methane from either existing landfill sites, or new composting plants, within the context of policy MW6 and subject to compliance with policy MW9.

Proposals for energy recovery through the burning of waste will be considered in the context of policy MW6, and will be subject to policy MW9 and the particular need to demonstrate protection of the local environment from possible hazards associated with these processes.

The breakdown of organic matter in oxygen deficient environments releases potentially harmful gases and in particular methane. At the same time however, it provides an opportunity to harness a valuable energy source to either generate heat or electricity. Methane produced in landfill sites normally has to be managed in order to avoid hazards, so there should be advantages in using this for energy purposes where practical. Digesting waste in controlled conditions prior to landfill (composting) not only enables energy to be recovered but also significantly reduces the quantity of organic matter requiring disposal. Whilst an integrated waste management strategy for Greater Manchester is not yet agreed, there is an expectation that the constraints involved will lead to some element of incineration being required. This provides a further opportunity for energy recovery but close scrutiny will be needed of any schemes which are proposed, to ensure that the surrounding environment is not affected by other materials released by the incineration process.

MW9 Control of Minerals and Waste Developments

Proposals for new or extended mineral workings, aggregate depots,, minerals waste disposal points, mineral exploration, waste management sites and facilities, and transfer loading stations, will only be granted planning permission where each of the following criteria which are relevant to the type of development proposed can be satisfied, taking into account any mitigation or compensation measures that may be included:

- (a) no unacceptable impact on dwellings or other environmentally sensitive properties, in terms of visual amenity, noise, smell, dust, vermin, vibration, blasting, air quality, ground contamination, hours of operation or other nuisance (including that which may be caused by traffic generation),**

- (b) no unacceptable harm to the water environment, water resources, groundwater levels or groundwater flows,**
- (c) stability of surrounding land not affected,**
- (d) satisfactory access arrangements and no unacceptable impact on surrounding highways or the safety or free flow of traffic,**
- (e) where development of agricultural land is unavoidable, poorer quality land should be used in preference to higher quality land, except where other sustainability considerations suggest otherwise, and taking account of the quality of restoration likely to be achieved following completion of the operations.**
- (f) no unacceptable impact on any Listed Building or its setting, Ancient Monuments or Conservation Areas,**
- (g) no unacceptable impact on any site or area designated internationally, nationally or locally for protection of nature conservation interests, and no adverse impact on protected species,**
- (h) local features of landscape, archaeological, woodland or geological interest, and areas with recreational use or potential, protected from unacceptable harm or replaced or relocated to a suitable quality where feasible,**
- (i) other mineral deposits of significant value not sterilised,**
- (j) a satisfactory scheme of working, incorporating provision for site security and containment and management within the site boundaries of materials which are deposited or generated from the site, and providing where appropriate for progressive working to minimise the area of working at any particular time,**
- (k) satisfactory provision for screening and landscaping whilst working is in progress,**
- (l) a suitably high quality scheme of restoration and aftercare for agriculture, woodland, nature conservation, recreation, amenity or other uses, including in appropriate cases progressive restoration undertaken whilst the site is being used.**

The following criteria apply to mineral workings only

- (n) the presence of adequate reserves of the mineral in terms of both quality and quantity,**
- (o) satisfactory provision for the processing and disposal of the mineral and mineral waste,**
- (p) in the case of proposals for the working of opencast coal, sandstone and gritstone, the extraction and storage of mineral or overburden not taking place within 200 metres of a significant number of dwellings or other environmentally sensitive properties, taking into account local circumstances,**

(q) in the case of coal mining, opencasting or colliery spoil disposal, meeting the sequential tests outlined in MPG3 (1999) or any subsequent revision.

This plan takes an entirely criteria based approach to assessment of all types of mineral and waste schemes which may be proposed. The various criteria which must be satisfied cover a wide range of environmental and amenity concerns within the site, in the surrounding area and on the approach roads. Sufficient information must be submitted to enable a comprehensive assessment to be made of the impact of the proposed development. The need for the proposal will be considered in the light of other policies in the plan, notably MW2 for aggregate minerals and MW6 for waste management. The very similar criteria for minerals and waste developments are now combined into a single policy, thus avoiding duplication. Where it appears that the criteria can be met, there will almost always be a need to impose conditions, and possibly to seek planning agreements, to ensure that any environmental impact is kept to an acceptable level and that high standards of restoration are achieved. The Environment Agency also plays an important role in controlling waste management. They issue waste management licences for individual sites with the objective of preventing pollution to the environment and harm to human health. These have a complementary function to a planning permission and generally deal with best operational practice.

As with the previously adopted UDP, this plan does not identify particular sites for minerals or waste operations or indicate areas where these would be more or less acceptable. To attempt to identify sites at this time would be difficult to justify both technically and locally, whilst of limited benefit for industries needing to operate over a wider area than a single Borough. In the case of mineral working the Borough has an active, hard rock quarry at Buckton Vale where an application to extend working beyond the 2005 expiry date might be expected, and a smaller, hard rock quarry at Harrop Edge which has been worked intermittently, but future proposals for completely new extraction sites are considered unlikely. Future waste management arrangements in Greater Manchester are under deliberation and so the nature of any new sites which may be required in the Borough cannot yet be reliably anticipated.

MW10 Development on or near Landfill Sites

When development is proposed on or within 250 metres of a known former or existing landfill waste disposal site, the Council will require to be satisfied that:

- (a) the effects of decomposition have finished, or**
- (b) landfill gas will be safely dispersed or removed before development takes place, or**
- (c) appropriate measures will be incorporated during construction work and within the development itself to avoid any potential hazard.**

In the past, the nine towns which make up Tameside disposed of their household waste at a number of separate sites. Private and industrial tips have also been in operation in the Borough at various times. Although no household waste has been tipped in the Borough for some years, former and mostly reclaimed tips are therefore present where waste was disposed of before the problems associated with gassing were fully realised. Deposit of decomposable material inevitably causes the generation of landfill gas which can pose hazards and may continue for many years after the tip has closed. The gas can also migrate into adjacent land and property. It is vital to be certain that a developer can deal with these problems where they arise, before planning permission is granted.

MW11 Contaminated Land

Where development is proposed on a site that, based on historical knowledge, may have a contamination problem, conditions will be attached to any planning permission that is granted.

These conditions will require the applicant or developer to submit to the Council a desk based study, to provide sufficient information to identify any risks that may exist from the site or adjacent sites in relation to the intended use and in relation to harm which may be caused to other receptors either on or adjacent to the site.

Subject to the findings of the desk study, development may be allowed to proceed, further information may be requested, or a physical site investigation may be required to identify the presence, severity and extent of potential contaminants, so enabling the fitness of the land in its current state for the proposed development to be assessed.

Where contamination poses a threat to the proposed development, adjacent land or the environment, remedial measures will be necessary to remove, stabilise, contain or treat the affected land before the development can proceed.

Where necessary, the Council will reclaim contaminated land in its ownership for beneficial use. Further information on the contaminated land regime will be provided in supplementary planning guidance.

The nature of some of the previous industries in Tameside has often left their sites contaminated, and this can continue for many years after the operations have ceased. The safeguards in this policy are necessary to ensure that any previous contamination of land has been fully ascertained before it is developed, and that where necessary such contamination will be treated so as not to affect the development itself or other receptors. Particular attention needs to be paid to the protection of groundwater from discharge, seepage or drainage resulting from the redevelopment of a contaminated site. This policy is consistent with the contaminated land provisions of the 1995 Environment Act which came into force in April 2000. All land in the Borough which may have been put to a potentially contaminating use is currently being identified and any necessary remediation measures determined. The responsibility for complying with these safeguards rests with the landowner or developer.

Contaminated land is not only a possible hazard but may also waste land which could otherwise be brought back into productive or beneficial use. Grants can be sought by the Council to reclaim derelict land, which can be used to provide for development or for amenity purposes. It will normally be necessary for the Council to acquire the site, although it can be sold on for development once treatment has been completed. There may also be instances where schemes initiated by the private sector could lead to the removal or suitable treatment of contamination, making the land available for beneficial use at no cost to the public purse.

MW12 Control of Pollution

Planning permission will not be granted for a development if its operation is likely to be a source of pollution (including noise pollution) or a generator of waste which would pose a threat to the amenity of the surrounding area, lead to contamination of land, or adversely affect the quality of rivers, other watercourses, lakes, ponds or groundwater and their role for fishing, nature conservation and informal recreation.

Where appropriate, conditions will be attached to planning permissions to safeguard against the loss of amenity which may be caused by pollution or waste resulting from the operation of a development, or to establish acceptable levels which should not be breached. Where developments are permitted, any emissions may be monitored to ensure compliance with conditions which are imposed.

Responsibility for assessment and monitoring pollution does not rest with the Council alone but may involve other governmental agencies. It is not the intention to duplicate the functions of these agencies. However, with the Council required to determine whether new developments with possible pollution implications should be given planning permission, technical advice may need to be sought from the relevant control or regulatory body. It would clearly not be sensible to grant planning permission for a development if a necessary pollution control authorisation is unlikely to be given. Where a development is acceptable in principle, it is reasonable to attach conditions to any planning permission to safeguard against loss of amenity which may be caused by pollution or waste.

Polluted surface or waste water discharges can affect the quality of water for domestic, industrial and agricultural uses, general amenity, water based recreation, fisheries and nature conservation. Ground water resources can be polluted by activities such as effluent soakaways, unsealed landfilling, inappropriate storage of chemicals or disturbance of contaminated sites. Objectives on protection and improvement of a widely defined water catchment have been expressed through Local Environment Agency Plans prepared for particular river catchments, which are now incorporated into the Agency's "Making It Happen" process. The Agency has very little control over land use change however, and therefore wishes to work closely with local authorities in order to advise them on measures to minimise the impact of development on the aquatic environment.

MW13 Hazardous Installations

The Council will not permit developments which would involve the storage or use of notifiable quantities of hazardous substances unless satisfied, following consultation with the Health and Safety Executive, that the risks to the health or safety of the surrounding population are acceptable.

The Council will not permit developments within the consultation distances of existing notifiable installations, unless satisfied, following consultation with the Health and Safety Executive, that the risks to the proposed development from those installations are acceptable.

The Health and Safety Executive is the government agency responsible, among other things, for monitoring conditions within industrial plants and similar installations. The presence on sites of minimum quantities of particular hazardous substances must be notified to the HSE. These sites (or pipelines) thus become notifiable installations and are subject to planning controls aimed at keeping them sufficiently separated from housing or other land uses which they may be incompatible with from the safety point of view. Where a new or extended notifiable installation is proposed, the Council's decision will take into account the risks it might pose to the surrounding population. Where notifiable installations already exist, the HSE has established consultation distances around them with the object of controlling the kinds of development permitted in their vicinity. Where new development is proposed in these areas, the decision will take into account the risk it faces from the existing installation.

MW14 Air Quality

When developments are proposed which could have a significant impact on local air quality, the Council will consider the extent to which the development may affect the target levels in any Air Quality Management Areas which are declared or the requirements of related action plans, and weigh this against other material considerations before granting planning permission.

When developments are proposed within areas where air quality is likely to exceed the objectives set in the National Air Quality Strategy, the Council will consider the extent to which occupiers could be exposed to health risks from levels of air pollution in excess of national targets, taking into account the effect of action plans introduced to reduce such exceedences, and will weigh this against other material planning considerations before granting planning permission.

High levels of air pollution can harm human health and the environment, with certain groups of people at greater risk. Government guidance makes it clear that in determining a planning application, local authorities should consider the development's likely effect not only in terms of the air pollution it may cause directly but also what may be caused through traffic generation. The influence of air quality considerations on planning decisions will vary according to the circumstances and must be weighed against other material considerations.

Through the UK National Air Quality Strategy the Government has set health based standards for seven of the main air pollutants. The review and assessment of air quality is now a local authority duty under the Environment Act 1995 and if areas are identified where national targets are expected to be exceeded by 2005, authorities must declare Air Quality Management Areas and draw up action plans to deal with the exceedences. The Councils in Greater Manchester have carried out a detailed study of air quality in their areas using monitoring data and computer model predictions. The results show that only nitrogen dioxide and fine particles are likely to exceed the target in some areas.

Tameside in conjunction with the other GM districts carried out public consultation in January 2001 on the forecast areas of likely exceedence and declared Air Quality Management Areas in July 2001. The AQMAs cover built up parts of the Borough close to motorways and certain major roads. Since then the Council has been working with other GM authorities to prepare an Air Quality Action Plan to improve air quality across the region (see also policy T14).

MW15 Protection of Water Resources

Development proposals which may have an adverse impact on water resources will only be permitted where they would not pose an unacceptable risk to the capacity or flow of groundwater or surface water systems.

There are a number of companies and private individuals who abstract water in the Borough and their interests must be protected, where development could adversely affect potential groundwater or surface water resources or supply. The Council will consult the Environment Agency for advice in any situations where this issue may arise.

UTILITIES AND ENERGY



U1 Utilities Infrastructure

Works for the renewal, upgrading or extension of the infrastructure of utility services in the Borough, including operational facilities for water and waste water treatment, where planning permission is required, will be permitted, subject to satisfactory siting of ancillary equipment and adequate reinstatement of road and footpath surfaces and of open land where disturbed.

Adequate and effective utility services are essential in any area and their associated infrastructure of pipes, cables and other equipment must be maintained and where necessary improved to meet the demands placed upon them or to facilitate new development. In many cases these can be installed and maintained without the need for planning permission. However, situations do occur where particular elements of the system require permission and this policy indicates that the necessary support will normally be given provided that local issues of siting and reinstatement are satisfactorily dealt with. The water company has a statutory duty to provide supply and waste water disposal services which are vital to the community and to the environment, and is subject to directives on water quality and other requirements which can have major implications for investment. Further development of operational facilities may be required on some of the reservoirs, water treatment plants and waste water treatment works to enable the company to meet current and future requirements. These are normally likely to be supported in principle, although more detailed aspects will be required to be consistent with other policies, such as those concerned with landscape or the built environment.

U2 Telecommunications

Developments for telecommunications purposes will be permitted where:

- (a) there is no reasonable possibility of sharing existing facilities, and**
- (b) there is no unacceptable impact on the appearance and amenity of buildings or on townscapes or on the countryside, and**
- (c) the siting and external appearance of the apparatus has been designed to minimise its visual impact, and**
- (d) in the case of radio or other telecommunications masts, there is no reasonable possibility of erecting antennae on an existing building or other structure.**

In assessing the acceptability of telecommunications development proposals, the Council will take into account the technical and operational requirements within which the operator has to work, and the latest government advice on any possible health effects.

Telecommunications technology and its associated infrastructure are continuing to develop and expand to meet the growing demand for enhanced communications in business, the home and whilst on the move. Cable networks and mobile phone base stations are particular manifestations of this. Telecommunications facilities may have special needs and technical considerations which require them to be installed in particular locations in order to work effectively. Licensed public telecommunications code system operators are conditioned by the terms of their licence to comply with certain criteria in the siting of their developments. It is not the Council's intention to question the

need for a service, nor to duplicate any other licence conditions, but to achieve a balance between the need for a development and environmental considerations.

Maximising access and maintaining choice in both telecommunications and transport should enable people to maintain and enhance economic, social and civic connections. Universal accessibility to telecommunications and transport is vital to help overcome isolation or exclusion from the mainstream of urban and rural life. Accelerating the extension of new communications modes should help to avoid new pockets of exclusion developing.

U3 Water Services for Developments

New development will not be permitted unless adequate water supply resources, and foul sewers and sewage treatment works of adequate capacity and design, are available or will be provided in time to serve the development.

The Council will not permit the proliferation of small private sewage plants within seweraged areas, and infill development where septic tanks are proposed will only be permitted where ground conditions are satisfactory and the plot is of sufficient size to provide an adequate subsoil drainage system.

Incorporation of sustainable drainage systems into developments will be encouraged and promoted wherever appropriate, as a means of controlling run-off, managing water resources, minimising diffuse pollution, reducing environmental damage, and providing an opportunity for imaginative landscaping. The Council will expect satisfactory arrangements to be made for the ongoing maintenance of the structures involved.

New developments must be in locations where adequate water services already exist or can be provided without other adverse effects. Existing sewerage systems and treatment works could in some cases become overloaded and, unless additional infrastructure is provided, further demands placed on them could result in pollution of watercourses. Private sewage plants require constant maintenance, in order to produce effluents which meet the discharge consents issued by the Environment Agency, and if the plant is in multiple ownership establishing responsibility in the event of problems can be difficult. The restrictions on developments draining to septic tanks are designed to avoid a public nuisance.

The traditional approach to disposal of surface water from built developments has been to use underground pipe systems designed to convey water away as quickly as possible. This can lead to problems elsewhere within the river catchment, particularly flooding downstream, and pollutants can be washed into rivers or groundwater. Such problems can be managed however through the use of sustainable drainage systems, which control surface water run-off as close to its origin as possible and mimic natural drainage processes. A wide range of options are available and advice should be sought from the Environment Agency and the Council on their suitability for proposed developments in specific locations. Whilst the benefits of sustainable drainage systems are secured principally at the river catchment scale, such as helping to reduce the need for investment in flood management and protection works, their early consideration in the planning process can also lead to opportunities for more imaginative and attractive developments.

The current policy of United Utilities (the company responsible for water services infrastructure in the North West) is not to adopt any SUDs structure including swales, impermeable pavements and ponds. United Utilities will only consider the adoption of surface water sewers draining to a balancing pond (as opposed to any other SUDs structure), providing the following conditions are met: the Local Authority takes responsibility for the maintenance of the pond; the freehold of the land on which the

pond lies is transferred to the local authority; United Utilities is provided with a deed of Grant of Rights to discharge into the pond in perpetuity; that measures have been taken to prevent flooding of properties; and that a legal agreement is in place between all parties.

U4 Flood Prevention

When considering proposals for development the Council will apply a risk based approach to the assessment of possible flooding, taking into account the Environment Agency's most recent Indicative Flood Plain Maps and any other relevant sources of information.

In a sequential test taking into account the nature and scale of the development proposed, priority will be given to development in areas of little or no risk of flooding, over areas of low to medium risk, over areas of high risk. Within high risk areas, priority will be given to previously developed land, over undeveloped land, over functional flood plains.

The Council will consult the Environment Agency in any such assessment and will consider, among other things, whether the development would be at direct risk of flooding, likely to increase the risk of flooding elsewhere, likely to obstruct the flow of flood waters, or likely to interfere with the integrity of existing flood defences.

Where, exceptionally, development is permitted in areas liable to flooding, appropriate flood protection and mitigation measures will be required as part of the development. Where practical, areas adjacent to watercourses will be preserved or created to allow access for maintenance purposes.

Within the flood plain of a river, new development may be liable to flooding or may increase the risk of flooding elsewhere by reducing the water storage capacity or impeding the flow of floodwater. Land raising in the flood plain, for example as a result of landfill, may have a similar effect. Development elsewhere in the catchment may add to the flood risk downstream and the risk of pollution and damage to river habitats. At sites thought to be at risk from flooding but where adequate information is not available, the developer will be expected to evaluate the extent of the risk and implement any necessary agreed measures. Routine maintenance is required on watercourses to maintain the integrity of flood alleviation schemes or to allow the free passage of water. The Environment Agency issues Indicative Floodplain Maps on an annual basis, as part of its survey duties, and the areas shown on the 2002 edition are included on the proposals map. They show the areas which are potentially at risk from river flooding from an event with a 1% annual probability of occurrence (100 year average return period) under present conditions. However, the Council will still consult the Environment Agency on relevant planning applications.

Government guidance in PPG25 makes it clear that the susceptibility of land to flooding is a material planning consideration and that the Environment Agency has a lead role in providing advice. There are inherent uncertainties in the prediction of flooding but the risk is expected to increase as a result of climate change. PPG25 advocates a risk based, sequential approach, so as to avoid such risk where possible and manage it elsewhere. The guidance also states that developers should fund the provision and maintenance of flood defences and warning measures that are required because of a development.

U5 Energy Efficiency

The Council will encourage all development to incorporate energy efficiency within the proposal, so far as is appropriate, and will permit developments which include measures to improve or promote energy efficiency, as a means both of conserving resources and contributing to the reduction of emission of greenhouse gases, subject to assessment of any possible local impact.

Resource conservation is an issue of increasing awareness and importance as public and Government concerns about energy reserves and global warming continue to grow. Taking advantage of all available opportunities to reduce the amount of energy consumed and greenhouse gases released, such as through the design or disposition of buildings, can help to achieve progress on this front. It is desirable for the Council to respond positively to energy efficient proposals, and also promote this objective both generally and through the design of its own schemes. The reduction in energy consumption is an important factor in achieving the aims of sustainable development.

U6 Renewable Energy

The Council will permit the development of renewable energy schemes, subject to consideration of local environmental implications balanced against the benefits to the national economy and global environment.

In considering such proposals, the Council will take into account the extent to which the development meets the criteria set out in policy MW9 (a) to (l) wherever relevant, and will also wish to be satisfied that no unacceptable damage will be caused to the appearance of the area by electricity lines between the development and their point of connection to the electricity supply network.

In the case of wind energy schemes, the Council will also wish to be satisfied that:

- (a) the development is not likely to result in unacceptable intrusion on the intrinsic landscape qualities of the surrounding area, and**
- (b) access for construction traffic can be provided both without damage to highway safety and without permanent and significant damage to the environment, and**
- (c) the amenities of neighbouring occupiers will not be unacceptably affected by visual dominance, shadow flicker or reflected light, and**
- (d) no electromagnetic disturbance is likely to be caused to any existing transmitting or receiving systems, or that adequate measures will be taken to remedy or mitigate any such disturbance which may be caused.**

The Government's general aims, as expressed in PPG22, (which has now been replaced by PPS22) are to ensure that society's needs for energy are satisfied consistent with protecting the local and global environment, to ensure that any environmental damage or loss of amenity caused by energy supply and ancillary activities is minimised, and to prevent unnecessary sterilisation of energy resources. In February 2000 the Government confirmed that their current target is to see 5% of UK electricity requirements being met from renewable sources by the end of 2003, with 10% being achieved by 2010. The Government believes that a positive, strategic approach to planning for renewable energy is essential to help achieve its sustainable development and climate change goals,

and intends to set regional targets for electricity generation from renewable energy sources. These might include solar, hydro, waste and biomass sources, as well as wind energy. In some cases, generating renewable energy may also help to alleviate other problems, such as the disposal of waste. The main advantage of renewable energy sources as an alternative to the burning of fossil fuels is in limiting the emissions of the gases which cause global warming.

However, despite their global benefits, renewable energy projects may have environmental implications for their more immediate surroundings. It is vital that the whole range of possible environmental effects should be examined before any decision is made on a proposed development. In certain cases there may be a requirement for an environmental assessment to be undertaken in association with a planning application.

INDICATORS TO MEASURE PERFORMANCE OF THE PLAN

1. *Area of land developed for employment purposes, and floorspace provided.*
2. *Remaining supply of land for employment development.*
3. *Area of land previously used for employment which was developed for other uses.*
4. *Total number of new dwellings completed*
5. *Number of dwellings completed on windfall sites*
6. *Number and proportion of dwellings completed on brownfield sites and through conversions.*
7. *Number of social or affordable dwellings completed*
8. *Number of dwellings cleared, including tenure and occupancy*
9. *Remaining supply of land for housing development*
10. *Number of commercial premises in each town centres and vacancy ratio.*
11. *New retail and leisure floorspace completed in-centre, edge-of-centre and out-of-centre.*
12. *Net change in protected green space*
13. *Net change in buildings protected for heritage value and in number of buildings at risk.*
14. *Net change in sites protected for nature conservation value.*
15. *Net change in protected trees and woodland*
16. *Net change in area of derelict land.*

In addition to these specific indicators, the annual review will describe progress on individual proposals in the plan and refer to any other key developments and relevant strategic matters.

ABBREVIATIONS

AQMA	Air Quality Management Area
CCTV	Closed Circuit Television
DTLR	Department for Transport, Local Government and the Regions
GM	Greater Manchester
GMPTE	Greater Manchester Passenger Transport Executive
HSE	Health and Safety Executive
LTP	Local Transport Plan
MPG1	Minerals Planning Guidance Note 1: General Conditions and the Development Plan System (1996)
MPG3	Minerals Planning Guidance Note 3: Coal Mining and Colliery Spoil Disposal (1994)
MPG6	Minerals Planning Guidance Note 6: Guidelines for Aggregates Provision in England (1994)
NPFA	National Playing Fields Association
NWAWP	North West Aggregates Working Party
PPG	Planning Policy Guidance Note
PPS	Planning Policy Statement (Now replacing PPGs)
ONS	Office for National Statistics
RPG	Regional Planning Guidance
RPG13	Regional Planning Guidance for the North West (2003)
RSS	Regional Spatial Strategy
S106	Section 106 of the Town and Country Planning Act 1990
SBI	Site of Biological Importance
SPA	Special Protection Area
SPG	Supplementary Planning Guidance
SRB6	Single Regeneration Budget Round 6
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order
UDP	Unitary Development Plan

Planning Policy Guidance Notes, Minerals Planning Guidance Notes and Regional Planning Guidance are published by the Department for Transport, Local Government and the Regions.