

Tameside Metropolitan Borough Council

Local Development Framework

Joint Core Strategy and Development Management Policies

Development Plan Document

Issues and Options Paper

February 2012



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Foreword

This Issues and Options Paper represents the first part of building towards Tameside's new Borough wide plans – The Local Development Framework. It is set against a backdrop of unprecedented economic uncertainty and the greatest changes to the planning system in decades. From this background we must provide a framework that gives confidence to the Borough's population and all those involved in shaping the future direction of Tameside.

As the spatial expression of the Borough's Sustainable Community Strategy, the Local Development Framework needs to reflect the priorities of the new Economic Strategy, *Enterprising Tameside*. Enterprising Tameside identifies the Borough as a place where people and businesses are resilient, where there's a strong enterprise culture and where the public, private and community sectors work together to support local growth.

The new economic strategy will be central to achieving sustainable economic growth and will support the Local Development Framework to achieve the proposed shared vision of the Core Strategy and the Sustainable Community Strategy:

"Tameside is a great place to live. We will make it even better. It will continue to be a Borough where the people who live here feel at home, are 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 their environment."

The Local Development Framework is a broader document in outlook and aims to build on the assets of the Borough: the surrounding great natural beauty, the excellent transport communications, high quality schools, the town centres, the variety of sport and recreation opportunities, a range of historic assets and a broad supply of employment premises.

It would be incorrect to say that Tameside faces no challenges – there are many, ranging from areas of significant deprivation, a long term decline in jobs, a limited supply of good quality employment land, low skills in the working age population, a lack of choice in the housing market to tackling the impacts of climate change.

This presents a broad agenda that the Local Development Framework needs to address and the consultation on this document is the starting point of a process that anyone interested or concerned with the future shape and direction of development in the Borough should be involved in. The council wants your ideas and comments on how we should all work together to achieve the vision of making a great place better.

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1.0 INTRODUCTION

- 1.01 Tameside Council is preparing a Local Development Framework (LDF) that will consist of a portfolio of documents. Together they will be the key spatial plans, guiding development over the period to 2028 and addressing issues relevant to the area. The first and most important of the documents is the Joint Core Strategy and Development Management Policies Development Plan Document (from here on referred to as the Core Strategy) that will set out the vision, strategic objectives, overall strategic framework and development management policies for Tameside.
- 1.02 The Core Strategy Issues and Options Report (from here on referred to as the Issues and Options Consultation paper) considers the key issues and challenges facing Tameside, based on an analysis of the characteristics of the area. It also sets out the broad spatial choices about where development should go. The Issues and Options Report has several key aims:
- To find out what the economic, social and environmental issues are for Tameside based on research, evidence and stakeholder involvement;
 - To look at a range of options that will address the identified issues and make Tameside the place that we aspire to; and
 - To engage with all possible areas of the Tameside community and stakeholders at an early stage in the plan production process.
- 1.03 The Issues and Options Paper is set out across over a number of sections and looks at:
- An explanation of why we need to produce the LDF;
 - The long term vision for the Borough examining its strategic links with the Tameside Sustainable Community Strategy;
 - A spatial portrait of the Borough giving a summary of key facts, issues and challenges;
 - An examination of the key issues and challenges facing Tameside;
 - Draft strategic objectives drawn from the Sustainable Community Strategy;
 - A number of alternative spatial options including an initial high level Sustainability Appraisal;
 - Draft Core Strategy Policy topic areas; and
 - Draft Development Management Policy topic areas.
- 1.04 It is also supported by a series of topic papers covering the following:
- Topic Paper 1: The Economy and Employment Land;
 - Topic Paper 2: Housing;
 - Topic Paper 3: Town Centres and Retail;
 - Topic Paper 4: Transport and Infrastructure;
 - Topic Paper 5: Health and Inequalities;
 - Topic Paper 6: The Historic Environment;
 - Topic Paper 7: Development and Flood Risk;
 - Topic Paper 8: Climate Change and Decentralised Energy; and
 - Topic Paper 9: Green Infrastructure, Open Space and Biodiversity.
- 1.05 The Issues and Options Consultation Paper has been subject to statutory assessments concerning:
- Sustainability Appraisal (SA) – this is an ongoing process that is used to test the Core Strategy for its effects against a set of social, environmental and economic criteria. The aim is to ensure that the Core Strategy is consistent with the principles of sustainable development. An SA that meets the requirements of EU Directive 2001/42/EC, Strategic Environmental Assessment

- Habitat Regulations Assessment – this assesses the potential impacts of the emerging Core Strategy on the high level protected Natura 2000 sites (Special Protection Area, Special Areas of Conservation, and Ramsar Sites).

1.06 Full details of the topic papers and statutory assessments are available for download on the Council’s website: <http://www.tameside.gov.uk/planning/ldf/evidence>.

1.07 **Why Do We Need to Replace Tameside’s Unitary Development Plan?**

The LDF is the name given to the new system of Development Plans introduced by the Planning and Compulsory Purchase Act 2004. The LDF comprises a series of documents and plans that guide, promote and regulate development. The LDF will gradually replace and supersede the policies of the existing 2004 Tameside Unitary Development Plan (UDP).

1.08 Without a replacement UDP, Tameside will no longer have full control of planning decisions when the new presumption “in favour of sustainable development” is introduced. This is set out in the draft National Planning Policy Framework, which currently proposes such a policy where a plan is “absent, silent, indeterminate or where the relevant policies are out of date”.

1.09 **The Local Development Framework – What Is It?**

The Tameside LDF (Figure 1) will be a portfolio of documents that together deal with the spatial planning issues that will affect everyone who lives and works in the Borough. This is a very broad remit ranging from where new jobs and businesses are best located, where new houses should be built, how the transport network and services can be improved to best cater for new and existing development and the areas of the Borough that should be protected for recreational, historic, amenity and environmental reasons.

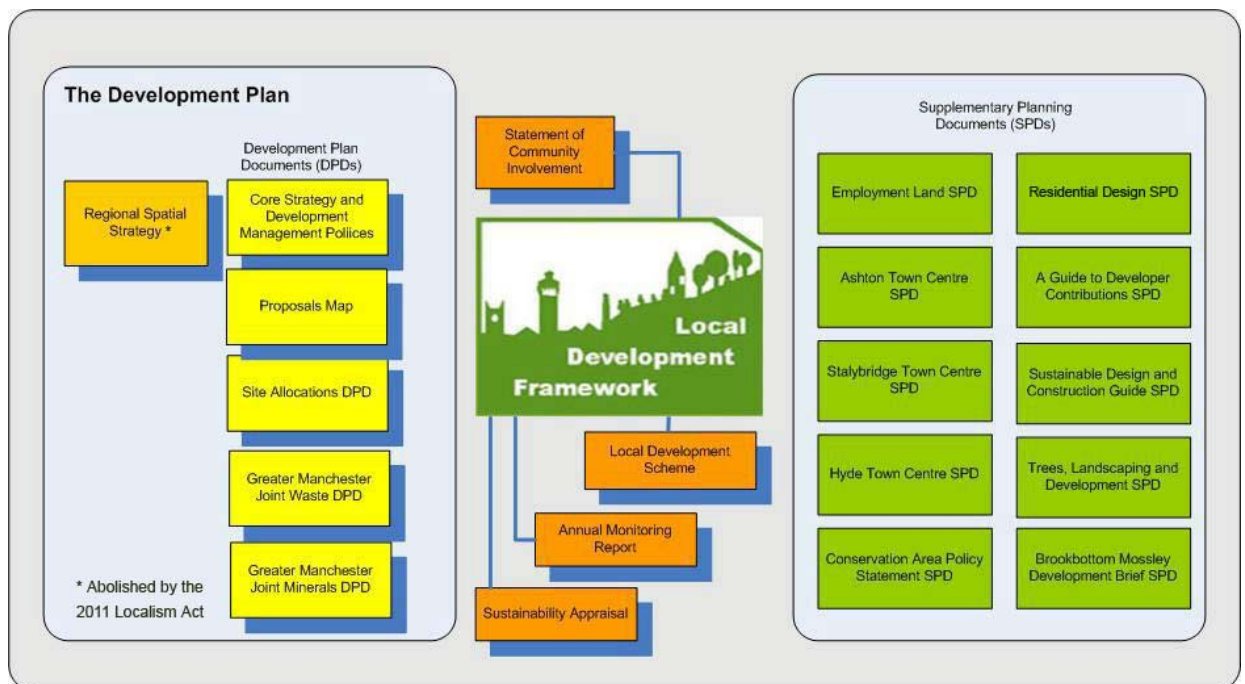


Figure 1 - The Tameside Local Development Framework

1.10 **The Core Strategy and Development Management Policies**

The Core Strategy is the lead document in the LDF and it will set out the Borough’s spatial planning policies for the period up to 2028. It will contain the vision for the kind of place we want Tameside to be at the end of the plan period and about managing the changes that will happen in order to achieve this vision.

1.11 The spatial planning policies will identify:

- The overall scale of development that should take place within the Borough;
- Where that development should be focused;
- The key infrastructure required to support the development; and
- Broad locations for land use. Specific site allocations are not included in the Core Strategy; these will be contained in the Site Allocations Development Plan Document to follow.

1.12 As a result, the Core Strategy will consider a very wide range of issues, including:

- How the Borough's economy should develop;
- How its housing needs should be met;
- How accessibility can be improved; and
- How the area's environment and heritage can be protected and enhanced.

1.13 Ultimately, a Planning Inspector will undertake an independent examination to test the 'soundness' of the Core Strategy and will make binding recommendations that the Council will have to accept before it adopts the Core Strategy. The tests of soundness are included at Appendix 3.

1.14 **The Evidence Base**

The LDF requires that the Core Strategy is built upon a robust and credible evidence base. Many of the research studies have been completed and additional pieces required have been identified. Details of these are set out in the Local Development Scheme¹. Some of the key issues include a retail study, an employment land review, a strategic housing land assessment and an infrastructure study. It is important that the evidence base is completed in time to inform the Core Strategy that is submitted for examination. Full evidence base references are set out at Appendix 5.

1.15 **Assessing the Effects of the Core Strategy**

The Issues and Options Report has been subject to several different assessments and these are included alongside the Issues and Options Report¹:

- Sustainability Appraisal – this is an ongoing process that is set out in more detail in Section 5. This is used to test the Core Strategy for its effects against a set of social, environmental and economic criteria. The aim is to ensure that the Core Strategy is consistent with the principles of sustainable development; and
- Habitat Regulations Assessment – this assesses the potential impacts of the emerging Core Strategy on the high level protected Natura 2000 sites (i.e. sites which are either identified under the Habitats Directive or the Bird Directive as Special Protection Areas or Special Areas of Conservation, or Sites identified as protected under the Convention of Wetlands of International Importance (Ramsar Sites)).

1.16 **Why Are We Consulting Now?**

It is important to engage with all users of Tameside, ranging from elected Members, individuals, community and interest groups, public sector agencies and statutory bodies, through to private sector companies, developers and agents, so they can make a positive contribution in the planning process. This will give the opportunity to build a broad consensus as to where new development could happen in the Borough in order to provide maximum benefits to all.

1.17 This Issues and Options Report that will be available for a six week period of statutory consultation between 20 February 2012 and 30 March 2012.

¹ These additional documents can be downloaded from the Council's website:
www.tameside.gov.uk/strategicplanning

1.18 It is important that as many people as possible spend time considering the questions posed throughout this document. Please let us know your views as they will help in preparing the next stages of the Core Strategy.

1.19 How to Comment: Any comments on this Issues and Options Report should be sent on the response forms provided to:

The Strategic Planning Team,
Investment and Development,
Children, Learning and Economic Services,
Rm 5.16,
Council Offices,
Wellington Road,
Ashton-under-Lyne
OL6 6DL

or

Email: planpolicy@tameside.gov.uk

If you would like to discuss or require any further help with the Issues and Option Report please contact the Strategic Planning Team on the email address given above or by calling 0161 342 3346.

It is important to note that any comments made in relation to this paper cannot be treated as confidential.

Further information about the LDF can be found on the Council's web site at www.tameside.gov.uk/strategicplanning

2.0 CONTEXT

Policy Context and Framework

2.01 National

The starting point for considering the policy options set out in this report is the background of national planning guidance. This means it is important that the national planning framework, set out in Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs), is taken into account when producing all parts of the LDF. A list of these is provided in Appendix 1.

2.02 Regional

The planning context at the regional level comes from the North West of England Plan – Regional Spatial Strategy to 2021 (RSS). Although the Government aims to abolish regional strategies through the provisions of Section 109 of the Localism Act this is yet to happen because of ongoing Strategic Environmental Assessments to look at the impacts of revoking each of the eight regional strategies.

2.03 Greater Manchester City-Region

Governance at a city-region level changed on 1st April 2011 when the Greater Manchester Combined Authority was established. This is the first statutory combined authority in the country and has been set up to co-ordinate economic development, regeneration and transport functions across the city- region. The strategies are:

2.04 **The Greater Manchester Strategy** - published in 2009 and brings together in one document the vision and principles that will elevate the city region to greater level of national and international prominence by 2020. The document is built on the extensive economic analysis and research carried out for the Manchester Independent Economic Review (MIER). The strategy seeks to drive the city region forward on many levels by:

- | | |
|--|---|
| <ul style="list-style-type: none">• Improving the early years experience• Creating better life chances• Increasing the highly skilled• Attracting talent• Improving transport connectivity• Creating a city-region sense of place | <ul style="list-style-type: none">• Expanding & diversifying economic base• Increasing international connectivity• Transforming to a low carbon economy• Addressing the housing market• Ensuring effective governance |
|--|---|

2.05 It is important that the Core Strategy reflects these city region ambitions, which are underpinned by sustainability and equality, and builds on the emerging Greater Manchester Spatial Framework.

2.06 **Greater Manchester Third Local Transport Plan:** A co-ordinated approach to transport planning in Greater Manchester is set out in Local Transport Plan 3 (LTP3). This document sets out the long-term strategy to 2026 and the short term implementation plan for the first four years (up to 2015). Since 1st April 2011 the functions of the Greater Manchester Integrated Transport Authority have been transferred to the Greater Manchester Combined Authority (GMCA). The GMCA has tasked Transport for Greater Manchester (TfGM) to monitor and review the plan as necessary. As recognised by the MIER an effective transport network is important to tackling the challenge of low productivity and the associated chronic worklessness in some of our most deprived communities.

2.07 **Greater Manchester Forecasting Model.** The ten authorities that make up Greater Manchester have adopted the Greater Manchester Forecasting Model (GMFM). This provides a model for the city region that forecasts household, population and economic projections up to 2032 under the current 2011 iteration. The GMFM is updated annually in

Autumn and provides an indicative scenario for the shape of the city-region with more detailed data down to the district level. The model is a valuable tool which highlights likely trends and is integral to the policy and plan making process.

- 2.08 **Local Strategies and Plans: Tameside Sustainable Community Strategy (2009 – 19)**
The Community Strategy was reviewed and updated in 2009 and is the collaborative effort of the Tameside Strategic Partnership. The strategy sets out the six aims and priorities that Tameside are working towards through the Tameside Local Area Agreement (LAA) with the goal of making Tameside a better Borough for everyone.
- 2.09 Section 3 of this Consultation Paper sets out in more detail how the Community Strategy relates to the LDF and in particular how its vision is the agreed approach for the Core Strategy.
- 2.10 **The Tameside Area Agreement (TAA).** The TAA is a three year performance scorecard which will monitor the performance of the Sustainable Community Strategy. The TAA is based on the aims and priorities of the Sustainable Community Strategy and includes 94 performance measures which support and deliver the visions and priorities within the Sustainable Community Strategy.
- 2.11 The TAA is monitored quarterly by the TAA Steering Group and the Local Public Service Executive (LPSE) and on a six monthly basis by the Tameside Strategic Partnership Board. The groups consider the progress of the entire agreement and the specific performance measures.
- 2.12 The performance of the TAA measures are also monitored through the Delivery Board agreements. The primary objective of the TAA is to prioritise the key quality of life outcomes for the residents of Tameside and explore those issues that drive improved outcomes.

3.0 THE VISION

3.01 It is proposed that the Core Strategy document is based on an agreed vision of what the Borough should be in 2028. The LDF will be the spatial expression of the current Tameside Sustainable Community Strategy (2009-19) which has the following vision:

“Tameside is a great place to live. We will make it even better. It will continue to be a Borough where the people who live here feel at home, are 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 their environment.”

3.02 This vision was the culmination of extensive community and stakeholder consultation and produced through the work of the Tameside Strategic Partnership. The strategy is based on six key aims. Through these aims it is possible to highlight the Community Strategy priorities. Both are highlighted below in Table 1:

Table 1 Tameside Community Key Aims And Associated Priorities

• Prosperous Tameside	Transforming the economy, renewing the town centres and increasing skills and employment
• Supportive Tameside	Building sustainable neighbourhoods and helping people to live independently
• Learning Tameside	Creating schools fit for the future, raising attainment and improving the life chances of children and young people and adults
• Attractive Tameside	Improving the attractiveness of Tameside and promoting environmental sustainability
• Safe Tameside	Reducing burglary, vehicle crime and robbery and the harm caused by drugs and alcohol, reducing violent crime, improving the quality of life and residents' feelings of safety and reducing re-offending
• Healthy Tameside	Supporting people to live healthier lives

3.03 Since the Core Strategy should be the spatial plan that builds on and delivers the aspirations of the Community Strategy it is only appropriate that the overall vision shown above should be adopted for the Core Strategy and the whole LDF.

3.04 It is important to identify the strategic objectives that give a local perspective to city-region and national policies and strategies. A consideration of the Regional Spatial Strategy is not seen as appropriate as this will be abolished through provisions in the Localism Act.

3.05 The Core Strategy will therefore be the locally determined spatial strategic plan for Tameside.

3.06 The strategic objectives taken from the Sustainable Community Strategy are therefore:

- Enhancing and improving the Borough through sustainable economic growth;
- Providing housing in the right place, of the right type and at the right prices;
- Ensuring regeneration of our most deprived neighbourhoods is achieved;
- Protecting our environmentally valued areas from development; and
- Ensuring appropriate mechanisms are in place to monitor how effective our policies have been against the aims and objectives set out in the Core Strategy.

CONSULTATION QUESTIONS:

Q1. Do you think this is the right vision for the Tameside Local Development Framework?

Q2. Do you have any suggestions for improving it or do you have an alternative vision?

4.0 TAMESIDE – A SPATIAL PORTRAIT

4.01 The overall 'Spatial Portrait' gives a summary of key facts, issues and challenges that characterise the Borough.

4.02 Tameside is one of the ten Boroughs that make up Greater Manchester. It is located to east of the conurbation. To the north and west it adjoins the metropolitan districts of Oldham and Manchester, to the south Stockport and to the east the Borough of High Peak (see Figure 2)

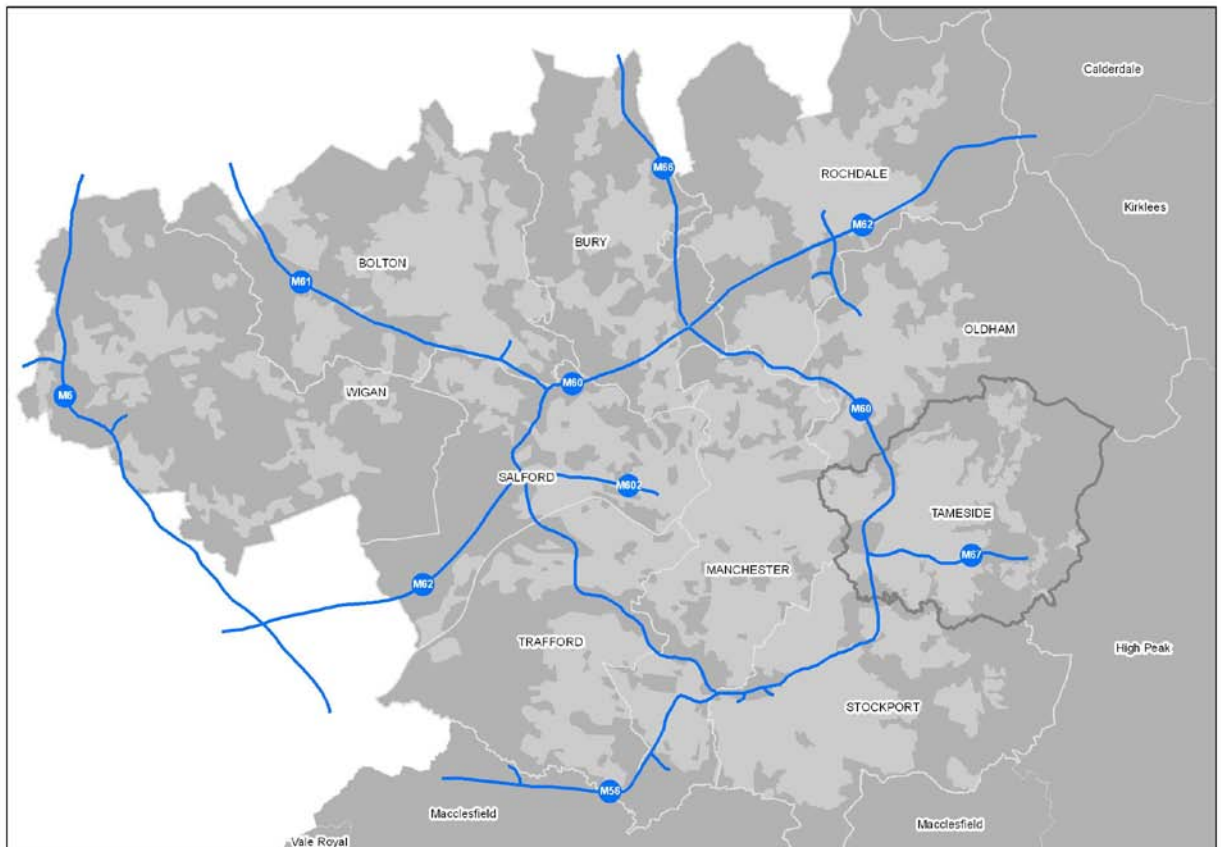


Figure 2 - Tameside in the Greater Manchester Context

4.03 Ashton-under-Lyne is the Borough's sub-Regional Centre and Hyde, Denton, Droylsden and Stalybridge are considered to be large district centres. Many centres have a high and increasing numbers of empty older shops with an uncertain future role.

4.04 The Borough:

- Covers around 40 square miles (10,317 hectares).
- Has a population of about 216,900². This is 8.2% of the Greater Manchester population and just under two thirds of this, 140,300, are of working age (16-64).
- Is very much part of the Greater Manchester economy. It still has a high proportion of employment in manufacturing, but this industry is still contracting as an employer.
- Is heavily dependent upon commuting – 51% of the workforce work outside the Borough³ (32% of the Tameside Workforce work in Manchester or Stockport).

² Source: ONS Mid Year Population Estimate 2010

³ Source: ONS Annual Population Survey 2008

- Median earnings by workplace for full-time workers per week is £412.50 - significantly lower than for the North West region (£467.10) or Great Britain (£500.40)⁴.
- Historically Tameside has had lower levels of unemployment compared to other similar areas. Though the current economic situation is now contributing to increasing levels of unemployment both in the Borough and across Greater Manchester.
- Low skills, low wages and health barriers to employment continue to pose a particular challenge to the Borough.
- The average percentage of households where children are living in poverty in the Borough is 28.43%⁵
- The average house price for the Borough in October 2011 was £96,273⁶.
- Approximately half of the area of the Borough is designated as Green Belt (approximately 5,071 hectares), it contains three river valleys and the Pennine moors.
- Few parts of the Borough are more than a mile from attractive countryside.

4.05 To the west of the Borough lie Droylsden, Audenshaw and Denton, which are primarily residential in nature and have seen most traditional forms of employment decline.

4.06 The centre of the Borough comprises four old mill towns – Ashton, Dukinfield, Hyde and Stalybridge, with a mix of terraced housing and more modern residential developments.

4.07 The east of the Borough comprises stone towns and villages on the edge of the Pennines, including the mill town of Mossley and the villages that make up Longdendale.

4.08 There has been much housing regeneration and clearance and, until recently, relatively high levels of private house building.

Spatial Map of Tameside

4.09 The LDF is about place making - shaping and creating locally distinctive and vibrant communities. Figure 2.2 below indicates how the Borough can be split into locally distinctive places.

4.10 It is by looking at the characteristics of these distinct places that we can identify, in more detail, the key issues and set the key objectives for the Borough over the plan period.

⁴ Source: ONS Annual Survey of Hours and Earnings - Workplace Analysis 2010

⁵ Source: TMBC Child Poverty Ward Statistics June 2011

⁶ Source: Land Registry, October 2011

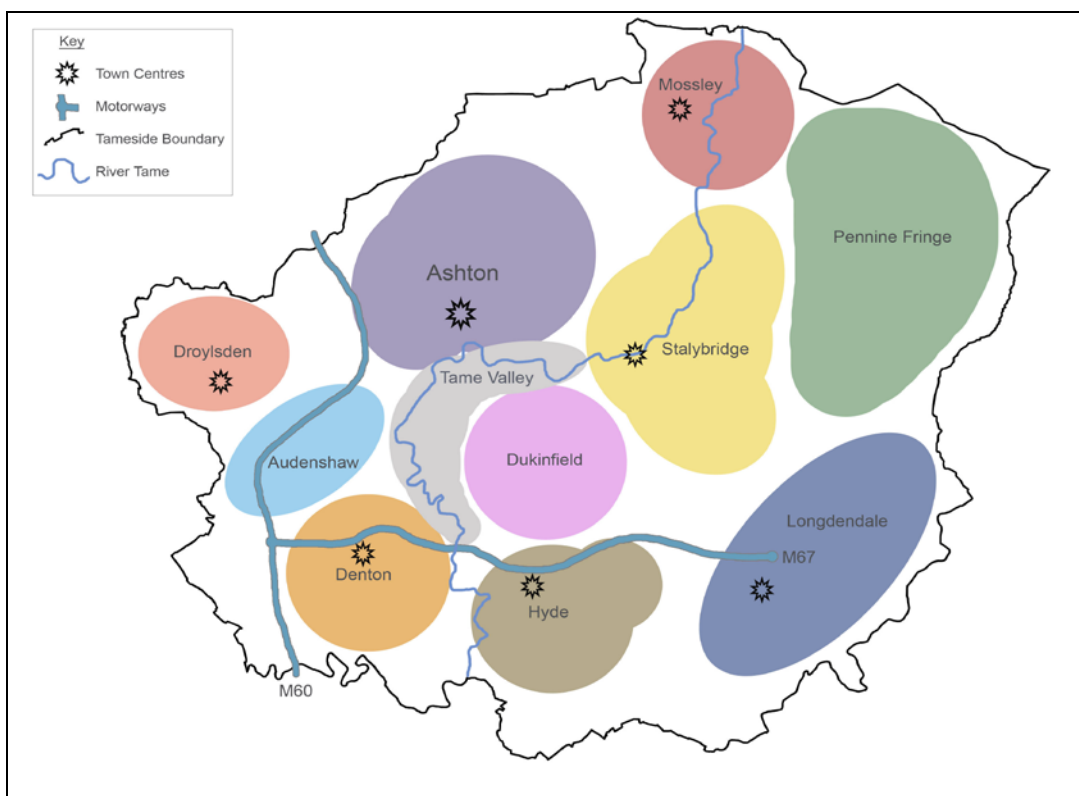


Figure 2.2 – Tameside ‘Places’

The ‘Places’ in Tameside

4.11 Ashton-under-Lyne

Population ⁷	46,748
Population Male/Female ⁸	49.6% / 50.4%
Working Age Population ⁹	30,911
Life Expectancy ¹⁰	75.3 years
JSA Claimants ¹¹	5.9%
Average Percentage of Households Where Children are Living in Poverty ¹²	32.82%
Median House Price (Jan 2009 - May 2011) ¹³	£95,604

4.12 Ashton-under-Lyne is Tameside's principal administrative and retail centre as well as being the largest town, housing the Borough's Civic Centre two large supermarkets, IKEA, vibrant indoor and outdoor markets, and the Arcades and Ladysmith Shopping Centres.

4.13 Allied with its retail offer the town also contains the St Petersfield business quarter, Tameside Hospital serving Tameside and the Glossop area, Tameside and Ashton Sixth Form Colleges, and a range of public sports facilities including the Roy Oldham Sports Village. West of the town centre lies the Ashton Moss strategic employment area,

⁷ Source: ONS Mid year population estimates 2010

⁸ Source: ONS Mid year population estimates 2010

⁹ Source: ONS Mid year population estimates 2010

¹⁰ Source: ONS - Life expectancy at birth for wards in England and Wales (experimental), Results

¹¹ Source: NOMIS

¹² Source: Child Poverty Ward Statistics - Local Data

¹³ Source: Land Registry

which straddles the M60, providing a mix of employment and leisure uses ranging from a multiplex cinema to the GM Police Serious Crime HQ.

- 4.14 The town contains a number of transport offers, a fast and regular heavy rail service to Manchester Victoria Station and beyond to the west and Huddersfield and beyond to the east, a large bus interchange providing services Borough-wide and cross boundary. The town centre will also benefit from the arrival of the Metrolink in 2014 linking it directly to the Regional Centre and beyond. Ashton's proximity to the M60 is its key road asset.
- 4.15 The north and eastern area of Ashton is dominated by residential communities bordering Oldham to the north and Stalybridge to the east. The areas to the south and west of the Town Centre are predominantly characterised by employment along the Tame Valley and at Ashton Moss. Parts of the residential communities are some of the most deprived in the Borough (top 5% most deprived communities – Index of Multiple Deprivation (IMD) Ranking 2010).
- 4.16 The town is one of the oldest settlements in Tameside, with records detailing a settlement prior to the Norman Conquest of 1066. Economic growth came in the eighteenth century when Ashton became the junction for the Manchester & Ashton Canal, Huddersfield Narrow Canal and Peak Forest Canal, providing coal and cotton to Manchester's cotton mills. Unfortunately as these key industries declined, so did the prosperity of the outlying centres such as Ashton.

4.17 **Denton**

Population	33,830
Population Male/Female	48.4% / 51.6%
Working Age Population	21,633
Life Expectancy	77.7 years
JSA Claimants	4.5%
Average Percentage of Households Where Children are Living in Poverty	23.87%
Median House Price (Jan 2009 - May 2011)	£110,000

*Sources of data as per section 4.11

- 4.18 Denton is located within the south west of the Borough broadly covering the areas of Denton, Dane Bank and Haughton Green. Denton has a successful retail centre at Crown Point North with many national multiples represented.
- 4.19 The area has a mix of employment sites having a favourable location linking it to both the M60 and M67 motorways.
- 4.20 Previous large industrial sites provide opportunities for regeneration most notably the Oldham Batteries area to the north of Hyde Road, Denton (currently covered UDP Policy E2(11)).
- 4.21 Denton comprises the two townships of Denton and Haughton, which, prior to the 18th century was dominated by dispersed farmsteads. There was no significant urban centre until the establishment of the Stockport to Ashton and the Manchester to Hyde and Mottram turnpikes in the late 18th and early 19th centuries. Denton benefited from its location at the crossroads of these routes, and ribbon development of housing led to the rapid expansion of both townships during the first half of the 19th century. The economic fortunes of Denton and Haughton were closely linked with the rise and subsequent decline of the hatting and coal mining industries.

4.22 Hyde

Population	35,447
Population male/female	48.8% / 51.2%
Working Age Population	23,086
Life Expectancy	75.5 years
JSA Claimants	5.4%
Average Percentage of Households Where Children are Living in Poverty	31.94%
Median House Price (Jan 2009 - May 2011)	£116,000

*Sources of data as per section 4.11

4.23 Hyde is located in the south of the Borough, neighbouring Stockport to the south, Denton to the west, Dukinfield to the north and Longdendale & Hattersley to the east. The M67 dissects Hyde, providing it with a transport asset that could aid future investment, yet also acting as a barrier dividing the town into north and south areas.

4.24 The northern area contains a large number of residential communities and the employment uses within the Tame Valley adjacent to the Peak Forest Canal. South of the M67 lies Hyde town centre, containing a number of independent businesses; including an indoor and outdoor market, the Clarendon Square Shopping Centre, two supermarkets, the town hall, bus and rail stations and the town's library. South of the town centre is dominated by residential development of pre and post war construction. On the southern fringe lies Werneth Low, elements of which are designated as a Country Park.

4.25 An outlying township of the Parish of Stockport, Hyde was largely a creation of the Industrial Revolution. In the late 18th century the area the area was characterised by dispersed farmsteads, the only substantial centre of population being Gee Cross. The town grew by virtue of the cotton industry and associated trades. This emerging industry exploited local water supplies and the newly-established communications such as the Peak Forest Canal (opened 1800), the turnpike roads from Manchester to Stockport and the railway, which arrived in Hyde in 1858. Extensive engineering works and foundries began to be established, taking advantage of the local coal deposits, and the town expanded rapidly.

4.26 The explosion of the urban population led to the construction of thousands of new buildings laid out on a distinctive gridiron pattern. Almost half of the property in Hyde was owned by the prosperous industrialists, and the quality of the workers' housing in the town was noted. Churches, courts, schools and institutions sprang up to serve the workers, and a spate of public building followed the granting of Hyde's Charter of Incorporation in 1881, with the Town Hall being constructed in 1885 and the public baths in 1889.

4.27 The Hyde cotton industry declined during the twentieth century. By 1939 half of the town's mills had closed.

4.28 Droylsden

Population	23,191
Population male/female	48.7% / 51.3%
Working Age Population	15,511
Life Expectancy	77 years
JSA Claimants	4.4%
Average Percentage of Households Where Children are Living in Poverty	25.53%
Median House Price (Jan 2009 - May 2011)	£99,000

*Sources of data as per section 4.11

- 4.29 Droylsden is located in the north west of the Borough broadly covering the areas of Fairfield, Medlock, Littlemoss and Droylsden. It has town centre retail facilities and is home to Droylsden Town Football Club and the Droylsden marina residential development.
- 4.30 The principal commuter routes of Ashton New Road and Ashton Old Road pass through the area lying on the fringe of the Manchester towns of Openshaw, Clayton and Abbey Hey. The first phase of Metrolink will terminate in Droylsden on opening in 2012 and continue with the completion of the section to Ashton in 2013/14 to help reduce peak time traffic congestion.
- 4.31 Medlock and Littlemoss border Green Belt areas between Ashton and Droylsden resulting in a more rural feel and include an array of indoor and outdoor sports facilities at the Medlock Leisure Centre.

4.32 **Stalybridge**

Population	23,203
Population male/female	48.9% / 51.1%
Working Age Population	15,636
Life Expectancy	76.5 years
JSA Claimants	5%
Average Percentage of Households Where Children are Living in Poverty	26.39%
Median House Price (Jan 2009 - May 2011)	£122,000

*Sources of data as per section 4.11

- 4.33 Stalybridge is located eight miles east of Manchester and one and a half miles east of Ashton-under-Lyne. The development of the town has been greatly influenced by the steep valley slopes of the River Tame, ribbon development along the key transport links including the Huddersfield Narrow Canal.
- 4.34 Stalybridge town centre has to compete with larger neighbouring town centres and as such has a limited range of national retailers and consumer choice. As a result it has encountered a continued decline in its daytime economy. The town has a central railway station with frequent trains to Manchester, Leeds and Liverpool and in recent years has experienced growth in apartment led commuter accommodation.
- 4.35 The wider Stalybridge area is characterised by development to the north east along Wakefield Road and Huddersfield Road including the villages of Heyrod, Millbrook and Carrbrook and to the south along Mottram Road. To the west, the town's residential areas merge with the neighbouring towns of Ashton-under-Lyne and Dukinfield. The east of Stalybridge is surrounded by Green Belt and open countryside of the Pennine fringe. The area north of Stalybridge town centre is characterised by post war suburban former council estates with relatively high levels of deprivation. In contrast the south of Stalybridge is typically characterised by higher value semi and detached private housing. Areas around the Tame Valley retain a significant proportion of manufacturing and industrial uses.

4.36 **Longdendale**

Population	10,089
Population male/female	48.8% / 51.2%
Working Age Population	6,548
Life Expectancy	76.4 years
JSA Claimants	5.1%
Average Percentage of Households Where	31.56%

Children are Living in Poverty	
Median House Price (Jan 2009 - May 2011)	£115,000

*Sources of data as per section 4.11

4.37 Longdendale lies in the south east of the Borough around 12 miles to the east of Manchester. It comprises of the traditional stone villages Mottram, Hollingworth and Broadbottom and the district centre of Hattersley. The area is characterised by its setting within the surrounding open Pennine fringe countryside. It has close connections to the M67 motorway, the A57 to Glossop and the A628 to Sheffield. Heavy traffic congestion on these routes is an ongoing issue for local residents and businesses.

4.38 Hattersley, a social housing overspill estate constructed in the 1960s, has in recent years undergone a period of large scale regeneration, resulting in the clearance of some 1,100 units of the outdated housing stock. A new Hattersley District Centre is expected to open in 2012. This will comprise a large supermarket and a 'community hub' which will provide a base for the library service, Hattersley Neighbourhood Partnership, Peak Valley Housing Association, the police, the Community Forum Association and a number of other community groups.

4.39 **Audenshaw**

Population	10,873
Population male/female	48.3% / 51.7%
Working Age Population	7,242
Life Expectancy	76 years
JSA Claimants	3.8%
Average Percentage of Households Where Children are Living in Poverty	18.69%
Median House Price (Jan 2009 - May 2011)	£120,000

*Sources of data as per section 4.11

4.40 Audenshaw is primarily an area of residential development which is dense in nature located in a central western position within the Borough of Tameside between the towns of Ashton-under-Lyne, Droylsden and Denton. A large area is covered by Audenshaw reservoirs to the east of the M60 and Audenshaw golf course to the west.

4.41 With access to the M60 Motorway and the nearby station at Guide Bridge the area has good transport links with both the city-region centre and beyond. In addition the opening of Metrolink to Ashton in 2013/14 will enhance transport provision to the Regional Centre and beyond.

4.42 Due to its interspersed nature, Audenshaw has no defined retail centre. Residents generally make use of local shopping areas or travel to Ashton, Droylsden or Denton for a wider retail offer. The area is home to the Borough's only out-of-town shopping at the Snipe Retail Park.

4.43 Audenshaw became a prime residential location for the workers of Denton's successful "hatting" industry throughout the 1800s. It provided accommodation for workers in terraces and more prestigious accommodation for the wealthy and their families. Its historical assets include Ryecroft Hall and seven other listed buildings.

4.44 Dukinfield

Population	23,086
Population male/female	48.9% / 51.1%
Working Age Population	15,259
Life Expectancy	76 years
JSA Claimants	5%
Average Percentage of Households Where Children are Living in Poverty	24.83%
Median House Price (Jan 2009 - May 2011)	£115,500

*Sources of data as per section 4.11

4.45 Dukinfield is a small town which lies in the centre of the Borough and south of the River Tame. It has a small shopping parade at King Street and small district centre at Concord Way. The outer residential areas merge with the neighbouring towns, Ashton to the north, Stalybridge to the east and Hyde to the south, with little or no distinctive boundaries.

4.46 Central and eastern Dukinfield is predominantly characterised by a mixture of high density terraced and semi-detached social and private housing. A significant proportion of the designated Employment Land for Tameside is located to the west of Dukinfield along the Tame Valley and Peak Forest Canal including large Industrial and manufacturing estates around Charles Street, Astley Street, Globe Lane and Broadway.

4.47 Prior to the late eighteenth century, Dukinfield was a rural township. The hamlet at the junction of Pickford Lane and Town Lane (later known as Chapel Hill), the only urban core in the township, began to grow rapidly by 1795. Housing spread eastwards towards Stalybridge and northwards towards the River Tame and Ashton. The area around the Tame became the heart of the Dukinfield cotton industry, leading to massive expansion during the 19th century. In common with Ashton, Stalybridge and Hyde, this area of development was laid out in characteristic grid-iron pattern.

4.48 Mossley

Population	10,415
Population male/female	48.7% / 51.3%
Working Age Population	7,244
Life Expectancy	76 years
JSA Claimants	4.4%
Average Percentage of Households Where Children are Living in Poverty	24.39%
Median House Price (Jan 2009 - May 2011)	£122,250

*Sources of data as per section 4.11

4.49 Mossley lies at the northern end of the Borough in the foothills of the Pennines. It is located 3 miles northeast of Ashton-under-Lyne and 8.9 miles east of Manchester. The population at the 2001 census was recorded at 9,856 but this has risen to 10,451 (ONS mid year population estimate 2010).

4.50 Mossley is broadly split into two areas – ‘top’ and ‘bottom’ Mossley. The rail link provides good transport links to Ashton, Stalybridge and Manchester city centre to the west and Huddersfield and beyond to the east. The town centre is located in Top Mossley and contains a small supermarket and a number of independent shops. The main post office lies in Bottom Mossley.

- 4.51 Mossley developed from a scattered farming community. A strong domestic-based woollen industry had already been established in the area, forming the basis for rapid urban development from the 18th century. Top Mossley was the early focus of settlement, with weavers' cottages being constructed from this period. Brookbottom, Quickmere and Roughtown grew during the early part of the 19th century, until the shift from woollen to cotton production saw massive industrial expansion in the river valley and, by the late 19th century, on the eastern side of the town in the Micklehurst area.

Tame Valley

- 4.52 The Tame Valley is characterised by extensive industrial and manufacturing development that originated in the late 18th century. This development was primarily involved with the production of textiles and its supporting industries and this has shaped and continues to influence the Tame Valley.
- 4.53 There is a legacy of former spinning mills and to a certain extent weaving sheds. These are still very much the characteristic buildings and they dominate the skyline through the valley between Stalybridge and Dukinfield and to a lesser extent to Hyde. Although much has changed as a result of the well documented decline of the textile industry since the mid-twentieth century the area remains the industrial and manufacturing core of the Borough and plays a vital role in the local economy.

Pennine Fringe

- 4.54 The Pennine Fringe encompasses much of the eastern side of the Borough extending from Mossley in the north to Longdendale in the south. It is characterised by its lack of built development and the concentration of international, national and local nature conservation sites. The landscape is characterised by extensive upland farming together with large areas of moorland and a number of significant reservoirs. The area also contains two of the Boroughs Scheduled Ancient Monuments: Buckton Castle and the Bronze Age (c.2000-700BC) cairn on Hollingworthhall Moor. Not only is this area important in terms of historic and natural conservation it also provides a very important leisure asset for the Borough and it is crossed by the Pennine Bridleway National Trail.

CONSULTATION QUESTIONS:

Q3. Are these spatial profiles, which set out the places in Tameside, comprehensive and accurate?

Q4. Do you have any suggestions or comments?

5.0 THE ISSUES

5.01 The Issues are set out as follows:

- A broad overview of the key policy areas and their issues based on the topic papers;
- A more detailed look at the economy, employment land and housing; and
- A summary of the spatial issues for each place in Tameside.

5.02 Key Issues

This part of the Issues and Options sets out a range of key issues that have been identified from a review of relevant policies, plans, programmes and the evidence base work carried out to support the production of the strategy. The key issues are set out in a series of supporting topic papers that are listed in Table 2 below.

Table 2: Key Issues for the Tameside Core Strategy

Key Issue Area	Summary of Main Issues
The Economy and Employment	<ul style="list-style-type: none"> • Sustainable economic growth and prosperity • Need to improve skills • High out-commuting vs lack of local job opportunities • Constrained land supply (location and quality) • Design quality • Quality of existing stock
Housing	<ul style="list-style-type: none"> • Sustainable development • Meet local needs • Choice • Affordability • Design • Quality • Location • Land availability • Number and type of housing developments
Retail and Town Centres	<ul style="list-style-type: none"> • Focus on Ashton-under-Lyne • Role of other town centres • Role of smaller locations • Choice/needs • Retail/office opportunities • Capacity • Accessibility • Regeneration • Night time economy • Local distinctiveness and design
Heritage and Conservation	<ul style="list-style-type: none"> • Conservation areas • Safeguarding heritage assets • Re-use of historic buildings • Landscape

	<ul style="list-style-type: none"> • Design
Transport and Infrastructure	<ul style="list-style-type: none"> • Address deficiencies • Improve public transport coverage • Reduce car reliance by increasing the appeal of alternatives • Air quality • Canal network opportunities • Community Infrastructure Levy (CIL) • Impact of all development on infrastructure
Green Infrastructure, Open Space and Biodiversity	<ul style="list-style-type: none"> • Improve and expand existing habitats • Poor quality of SSSIs • Ensure diversity in the types of public open space • Role in climate change adaptation • Accessibility
Climate Change and Decentralised Energy	<ul style="list-style-type: none"> • Adaptation to increased urban temperatures • Adaptation to potential flood events • Role of green infrastructure • Level 2 Decentralised Energy Study implications • Identification of broad location for decentralised energy (including wind turbines, district heating and hydro-electric) • Sustainable design
Health and Inequalities	<ul style="list-style-type: none"> • Regeneration and improvement of deprived areas • Decline in status of some areas evident from the 2010 Index of Multiple Deprivation results • Need to reduce pollution – air, chemical and noise • Education/skills • Good quality design • Health agenda (including obesity, smoking, drinking, car use, mental health and hot food takeaways)
Flood Risk	<ul style="list-style-type: none"> • Avoiding development in areas identified as being at risk of flooding • Impact of new development on increasing the risk of flooding • Adaptation to climate change (see above)

5.03 These issues have been identified through the development of the robust evidence base required in order to support the production of the Core Strategy. They are the key policy areas that will be addressed and will shape the overall place making strategy at the heart of the Core Strategy.

Key Issues and Challenges Facing Tameside

5.04 The Economy and Employment Land

Tameside is facing a period of unprecedented change due to global economic pressure, changes in policy at a national and city-region level and the emergence of new governance

arrangements. Tameside Council recognises that there is significant resource pressure in both the public and private sectors and is re-evaluating priorities with its partners. This will shape new ways of working and enable the targeting of the limited resources available to achieve the greatest impact.

5.05 Key challenges for the Borough are delivering economic growth and the supply and availability of good quality employment land to facilitate this. This reflects the drive of national policy through to the city region level and down to a local level.

5.06 The approach at a national level is underpinned by national planning policy and more recent announcements, including the Written Ministerial Statement 'Planning for Growth', March 2011, and other key announcements. This statement underlines the Government's intention to rebuild the national economy and the key role that planning will play in this.

5.07 At a local level key issues and opportunities in relation to the economy have been identified from the Tameside Economic Strategy baseline research and the emerging Economic Strategy 'Enterprising Tameside' as follows:

- The advantage of the Borough's location – proximity to the growing economy of Manchester and good linkages;
- Transport links and access are good to Manchester, the North West and beyond;
- The proportion of employment in manufacturing is relatively strong but manufacturing employment continues to decline;
- Lack of economic focus;
- Recent decline in employment across the whole of the Borough but geographically not uniform;
- Under representation of the 'knowledge intensive' industries;
- Low skill levels of the resident population;
- Economic growth in Manchester can provide opportunities for the Borough's residents and businesses; and
- Ashton is the centre for the Borough with a concentration of population, businesses, services and amenities.

5.08 This is by no means an exhaustive list and detailed economic evidence is available in the Tameside MBC Economic Strategy Baseline document that is available on the Council's website: <http://www.tameside.gov.uk/planning/ldf/evidence>.

5.09 Building on the findings of the economic baseline the Economic Strategy delivers a new vision for a 'Prosperous Tameside 2026':

Tameside's people and businesses are resilient. We know our strengths, and we build on them to achieve low carbon, sustainable growth.

Tameside is a leading influence within Greater Manchester, and beyond. We're known for innovation, and our economy is increasingly diverse. We have a strong enterprise culture, and our public, private and community sectors work together to support local growth. We're well connected with the outside world; our people are healthy and highly skilled.

We're surrounded by great natural beauty, our towns and schools are flourishing, and our communities have never been as strong. It's a great place to be.

5.10 The vision also identifies three key elements: People, Enterprise and Place; and sets out challenges, issues and future plans relating to each. This will be followed up with the

development of action strategies that aim to achieve each part of the overall economic vision for the Borough.

5.11 A number of key areas will be the focus of the strategic approach that the council will take towards promoting economic growth:

- **Targeted Investment:** As funding and finance become increasingly scarce, a new approach to investment is required across Tameside. The Borough needs to focus the more limited investment opportunities available where they will yield the greatest economic benefit to the area. Planning policy needs to reflect this hierarchy.
- **Role of the towns:** The nine towns each have a role to play in making Tameside prosperous, either as a place to live or work, or both, but that role may be different for different towns. Tameside needs to be clear about the investment priorities in each area, and local planning policy needs to reflect these priorities.
- **Employment Land:** Overall jobs in Tameside are currently in decline. To speed up a return to growth, Tameside needs to attract new employers. This means having a range of employment sites available which are ready for development. Investors today want to move in within six months of their enquiry, but many of our traditional employment sites are unsuitable due to contamination or other restrictions and need significant investment before development can begin.
- **Housing:** Tameside's latest housing market assessment indicates that the Borough requires a greater range of housing types for a changing population and economy. For a highly skilled workforce there is a need to attract and retain young professionals and provide quality homes. At the same time the Borough needs to build more affordable housing for those who cannot buy their own home.
- **Transport:** Tameside's transport links are one of its main strengths as a business location, and it needs to continue this in order to maintain the advantage. Companies across Greater Manchester are expected to return to growth within the next few years, and the Borough needs its residents to be able to access these jobs. Tameside's employers need modern transport links to draw on the widest possible pool of skilled labour.
- **Digital communications:** To reach their customers and suppliers, Tameside's companies need state-of-the-art broadband and wireless internet connections, and web-based technology. Residents need to be able to access information about jobs, local training and events, and increasingly they will need to be able to access documents from work at home.
- **Low carbon development:** To help make Tameside a more desirable location for residents and employers, it needs to take full advantage of low carbon technology and reduce the impact on the environment. Property owners and developers need to make their homes and business premises more energy efficient, and to take advantage of renewable technologies.

5.12 Each of these areas will need to be delivered through supporting Core Strategy Policies and Development Management Policies. The broad approach is set out in the Core Strategy Policies in Section 9 and the Development Management Policies in Section 10.

5.13 Ongoing work on the Employment Land Review has identified a lack of good quality employment land over the plan period which is compounded by continued external development pressures on employment sites of all grades for non-employment uses. A finalised Employment Land Review document will be published to support the development of the Core Strategy. The Employment Land Review will contain detailed evidence on how much employment land will be required through the plan period in order to support the aims and objectives of the Core Strategy and the Council's Economic Strategy.

Housing - How Much For Tameside?

- 5.14 This is a key issue for the Core Strategy. The Borough needs to determine how much housing development is intended to happen, where, when and by what means for the duration of the Core Strategy plan period. The Core Strategy will be the document that contains the key decisions about the distribution of housing development and will establish clear guidance for the later Site Allocations DPD.
- 5.15 The Unitary Development Plan for the Borough set a target of 370 new dwellings net per year. This was replaced by a higher target of 750 new dwellings net per year in the Regional Spatial Strategy. The Government is now in the process of abolishing Regional Planning through the Localism Act. This means that developers face uncertainty as to the annual housing target until one can be adopted through the Core Strategy.
- 5.16 The Issues and Options stage is the appropriate time for a discussion on whether the Borough needs a revised housing target or if it continues with a figure based on the Regional Strategy evidence base.
- 5.17 This raises the key question of what is the appropriate housing target for Tameside. This will be based on analysis of the relevant evidence base to determine the strategic approach as required by PPS3. The Council will therefore take into account the following:
- The need for new housing, based on housing projections including those from the Government and the Greater Manchester Forecasting Model;
 - The requirement for new homes based on the assessment of the Tameside housing market and the population's needs and demands as identified in the Strategic Housing Market Assessment (SHMA); and
 - Land availability to accommodate the projected housing requirement over the next 15 years, established through the Housing Land Availability Assessment (SHLAA).
- 5.18 Whether the housing target is 750 dwellings per year, or reduced to a lower target, such as the 370 dwellings in the UDP, or even increased to a higher figure than the RSS figure presents a number of different environmental, economic and social implications for the Borough.
- 5.19 Tameside's adopted housing target will need to cater for a complex, wide ranging and mixed housing market which includes providing new affordable homes, social rented properties, elderly accommodation, a range of sizes of family homes, single occupancy units as well as higher value market housing. This will help to bolster Tameside's position within the Greater Manchester housing market and ultimately support and enable sustainable economic development in the Borough.
- 5.20 Adopting a lower target, similar to the 370 UDP figure would see a considerable reduction in the rate of new housing development over the next 15 years from that built over the last 15. The potential outcome of this strategy could potentially place Tameside at risk of not providing the choice and housing offer to meet the varied needs and demands of Borough's population across all elements of the housing spectrum.
- 5.21 The evidence suggests that in order to meet all of the housing requirements a higher target, similar to the current 750 figure or higher, would be needed. Whilst the higher target would present the more appropriate option to satisfy housing need and demand, it also presents implications with regard to the environment and local employment which would need further consideration. A higher housing target has the potential to place greater residential development pressure on greenfield land within the urban area and urban fringes as more land would be required to accommodate the housing numbers. In addition there could also

be pressure to build houses on key brownfield employment land, particularly sites that become vacant, further reducing employment opportunities within the Borough.

- 5.22 It is clear that providing new housing will be a key component of delivering sustainable economic development in Tameside over the Core Strategy plan period. Therefore it is important that careful consideration is taken to ensure that the housing target strikes the right balance between providing the volume, choice and mix to meet the identified needs and demand, but at the same time avoid undue environmental damage with increased urban sprawl and the loss of attractive green spaces as well as valuable employment land resources.
- 5.23 A more in depth discussion on the issues surrounding Tameside's housing delivery is available in the Housing Topic Paper. This paper is a working document to be kept under regular review and updated as the Council's evidence base is reviewed.

CONSULTATION QUESTIONS:

Q5. What do you consider would be the appropriate housing mix, type and number over the plan period?

Q6. Do you think we have identified all the right issues?

Q7. Are there any additional issues that should be taken into account when considering the proposed option?

Issues facing the places in Tameside

- 5.24 Issues have been identified that relate to each of the places in Tameside. These are broadly organised in a number of themes contained in the Sustainable Community Strategy.
- 5.25 ***Ashton-under-Lyne***

Supportive Tameside

- Current housing supply both in terms of size and type does not meet market demand.
- Some areas suffer from high levels of deprivation linked to unemployment, income, health, education, crime and to a certain extent living environment.
- The population of Ashton is well placed to take advantage of existing and improving public transport infrastructure.

Prosperous Tameside

- The future of Ashton as the Borough's primary town centre in terms of employment and retail.
- Need to diversify the employment base.
- Key future strategic role for Ashton Moss and St. Petersfield.
- Potential redevelopment opportunities resulting from the completion of the northern bypass.
- Need to enhance the housing offer in order to cater for a broader mix of employment skills.
- Traffic congestion at peak times on key routes M60, A635, A627, A6043/A670.

Attractive Tameside

- Overall need to improve the quality of housing.

- Lack of quality in modern built environment – buildings and public realm.
- Neglect of the historic environment – heritage at risk, erosion of character and appearance, shift of commercial focus from Stamford Street.
- Poor pedestrian and cycling environment compounded by dominance of road network.
- Need to address the impacts of climate change.

5.26 **Audenshaw**

Supportive Tameside

- Current housing supply both in terms of tenure, size and type does not meet market demand, with the exception of 1 bed properties. There's a particular shortage of 4+ bed and bungalow properties.
- Communities have close connection to the M60 and key road routes, yet proximity to rail services is poor.
- Arrival of Metrolink will aid access to the Region Centre and Ashton-under-Lyne.
- High levels of deprivation within the eastern edge of Audenshaw linked to employment and health.

Prosperous Tameside

- Potential development site adjacent to former Audenshaw Depot (now housing) site.
- Potential mixed use development site on the former Premier Foods employment site.
- Potential for partial redevelopment of the Snipe Retail Park.
- Close proximity and good road links to Ashton Moss employment area.
- The East Manchester Metrolink Line will link Audenshaw with Manchester City Centre in late 2013.
- Traffic congestion at peak times on A635 Manchester Road and surrounding M60 junction.
- Need to diversify the employment base.

Attractive Tameside

- Improve the quality of housing development.
- Need to address and prepare for the impacts of climate change.
- Need to improve quality of built environment – buildings and public realm.
- Need to enhance pedestrian and cycling environment and infrastructure.

5.27 **Denton**

Supportive Tameside

- Housing supply does not meet market demand across tenures and property size / types. There is particular demand for private rented, 1 and 4+ bed homes, detached properties and bungalows.
- Community is well served by its close proximity to the M67, yet the closest well serviced rail facility is at Guide Bridge.
- There are high levels of deprivation in Haughton Green linked to income, employment, health, living environment.

Prosperous Tameside

- Crown Point provides one the Borough's primary retail destinations.
- Potential expansion of the town's retail offer on the former Oldham Batteries site.
- Traffic congestion at peak times on key routes Manchester Road / Hyde Road and Stockport Road / Ashton Road.
- Need to enhance the housing offer to cater for a broader mix of employment skills and align with current demand.

Attractive Tameside

- The quality of the pedestrian and cycle environment is hindered by the dominant road network. Pedestrian links to Crown Point are particularly uninviting.
- Town contains a high quality park and public space on the former market square.
- Need to address and prepare for the impacts of climate change.
- Improve the quality of housing.
- Lack of quality in modern built environment.

5.28 **Droylsden**

Supportive Tameside

- The housing supply in terms of both size and type does not meet the identified market demand.
- Relatively high levels of deprivation in the north of Droylsden linked to unemployment, income, health, education and crime.

Prosperous Tameside

- Potential redevelopment opportunities resulting from the construction of the Metrolink extension.
- Regeneration of the Droylsden Marina and adjacent canal network.
- Traffic congestion at peak times on key routes A662 and A635 and surrounding minor roads.
- Potential redevelopment of the former Little Moss Boys School site.
- Implications for the area from increased connectivity with surrounding employment areas and retail centres.

Attractive Tameside

- Achieve high quality design of new buildings and housing.
- Poor pedestrian and cycling environment compounded by dominance of road network.
- Continue to protect and recognise the importance of the Moravian Settlement as a local and national historic environment asset.
- Need to address the impacts of climate change.

5.29 **Dukinfield**

Supportive Tameside

- The housing supply relating to a mixture of tenure, property size and property type does not meet the identified market demand.
- Some areas are classified within worst 10% in the Indices of Multiple Deprivation.

Prosperous Tameside

- Traffic congestion at peak times on A627 and surrounding minor link roads.
- Need to address the continued decline of heavy industrial uses, particularly in Tame Valley area.

Attractive Tameside

- Achieve high quality design of new buildings and housing.
- Poor pedestrian and cycling environment compounded by dominance of road network.

5.30 **Hyde**

Supportive Tameside

- Current housing supply both in terms of tenure, size and type does not meet market demand. Demand for private rented, 4+ bed homes, detached, bungalows and flats are particularly high compared to supply.

- The central location of Hyde's bus station and proximity to the M67 provide valuable transport assets for the town's population.
- Rail links from Hyde into the Regional Centre require greater frequency.
- High levels of deprivation, particularly in Hyde Godley and Longdendale Wards, linked to income, employment, health, education and crime.

Prosperous Tameside

- Decline of the town centre, with increased competition from neighbouring centres such as Denton.
- Need to diversify and expand the employment base.
- Potential development opportunities at town centre gateway sites.
- Potential development and expansion of Godley Hill employment area.
- Need to enhance the housing offer in order to cater for a broader mix of employment skills.

Attractive Tameside

- Improve quality of housing.
- Lack of quality in modern built environment – buildings and public realm. Refurbished Market Square will establish a future precedent.
- Town's dominating road environment (particularly Clark Way and Market Street) hinders the quality of the pedestrian and cycling environment.
- Need to address and prepare for the impacts of climate change.
- Need to protect elements of the town's historic environment.
- M67 bisects the area forming a physical barrier.

5.31 **Longdendale**

Supportive Tameside

- High levels of deprivation linked to unemployment, income, health, education, crime and to a certain extent living environment.
- Current housing supply both in terms of size and type does not meet market demand.

Prosperous Tameside

- Longdendale Integrated Transport Scheme to alleviate traffic congestion along key routes A628 and A57.
- Delivery of a new district centre at Hattersley.
- Clearance of poor housing stock and large scale regeneration of the Hattersley housing Estate.
- Introduction of integrated market housing in Hattersley.

Attractive Tameside

- Poor air quality standard along the A57 between Mottram and Hollingworth.
- Countryside management, recreation and the Longdendale Trail.
- Access to the surrounding Pennine fringe countryside.
- Achieve high quality design of new buildings and housing.
- Poor pedestrian and cycling environment compounded by dominance of road network.

5.32 **Mossley**

Supportive Tameside

- Evidence suggests that there are deficiencies in most areas of the housing market (tenure, size and type) with the exception of terraced housing.
- Despite a relatively good rail service and recent platform improvements the station needs upgrading and the frequency and capacity of services needs improving.

- Significant pockets of deprivation in areas predominantly consisting of former council housing, including one area considered to be in the worst 5% nationally.
- Need to improve access to jobs for residents of most deprived areas.

Prosperous Tameside

- Limited employment opportunities mean transport connectivity has to be improved.
- Over emphasis on housing development creates unsustainable patterns of travel to work and access to retail and services.
- Pressure on existing employment sites from other forms of development.
- Potential to improve and enhance the town centre in Top Mossley and the local shopping centre in Bottom Mossley.
- Opportunities to enhance the housing offer in order to cater for a broader mix of employment skills (but must be linked to improved transport infrastructure).

Attractive Tameside

- Potential for designation of conservation areas to protect and enhance the historic environment
- Lack of good quality modern built environment, in buildings and public realm despite recent significant levels of residential development.
- Poor linkages between Mossley and surrounding countryside for health, relaxation and leisure – opportunities exist to create and/or improve links into existing infrastructure (Tame Valley Trail, Huddersfield Narrow Canal, Pennine Bridleway).

5.33 **Stalybridge**

Supportive Tameside

- Other than terraced housing there is a recognised shortage of other property types of all sizes and tenure.
- Some areas are classified within worst 10% in the Indices of Multiple Deprivation.
- Addressing the decline in daytime town centre economy.

Prosperous Tameside

- Peak time traffic congestion on A635, A6018 and surrounding minor roads.
- Transport 'bottleneck' to the east of the town centre.
- Decline in town centre retail choice and competition with larger surrounding centres.
- Need to diversify the employment base.
- Need to enhance the housing offer in order to cater for a broader mix of employment skills.

Attractive Tameside

- Achieve high quality design of new buildings and housing.
- Poor pedestrian and cycling environment compounded by dominance of road network.
- Regeneration of canal and surrounding public realm at Armentieres Square.
- Neglect of the historic environment.

5.34 **Pennine Fringe**

Supportive Tameside

- Difficult to develop for residential or employment opportunities due to its Green Belt designation
- Is adjacent to many deprived communities (at least four in the worst 10%) and improved access to open space could offer opportunities for recreation and leisure
- Opportunities for significant improvements to transport are hindered by the protected nature of the countryside

Prosperous Tameside

- Potential for development as part of overall tourism strategy offering accessible areas of natural beauty with opportunities for recreation and leisure
- Key location identified with potential for mineral resources
- Potential location for commercially viable for wind turbines

Attractive Tameside

- Protecting the high quality natural environment and landscape is essential to the area
- Improving biodiversity is possible by enhancing or creating links with existing green space in the Borough
- Recreation needs must be balanced with the capacity of the area and its value as a biodiversity asset

5.35 **Tame Valley**

Supportive Tameside

- Given the proximity to employment opportunities the area could potentially provide sites for sustainable residential led mixed-use development
- Decline in traditional employment results in a loss of opportunities for those living in adjacent disadvantaged communities
- Transport is critical to opening up job opportunities

Prosperous Tameside

- Core traditional employment area has seen significant decline in the number of jobs available for Tameside residents
- Legacy of traditional employment buildings, primarily related to the textile industry, often not suited to modern employment use
- Problems with contamination of potential development sites in the Tame Valley
- There are significant environmental assets that could promote the redevelopment potential of the area – River Tame and canal network
- Lack of movement on the 10,000 – 20,000 sq ft business opportunity hampering indigenous companies and inward investors
- Need to maintain choice in terms of quality and size of premises
- Lack of large development sites
- Links to key transport routes – M60/M67
- Enhancing the rail connectivity

Attractive Tameside

- Importance of industrial heritage to character of the Borough and the need to balance the protection of heritage assets with the need to redevelop and revitalise this core employment area
- Lack of quality in modern development – buildings and public realm – gives a negative image which potentially puts off inward investment
- Need to enhance the biodiversity.
- Large area of the valley running from Dukinfield to Denton is part of the functional flood plain and will play a continued role in tackling and adapting to climate change

5.36 **Cross Cutting Issues**

- Health - The inclusion of policies within the Core Strategy to help achieve positive health outcomes can contribute to the delivery of a safe and healthy Borough. This can include providing high quality homes, improving local services and facilities such as schools and hospitals, preventing and reducing pollution, and supporting active recreation through the provision of green space, improvements to the pedestrian environment and cycling infrastructure.

- Crime - Tackling the problems of crime through policies promoted and supported by the Core Strategy will improve the quality of life for all, particularly those in the most disadvantaged neighbourhoods. Building on existing successful council initiatives the Core Strategy will contain policies which aim to further reduce crime, reduce the fear of crime and anti-social behaviour and reduce the harm caused by illegal drugs.
- Skills and education – The Manchester Independent Economic Review identifies improving skills as of the highest priority. Lack of basic skills and qualifications is a characteristic of the working age population of Tameside and is a significant barrier to growth.
- Gypsy and Traveller provision – As part of the broader housing strategy, the council will need to demonstrate how Gypsy and Traveller accommodation needs are met. Work on the evidence base for the revised regional strategy concluded that Tameside had a shortfall of 17 pitches. This provides the starting point for identifying future needs and will be used to inform the development of the Core Strategy.

CONSULTATION QUESTIONS:

Q8. Have the right issues been identified?

Q9. Are there any other issues that should be considered when putting together the various options?

6.0 STRATEGIC OBJECTIVES

6.01 The Core Strategy needs to contain a set of strategic objectives for the Borough. In adopting the objectives from the Tameside Sustainable Community Strategy, the Core Strategy will be a true spatial expression of this document with both documents having a shared set of strategic objectives.

6.02 As such, the Core Strategy will build upon the aims of the Sustainable Community Strategy aims as a basis for the draft strategic objectives that will set out the future direction for the LDF. Where applicable the appropriate section from the Sustainable Community Strategy has been included alongside the draft strategic objective to indicate the clear linkages between the two strategies.

6.03 Over-arching

SO1 – To promote sustainable development, and to mitigate and adapt to climate change across the Borough.

Achieved by:

- ensuring development is delivered in the most accessible and sustainable locations;
- ensuring the effective and efficient use of land and buildings;
- ensuring that new developments are of high quality design and use sustainable construction methods;
- ensuring the prudent use and sustainable management of natural and man-made resources;
- reducing the need to travel by encouraging active travel and use of public transport;
- improving the public transport network, including implementation of the Metrolink extension to Ashton town centre and securing improvements to heavy rail facilities and services across the Borough;
- addressing the issue of air quality in relation to the impact of transport related pollution with specific reference to the Air Quality Management Area;
- using evidence from the Tameside Strategic Flood Risk Assessment to avoid development in areas of flood risk and managing areas capable of mitigating the impact of flooding in a suitable way;
- sustainable waste management and having regard to the Greater Manchester Joint Waste Development Plan Document; and
- the sustainable management of minerals and having regard to the Greater Manchester Joint Minerals Development Plan Document.

6.04 Enterprise and Economic Development

SO2 – To promote sustainable economic growth and the transition of the Borough's economy through diversification and encouraging the role of manufacturing.

'We want Tameside to be a place where more and better jobs are available for everyone, local people are able to access these jobs and where new and established business can flourish.'

6.05 The LDF will play an important role in helping the Sustainable Community Strategy deliver its aspirations for a 'Prosperous Tameside' by having a Core Strategy that promotes economic growth.

Achieved by:

- the protection of existing suitable employment sites;
- supporting business and economic growth through appropriate land allocations and policies that enable business expansion and aid inward investment. Key to this will be ensuring new employment sites are in accessible / sustainable locations;
- ensuring guidance and mechanisms are in place to help developers achieve carbon reductions as required through Part L of the Building Regulations;
- promoting and supporting the growth of decentralised energy technologies and the 'green economy';
- promoting Ashton town centre as the primary focus for appropriate employment, retail, leisure, education and service sector investment, in order to strengthen its city-region role and future vitality and viability;
- establishing and helping guide a future, viable role for the Borough's 'other' town centres;
- adopting an appropriate housing target to ensure the future housing needs of the Borough can be sustainably and spatially delivered;
- ensuring an appropriate mix of housing is provided in terms of size, location, tenure and typology; and
- supporting the development of an efficient transport network that promotes sustainable forms of transport and aids accessibility to employment opportunities and the Borough's town centres.

6.06 Supportive Tameside

SO3 – Create sustainable communities that enhance the Borough for residents now and in the future.

'We want Tameside to be a place where people get on and look out for each other, and everyone shares in the growing prosperity, so that Tameside is an even better place to live now and in the future.'

6.07 In guiding future development across the Borough, the Core Strategy will ensure the creation of sustainable communities that enhance the Borough for residents now and in the future.

Achieved by:

- ensuring residents are not restricted from accessing employment and education due to inadequate transport provision;
- requiring new housing developments to be adaptable to the changing needs of its occupants over their lifetime. A requirement for Life Time Homes accreditation;
- providing an appropriate range of housing to meet the needs of Tameside's residents and communities. This will include a mix of tenures, sizes, locations, typologies and prices;
- ensuring affordable housing is accessible across the Borough;
- providing appropriate accommodation for Gypsy and Traveller, and Travelling Show people;
- enabling alternative forms of housing such as residential moorings and self-build developments;
- promoting the development of community owned facilities and infrastructure, such as wind turbines, hydro-electric facilities and community buildings;
- supporting the development of buildings and infrastructure to support community, sport & recreation, religious and specialist groups; and
- providing for allotments where demand exists and land is available.

6.08 Education and Life-long Learning

SO4 – To improve the educational attainment and increase the skills of the Borough’s residents.

‘We want Tameside to be a place where expectations and achievements are raised in schools, through exams and in other ways, so that young people have the best possible start in life and also that people in Tameside continue to improve their skills as adults.’

6.09 The Core Strategy will support the Sustainable Communities Strategy’s learning and skills aspirations for its residents.

Achieved by:

- allowing developments that aid equal access to opportunities for learning, training and skills enhancement. This will include improvements to existing facilities and the creation of new;
- ensuring family housing is of an appropriate size and layout to enable home study to be undertaken in private and quiet spaces;
- promoting economic growth across the Borough to ensure residents have the opportunities to link skills and education with employment;
- ensuring access to transport and digital infrastructure does not prevent residents accessing skills and utilising them through employment; and
- securing the expansion of high speed broadband infrastructure linked to the fibre optic network brought into the Borough via the Metrolink line.

6.10 **The Environment**

SO5 – To promote the creation of a high quality, attractive Borough for existing and future generations.

‘We want Tameside to be a place that is clean green and an attractive place for everyone. We are determined to pass onto future generations a better quality of environment than we inherited.’

6.11 The creation of a high quality, attractive Borough for existing and future generations is a key element of the national planning system and will be promoted through the Core Strategy.

Achieved by:

- retaining, enhancing and positively utilising the Borough’s historic environment;
- safeguarding and enhancing the quality of the Borough’s country parks, open countryside and protected green space;
- protecting and improving the Borough’s biodiversity and geodiversity, including sites designated locally, nationally and internationally;
- enhance the quality of the Borough’s urban spaces and public realm. This should include particular focus on improving the quality of the public realm within the Borough’s town centres;
- develop the Borough’s green infrastructure network and better utilise its existing green infrastructure assets;
- promote the planting of trees within urban areas and new developments to aid solar shading and ‘green’ the environment;
- promote the development of decentralised energy technologies and associated infrastructure linked to Part L of the Building Regulations and reduced reliance on fossil fuels and nationally supplied energy; and
- ensure all new developments present high quality sustainable design. New housing developments will be assessed against Building for Life criteria and all developments will be assessed against urban design principles.

6.12 **Healthy Tameside**

SO6 – To improve the health of the Borough’s population.

‘We want Tameside to be a place where everyone is healthy – both physically and mentally – and feels positive about the future.’

6.13 The Core Strategy will promote Tameside’s communities to live and feel healthy through.

Achieved by:

- ensuring new housing developments have appropriate levels of private amenity space;
- ensuring new housing is of a high quality design in both form and function;
- providing adequate levels of accessible public amenity space and leisure facilities across the Borough;
- retaining and developing an adequate and accessible network of health and care facilities across the Borough;
- encouraging and promoting walking, running and cycling, and develop the appropriate infrastructure to support these forms of transport;
- ensuring new developments are linked or within close proximity to public amenity space;
- providing residential care facilities that represent high quality design, aiding both physical and mental wellbeing;
- creating public spaces and facilities that are attractive and inviting to use; and
- safeguarding residents from unacceptable levels of noise, air, light, water or ground pollution.

6.14 **Safer Tameside**

SO7 – to promote community safety and crime prevention in the Borough.

‘We want Tameside to be a place where everyone feels safe and secure, where crime and anti-social behaviour rates are low and continue to fall, and where people have respect for each other now and in the future.’

6.15 The Core Strategy will ensure new development across the Borough contributes towards creating, safe and secure communities.

Achieved by:

- requiring new developments to apply urban design principles ensuring inward looking and fortress type developments are not created. Developments must acknowledge their surrounding street environments and encourage active frontages and natural surveillance;
- encouraging developers to adhere to Greater Manchester Police’s Design for Security criteria, balanced with good urban design;
- ensuring neighbouring uses compliment each other and do not result in unacceptable safety related conflict;
- creating high quality, safe public spaces and routes that do not aid anti-social behaviour or crime;
- ensuring new car parking facilities are safe for users and their vehicles; and
- resisting the use of segregated routes for pedestrians and cyclists.

CONSULTATION QUESTIONS:

Q10. Are these the right Strategic Objectives for the Local Development Framework?

Q11. Do you have any comments, suggestions, alternative or additional Strategic Objectives?

7.00 SUSTAINABILITY APPRAISAL

- 7.01 The requirement to undertake Sustainability Appraisal (SA) is contained in the Planning and Compulsory Purchase Act 2004 and the subsequent regulations. A key requirement of the regulations identify that SAs should meet the requirements of EU Directive 2001/42/EC, Strategic Environmental Assessment – this is known as the SEA Directive.
- 7.02 A Sustainability Appraisal Scoping Report was produced for the Council’s LDF in January 2010. This document provides a practical way of assessing whether options and policy proposals promote sustainable patterns of development through addressing a set of social, environmental and economic objectives.
- 7.03 This Scoping Report has been published alongside the Core Strategy Issues and Options Paper. The SA Scoping Report identifies what the critical social, environmental and economic issues are for Tameside and sets out a methodology for appraising the spatial options put forward.
- 7.04 The SA identifies issues that are set out under the key headings of the SEA directive. Some of the key issues are identified in Table 3 below:

Table 3 SEA identified Topic headings and Key Issues

SEA Topic Headings	Summary of Key Sustainability Issues
Flora and fauna <ul style="list-style-type: none"> Biodiversity 	<ul style="list-style-type: none"> Condition of SSSIs Low level of woodland cover Need to protect and enhance biodiversity
Population <ul style="list-style-type: none"> Skills and education Crime Regeneration 	<ul style="list-style-type: none"> Strong dependence on manufacturing now in decline Need to broaden the base of the economy Increase the presence of knowledge based industries Reduce levels of out commuting Economic and social polarisation impacts on educational achievement in the Borough
Human health <ul style="list-style-type: none"> Mortality and health Housing 	<ul style="list-style-type: none"> Need to improve the quality of the physical environment, Social well-being and economic and environmental improvements
Soil	<ul style="list-style-type: none"> Need to protect Greenfield sites and focus development on previously developed land
Water	<ul style="list-style-type: none"> Need to manage and protect water resources
Air	<ul style="list-style-type: none"> Primary source of air pollution in the Borough is from road traffic
Climate Change	<ul style="list-style-type: none"> Urgent need to address the causes of climate change Need to promote sustainable forms of energy, reduce consumption and to become more energy efficient.
Material assets	<ul style="list-style-type: none"> Need to focus housing on previously developed land in urban areas Need to deliver well designed and affordable housing to meet identified levels of need Need to reduce vacant housing and to improve energy efficiency in existing housing stock Need to identify suitable pitches for Gypsies and travellers Need to invest in transport infrastructure – increase choice and reduce congestion Need to reduce waste
Cultural heritage	<ul style="list-style-type: none"> Need to reduce the number of listed buildings ‘at risk’
Landscape	<ul style="list-style-type: none"> Need to protect character and seek opportunities for

SEA Topic Headings	Summary of Key Sustainability Issues
	enhancement

7.05 The SA Scoping Report makes a number of important conclusions which the Core Strategy will need to address.

- That the ability of the LDF to improve the environmental baseline depends upon the extent to which the SA objectives fall within the influence of planning policy;
- That the provision and location of housing, identification of sites for employment and protection of environmental assets will form a core element in any strategy; and
- Consideration should therefore be given to the location of new development in the most sustainable locations and encouragement to adopt more sustainable patterns of movement.

7.06 The mechanism for assessing the options and shaping policy is the Sustainability Appraisal Framework. A SA Framework has been produced and this has been used to test the potential impacts of the Core Strategy throughout the plan making process. In Section 8 three spatial options have been developed against which a high-level appraisal has been carried out to assess the potential impact from pursuing the strategy option in the short, medium and long term.

7.07 Table 4 below sets out the 23 SA Framework objectives used to assess each of the alternative Options.

Table 4 - 23 Sustainability Appraisal Framework Objectives

SA Objective Number	Objective
A - Social Progress Which Recognises the Needs of Everyone	
1.	To improve access to good quality, affordable and resource efficient housing.
2.	To enable people to enjoy a long life, free from disease and limiting illnesses.
3.	To develop strong and positive relationships between people from different backgrounds and communities.
4.	To deliver urban renaissance.
5.	To regenerate rural areas.
6.	To improve access to and use of basic goods, services and amenities.
7.	To reduce crime, disorder and the fear of crime.
8.	To enable groups and communities to contribute to decision-making.
9.	To provide education which is accessible to all and valued by all and produces achievements above the norm.
B – Effective Protection of the Environment	
10.	To protect places and enhance, landscapes and buildings of historic, cultural and archaeological value.
11.	To protect and improve local environmental quality.
12.	To protect and enhance biodiversity.
13.	To protect and improve the quality of controlled waters.
14.	To protect and improve landscape character and quality.
15.	To ensure the prudent use of natural resources and the sustainable management of existing resources.
16.	To address the need to limit and adapt to climate change.
17.	To reduce the need to travel.
18.	To ensure the sustainable management of waste, minimise its production, and increase re-use, recycling and recovery rates.
C – Prudent Use of Natural Resources	
19.	To establish a prosperous Borough that offers attractive opportunities to individuals, businesses and communities.

20.	To exploit the growth potential of business sectors.
21.	To secure economic inclusion.
22.	To develop and maintain a healthy labour market.
23.	To develop strategic transport, communication and economic infrastructure.

7.08 Full details are contained in the appended Sustainability Appraisal Report available for download on the Council's website: <http://www.tameside.gov.uk/planning/ldf/evidence>.

8.0 THE OPTIONS

- 8.01 The strategic spatial options set out the alternative development strategies for Tameside's future. At this stage the Options are general and broad – they will need refining with input from across the Council, stakeholders, the Borough's population and others as appropriate.
- 8.02 The adopted UDP is not an option for the Core Strategy. Since its adoption there have been a wide number of changes to planning policy at a local and strategic level. This is evident from the introduction of the Planning and Compulsory Purchase Act 2004, adoption of the Regional Spatial Strategy, through to the Localism Act and the proposed introduction of a new National Planning Policy Framework. These need to be reflected in any new development plan for the Borough.
- 8.03 Three alternative strategic spatial options have been developed for consultation. These alternative approaches are considered to be realistic and deliverable even though they would be challenging and need significantly different spatial planning priorities in order to deliver.
- 8.04 In the Options the Council allowed for the potential designation of strategic sites to deliver decentralised energy technologies and infrastructure, and for the management of flood risk. Such sites may need to be located within the Green Belt in order to utilise topography, natural resources and landscape features. These sites are identified in the supporting evidence base documents – the Tameside Decentralised Energy Study and the Tameside Level 2 Strategic Flood Risk Assessment.

CONSULTATION QUESTIONS:

Whilst reviewing the proposed options please consider the following questions:

Q12. Which approach do you most agree with out of the three proposed options?

Q13. Which approach is most likely to achieve sustainable regeneration across the Borough?

Q14. Would it be possible to take elements from the different strategies and to combine them to form a better spatial strategy?

Q15. Do you have an alternative approach that you would like to put forward?

- 8.05 **Option 1 - Concentrate growth in the core urban areas, specifically in regeneration areas, with employment focused on accessible locations.**
- 8.06 This option would prioritise development in strategic regeneration areas first – Ashton-under-Lyne and Hattersley. Such areas will be focused on town centres and brownfield land aimed at revitalising and improving the Borough's existing urban core. In Hattersley the aim will be to continue to improve the housing mix, type and tenure and access to jobs and services.
- 8.07 A key element of this strategy will be strengthening Ashton-under-Lyne as the principal centre and establishing a future role for the Borough's other town centres. This will be underpinned by application of the 'town centre first approach' to appropriate uses¹⁴ and reflects high level national policy, primarily Planning Policy Statement 4: Planning for Sustainable Economic Growth.

¹⁴ PPS4 paragraph 7 sets out the main uses to which town centre policies apply. For more detail see: <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatement/spps4/>

- 8.08 Future employment and economic development will be concentrated in accessible locations close to the key transport corridors and includes the Metrolink extension to Ashton-under-Lyne. This will enable improved access to employment and education opportunities from those in our most disadvantaged areas. Housing development will be directed towards brownfield sites and the existing urban areas.
- 8.09 Each of the three options has their own unique strengths and weaknesses. A number of these are given below for Option 1 which will guide the reader on potential outcomes.

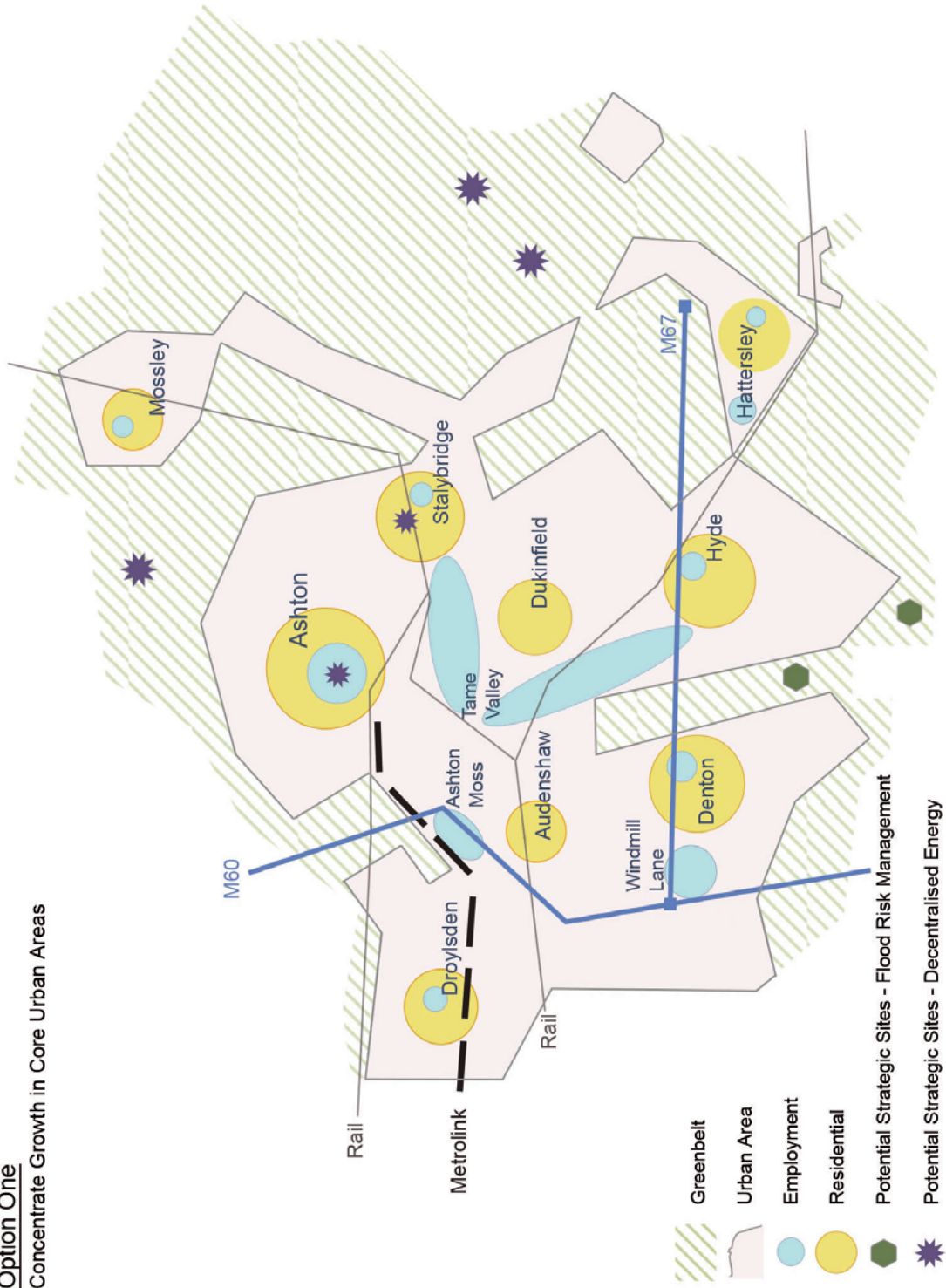
Option 1 - Potential Strengths

- Will focus mixed-use developments at the heart of regeneration, strengthening town centres;
- Prioritise residential development in regeneration areas and brownfield sites;
- Continued application of the 'town centre first' approach in order to improve viability and vitality;
- Retain the existing UDP Development Opportunity Areas and Phase 2 housing sites for development;
- No change to Green Belt boundary;
- Scope for economic growth of traditional and new industry focused on the motorway corridors, the Tame Valley and along the Metrolink extension.
- Scope for revitalising our traditional employment areas by focusing on them as opportunity areas;
- Opportunities for greening the Tameside urban area to adapt to and mitigate the impacts of climate change;
- Protection of the historic built environment from inappropriate development;
- Opportunities for heritage led schemes at the heart of urban regeneration;
- Opportunities to improve the accessibility of the main employment areas to those from the most deprived communities in the Borough.
- Focusing development within existing urban areas could aid the viability of some Decentralised Energy technologies such as district heating and combined heat and power (CHP) plants;
- Could help reduce commuting distances and reliance on the car;
- Enable business to take advantage of the high speed broadband arriving in the Borough with the Metrolink; and
- Promotes sustainable development.

Option 1 - Potential Weaknesses

- This option may not be able to deliver the level of growth required for housing and economic development in the Borough;
- Lack of potential housing sites to meet the projected 15 year supply;
- Increased pressure on existing employment sites from residential development;
- Increased pressure on urban green space from development;
- Could restrict the mix / type of housing development;
- Could be economically restrictive by focusing development towards potential unviable and unattractive sites;
- Development Opportunity Areas may no longer be appropriate for end use identified in UDP;
- The availability of existing sites along key transport corridors may restrict the potential economic benefits that could be drawn from these assets;
- Will increase the pressure on existing infrastructure and services; and
- Could lead to a polarised market between urban and rural areas.

Option One
 Concentrate Growth in Core Urban Areas



Sustainability Appraisal of Option 1

- 8.10 The following summarises the high level Sustainability Appraisal of Option 1.
- 8.11 The summary is organised under the three agreed headings from the Sustainability Appraisal framework.

A – Social Progress Which Recognises the Needs of Everyone
1. Tackles the affordable housing issue in some areas but mitigation through Core Strategy Policy will be required to ensure adequate delivery outside of Ashton, Hyde and Stalybridge.
2. There are short to medium term negative effects from construction of new developments but the positive impact of regeneration is most likely to produce long-term benefits.
3. Potential to promote community cohesion by focusing new development in the urban area, especially in Hyde and Ashton.
4. Potential to increase the provision of housing, jobs and new facilities in the Borough's most deprived areas.
5. No specific rural policies with resultant potential for missing the needs of settlements at the rural/urban fringe.
6. Increases the viability of the Borough's main centres.
7. Uncertain impact on reducing crime so there is a need to ensure design policies are included in the Core Strategy that seek to design out crime.
8. The impact of the Option on enabling groups and communities to engage in decision-making is unclear.
9. The proximity of proposed new development to existing schools and colleges is expected to increase accessibility to opportunities for education.
B – Effective Protection of the Environment
10. There is potential for adverse impacts on the historic environment by focussing on urban regeneration. However, this can be mitigated by strong design and conservation policies.
11. Long-term positive effects because of the potential for enhancing environmental quality by reducing car use and encouraging the re-use of brownfield sites.
12. Potential for long-term negative impacts on biodiversity due to increased recreational pressure on the Borough's assets, such as the Huddersfield Narrow Canal.
13. It is not anticipated that the option will have any negative effect on water quality.
14. Focussing new residential development within the urban area is expected to avoid significant adverse effects on landscape quality.
C – Prudent Use of Natural Resources
15. Uncertainty of how this option will raise awareness of resource depletion or how it will promote the use of recycled and secondary material.
16. Generally the risk from fluvial flooding across the Borough is low, but there is a wide distribution of areas at risk from surface water flooding. The Core Strategy should positively plan for green infrastructure to mitigate against flooding.
17. There is the potential for reducing the need to travel by following a strategy of urban concentration.
18. Unsure as whether the option will improve domestic waste recycling or reduce the level of residual waste. Some level of mitigation can be achieved by designing recycling facilities in to new development through core strategy design policies.
19. Overall the option should produce a positive impact on the Borough's economy, but there is potential for retail and service development out of the main town centres. This should be mitigated through focusing commercial, office and retail development in the Borough's main urban centres.
20. The option's impact on the growth of potential business sectors is unknown.

21. Delivery of employment opportunities to those in deprived areas has a potentially significant positive effect.
22. This option is likely to have a positive effect of varying magnitude depending on the type of jobs that are created.
23. Focusing development on the Borough's regeneration areas is expected to reduce the need to travel by car with additional potential for reducing out-commuting.

CONSULTATION QUESTION:

Q16. Are the regeneration areas identified appropriate, should any other areas be included?

- 8.12 **Option 2 - Growth in the wider urban area with dispersed residential development and employment focused on accessible locations.**
- 8.13 A more dispersed pattern of residential development with potential for lower density, suburban, more family orientated housing, spreading development towards the urban fringe. This may lead to some development on suitable green field sites in the urban area and at the urban fringe.
- 8.14 Directing employment uses to accessible locations such as town centres and adjacent to key transport networks will focus economic development in sustainable locations accessed via a range of transport methods. This will help a broader range of people access employment opportunities, including those within the Borough's most deprived wards.
- 8.15 Option 2 will continue with the town centre first approach to appropriate development, as set out in national policy and covered under Option 1. The aim of this is to improve viability and vitality through a continued focus of retail and office development in the Borough's town centres.
- 8.16 Each of the three options has their own unique strengths and weaknesses. Those for Option 2 with more dispersed residential development and employment focused on accessible locations compared to Option 1 are given below to guide the reader on potential outcomes.

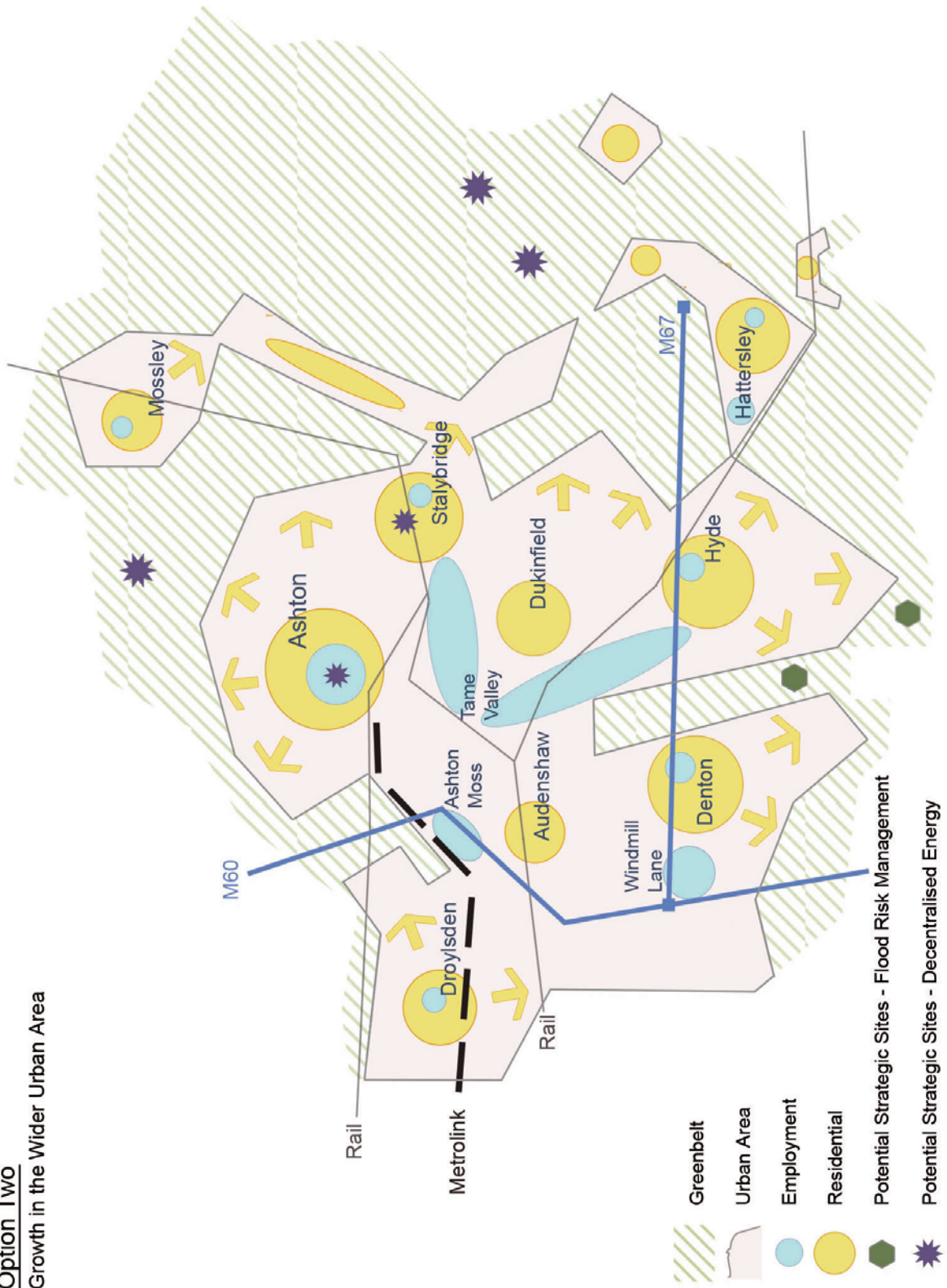
Option 2 – Potential Strengths

- Will distribute a mix of developments across the Borough to create a dispersed pattern of sustainable development;
- Scope for economic growth or traditional and new industry focused on the motorway and key transport corridors;
- Continued application of the 'town centre first' approach in order to improve viability and vitality;
- Retain the existing UDP Development Opportunity Areas and Phase 2 housing sites for development;
- No change to Green Belt boundary;
- Potential for the release of some green field sites in order to ensure that a choice of appropriate land is available for development;
- Enable a greater mix of houses to be developed, in terms of size, location, price and type;
- Enhance the prosperity of the Borough's town centres;
- Maximising the benefits of the Metrolink;
- Disperses the increased pressure on existing infrastructure and services;
- Reduce development pressure on existing urban centres; and
- Aid accessibility to employment opportunities.

Option 2 – Potential Weaknesses

- Less specific attention to addressing the areas that suffer from greatest deprivation;
- Potential pressure on protected urban open space for new development;
- Will not enable sufficient housing sites to come forward to meet the projected housing needs of the Borough;
- Development Opportunity Areas may no longer be appropriate for end use identified in UDP;
- Potential lack of new employment sites and viability issues of existing employment / brownfield sites; and
- Dispersed residential development could lead to greater levels of car travel.

Option Two
Growth in the Wider Urban Area



Sustainability Appraisal of Option 2

8.17 The following summarises the high level Sustainability Appraisal of Option 2.

8.18 The summary is organised under the three agreed headings from the draft sustainability appraisal framework.

A – Social Progress Which Recognises the Needs of Everyone
1. The Option would help to meet Borough-wide housing needs, including affordable housing. But there is less certainty that the required delivery of affordable housing would be achieved.
2. Potential short to medium term negative impact from development. Possible difficulties in accessing health-care facilities in the urban fringe, but dispersed development may support increased investment in facilities.
3. Uncertain impact on social cohesion between people from different backgrounds and communities.
4. Less focus on regenerating the most deprived areas but a positive impact from developing employment opportunities in accessible locations.
5. Unlikely to be a significant in addressing the needs of settlements in rural areas.
6. Potential risk of allowing economic development in other accessible locations, with out-of-town destinations becoming attractive to shoppers and therefore undermining town centre viability.
7. Uncertain impact on discouraging crime.
8. Unclear how the option will enable groups and communities to contribute to decision making.
9. Overall positive effect on education with dispersed development potentially avoiding placing increased pressure on existing facilities.
B – Effective Protection of the Environment
10. Less pressure on heritage assets in the Borough's centres, but the potential for growth at the urban fringe could negatively impact on it's historical importance.
11. Longer term impact can enhance environmental quality and there may be potential for enhancing the quality of the built environment through providing quality landscaping and open space.
12. There is potential for negative impacts on biodiversity assets through increased levels of recreational use. Depending on the detail in the Core Strategy policies, new green infrastructure may help to mitigate these potential negatives.
13. It is not anticipated that this option will have any negative effect on water quality.
14. Bringing forward brownfield land will help protect landscape character and quality and reduce the amount of degraded and underused land.
C – Prudent Use of Natural Resources
15. The option is expected to encourage development on brownfield land which will help promotion of building reuse and other existing supporting infrastructure.
16. Again there is the potential for the location of development in the Flood Zone and the identification of greenfield land for potential development could have a negative impact in relation to flood risk. Additionally a more dispersed development pattern could make some decentralised energy schemes unviable.
17. Congestion may be reduced under Option 2 relative to Option 1, but it may also result in increased car use in some areas. On balance, however, it should reduce the need to travel.
18. Unsure as whether the option will improve domestic waste recycling or reduce the level of residual waste. Some level of mitigation can be achieved by designing recycling facilities into new development through core strategy design policies.
19. Potential to help improve vitality and the economic potential of the Borough's main centres in the medium to long-term. Enabling the release of greenfield sites may allow a greater range of employment sites to come forward relative to Spatial Option 1.
20. The type of employment land to be bought forward is not specified, therefore the effect of Option 2 on the growth of potential business sectors is unknown.

<p>21. A positive impact is expected from the delivery of employment related development within, or accessible to, those areas which are most deprived and where unemployment rates are high.</p>
<p>22. Overall there will be a positive impact because of the expected delivery of employment accessible to deprived areas but dependent on the types of jobs created as well as the recruitment policies of prospective employers.</p>
<p>23. By focusing residential development within existing urban areas and economic development in accessible locations it is expected that there will be a reduction in the need to travel by car, with a resultant reduction in congestion and an improvement in road safety.</p>

- 8.19 **Option 3 - Growth in the wider urban area, with dispersed residential development and the majority of employment focused in accessible locations, with targeted expansion at broad strategic locations to facilitate sustainable economic growth.**
- 8.20 This option builds upon Option 2 and gives increasing weight to the need for a focus on economic growth and the provision of more housing. The option considers targeted expansion at broad strategic locations to facilitate high quality residential and employment development that will enhance the Borough's economic profile and attractiveness.
- 8.21 Employment and economic growth will remain primarily focused within the urban centres, with particular focus given to enhancing the economic prosperity of Ashton town centre. Allied with this, will be targeted release of strategic Green Belt and green space sites to enhance the Borough's employment opportunities and take full advantage of its good transport connectivity through the motorway network, heavy rail and the extended Metrolink network.
- 8.22 The potential Strategic Green Belt sites identified on Option Map 3 for employment development have been selected because they are located close to existing concentrations of good quality employment development and/or they are located in areas with good transport connectivity. They are, however, indicative only at this stage. If Option 3 is chosen then other sites may be put forward instead of or as well as those shown on the map.
- 8.23 In line with national policy on retail and office development the option will continue with the town centre approach in order to promote the vitality and viability of our urban centres.
- 8.24 As with employment development, residential development will be focused in the wider urban area and its fringes. However, there will be targeted release of small scale Green Belt and green space sites to provide an appropriate mix of sites to meet the varied housing needs of the Borough. These will be identified through the Site Allocations Development Plan Document process that will follow on from adoption of the Core Strategy.
- 8.25 Each of the three options has their own unique strengths and weaknesses. Those for Option 3, with potential growth in the wider urban area are given below to guide the reader on potential outcomes.
- 8.26 **Option 3 – Potential Strengths**
- Distribution of mixed-use developments across the Borough to create a sustainable pattern of development;
 - Opportunity to deliver attractive, relatively constraint free, accessible employment development opportunities;
 - Opportunity to deliver attractive, relatively constraint free housing opportunities that will enhance the housing mix and offer within the Borough;
 - Continued application of the 'town centre first' approach in order to improve viability and vitality;
 - Retain the existing UDP Development Opportunity Areas and Phase 2 housing sites for development;
 - There is potential for this Option to deliver greater economic and social benefits across the Borough but this must be balanced with the potential environmental impact;
 - Utilising its transport and high speed broad band assets to attract investment;
 - Potential for residential sites in the urban area to come forward on previously development land;
 - Would relieve potential development pressure on urban green space;
 - Could aid the delivery / viability of decentralised energy technologies; and

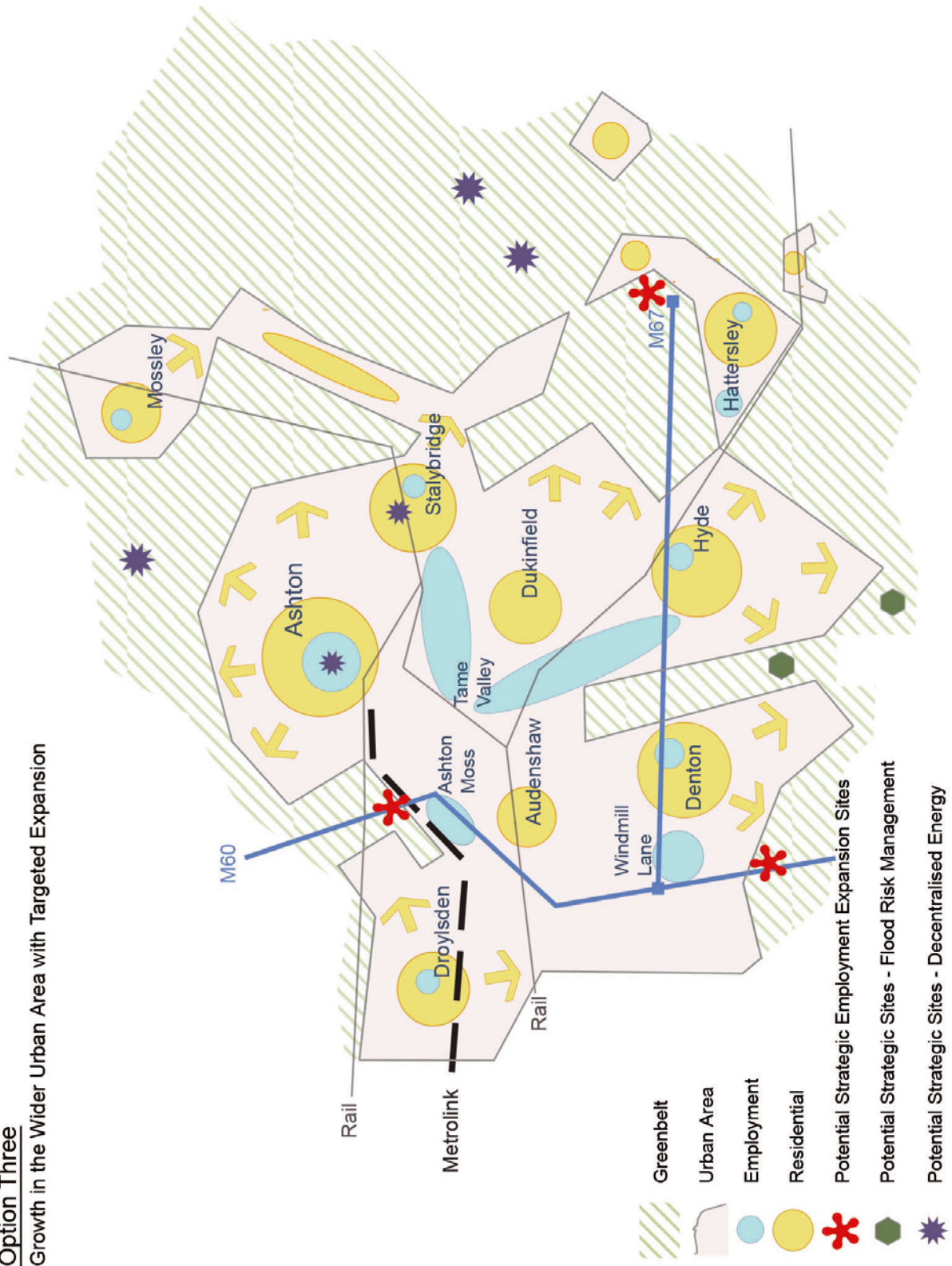
- Enhance the prosperity of the Borough's town centre, particularly Ashton as the sub-Regional Centre.

Option 3 - Potential Weaknesses

- Potential loss of protected green space in order to accommodate the Borough's housing requirement over the LDF plan period;
- Development Opportunity Areas may no longer be appropriate for end use identified in UDP;
- Release of strategic Green Belt sites. However, this will be undertaken to aid employment opportunities and the sustainable economic growth of the Borough;
- Will require new infrastructure and services;
- Could increase pressure on the existing transport network;
- Could enhance inequalities between urban and rural area;
- Dispersed residential development could lead to greater levels of car travel; and
- Need to appropriately balance development to ensure urban areas do not economically suffer as a result of releasing strategic sites.

Option Three

Growth in the Wider Urban Area with Targeted Expansion



Sustainability Appraisal of Option 3

8.27 The following summarises the high level Sustainability Appraisal of Option 3.

8.28 The summary is organised under the three agreed headings from the draft sustainability appraisal framework.

A – Social Progress Which Recognises the Needs of Everyone
1. Significant positive effect on improving access to good quality affordable and resource efficient housing.
2. A mixed impact due to promoting dispersed residential development but offset by encouraging mixed-use development within or close to the Borough's main centres.
3. Potential positive impact from focusing new development in areas such as Ashton-under-Lyne for promoting community cohesion.
4. Significant positive effect on urban renaissance – likely to focus development in urban centres and enhance the quality of the built environment.
5. A mixed positive/negative effect on rural areas with promotion of dispersed development and strategic green field release addressing need in the urban/rural fringe.
6. Mixed potential effect on this objective. Significant positive effects of improving viability and vitality of town centres, safeguarding urban greenspace and developing brownfield sites. Potential loss of green field land greenspace is, however, a negative in the medium to long term.
7. The current impact of this option on reducing crime is uncertain.
8. It is unclear how this option will enable groups and communities to contribute to decision making.
9. Dispersed residential development should help ensure residents are easily able to access schools and colleges. However, there may be a lack of accessibility in more peripheral locations.
B – Effective Protection of the Environment
10. Mixed positive and negative effects on this objective. Potential negative impact on the historic environment from construction activity. Positive impacts from increased access to the historic environment, heritage led regeneration and improving the built form of the main urban centres.
11. Potential in the long term for enhanced environmental quality through reduced car use and town centre redevelopment. There are potential negative impacts from the loss of green space and green belt development reducing environmental quality.
12. Overall negative outcome from this option with potential impact from green field and green belt development causing a loss of habitats and species. Furthermore there is potential for negative impact on key protected areas.
13. It is not anticipated that this option will have any negative effect on water quality.
14. There is potential for a mixed effect on this objective from the Option. Brownfield land should be prioritised for residential and employment related uses.
C – Prudent Use of Natural Resources
15. It is unclear how this option will raise awareness of resource depletion or promote the use of recycled and secondary materials. Determined to have a mix of positive and negative effects with encouragement for redeveloping brownfield land being countered by the potential release of green field sites.
16. The option is seen as neutral with regards to the objective of adapting to climate change, with a number of possible mitigation approaches suggested.
17. This is likely to have a significant positive effect in the medium to long term. Focusing growth on the urban area is likely to reduce the need to travel. Continued policy support for developing the remaining Development Opportunity Areas (DOA) for mixed use development will also potentially reduce the need to travel, as will taking advantage of the Metrolink extension.

18. Unsure as whether the option will improve domestic waste recycling or reduce the level of residual waste. Some level of mitigation can be achieved by designing recycling facilities into new development through core strategy design policies.
19. Potential to help the vitality and economic potential of the Borough's main centres, assuming there is easy access to shops and services. The option is expected to maximise the provision of high quality employment land.
20. Maximising the availability of employment land within the Borough is considered to give greater potential for the delivery of sites that will support business growth and developing employment sectors.
21. Overall the option is assessed as having a significant positive effect in the medium to long term because of the focus of new economic development within or well accessible to urban centres.
22. Potentially significant positive effect linked to SA Objective 21 above. Maximising the availability of employment land is considered to have greater potential under Option 3 and will support economic diversification whilst providing better paid and higher quality jobs.
23. Potential for unsustainable development in peripheral locations if they are not served well by public transport. However, overall there is a positive effect down to the location of new economic development in accessible locations taking advantage of the Metrolink extension and rail network.

CONSULTATION QUESTION:

Q17. Are the potential Strategic Employment Expansion Sites located in the most appropriate locations? If not are there other suitable locations that could be used?

9.00 CORE STRATEGY POLICIES

- 9.01 Core Strategy Policies are essential to support whichever spatial strategy option is chosen. In shaping this Joint Development Plan Document the set of Core Strategic Policies will be separate from the development management policies.
- 9.02 The Core Strategy Policies included in this Issues and Options Consultation Paper are, at this early stage, in draft form and indicate only the broad range of policies that might be needed. These policies will be refined through the plan preparation process and at this stage do not include any detailed wording. For each suggested policy a number of bullet points set out what the policy may cover. This list is not exhaustive and seeks feedback from the consultation questions listed at the end of the section.

CSP 1: Sustainable Development and Climate Change
Links to Strategic Objectives: SO1 and SO3
Links to National Policy: PPS1 and PPS1 Supplement
<ul style="list-style-type: none">• Effective and efficient use of land, buildings and natural resources.• Housing development in sustainable locations.• Reducing the need to travel, promote public transport use and active travel.• Adopting the town centre first approach to retail and office development.• Supporting the local and Greater Manchester economy through sustainable economic low carbon development.• Supporting and promoting green energy and technologies.

CSP 2: The Economy and Employment Land
Links to Strategic Objectives: SO1, SO2, SO3 and SO6
Links to National Policy: PPS1, PPS4 and PPS5
<ul style="list-style-type: none">• Support and promote indigenous businesses.• Encourage inward investment by developing quality employment floorspace.• Allocating sufficient land for employment development.• Promoting regeneration of derelict, run-down and underused employment land and buildings.• Contributing to and supporting the sustainable economic growth of the Borough and the wider city region.• Supporting improvements to the education and skills of Tameside's population.

CSP 3: A Quality and Sustainable Housing Market
Links to Strategic Objectives: SO2, SO3, SO4, SO6 and SO7
Links to National Policy: PPS3 - Housing
<ul style="list-style-type: none">• Establishing an annual housing target for the Borough.• Establishing a distribution of housing across the Borough appropriate to the need identified in the Strategic Housing Market Assessment (SHMA).• Adopting a brownfield first approach to reduce the demand on developing green field sites.• Allocating sufficient land to at least meet the Council's annual housing target.• Ensuring provision for Gypsies, Travellers and Travelling Showpeople.• The provision of affordable housing across the Borough.• Ensuring high quality design.

CSP 4: Ashton First – A Town Centre Strategy for Tameside
Links to Strategic Objectives: SO1, SO2 and SO3
Links to National Policy: PPS1, PPS3, PPS4 and PPG13
<ul style="list-style-type: none">• Setting out the town centre hierarchy for the Borough with Ashton as the sub-

Regional Centre.

- Establishing a policy approach that supports the viability and vitality of the Borough's town centres.
- A framework that takes forward various proposals for Ashton town centre, including the 'Ashton Northern Core', the 'Arcades' extension and the St Petersfield Masterplan.

CSP 5: Transport – Making Tameside More Accessible and Sustainable

Links to Strategic Objectives: SO1, SO2, SO3, SO4 and SO6

Links to National Policy: PPS1, PPS1 Supplement, PPS4, PPS12 and PPG13

- Steer new development to the most accessible locations and promoting public transport and active travel.
- Take into account strategies at the Greater Manchester level, such as the Greater Manchester Strategy and LTP3.
- Ensure through joint working that neighbouring authorities key employment locations are as accessible as possible to the Borough's resident by public transport.
- Set out appropriate parking standards as a means of managing demand and encouraging travel other than by private vehicle.
- Promote rail and Metrolink.

CSP 6: Infrastructure

Links to Strategic Objectives: SO1, SO2, SO3, SO4, SO5, SO6 and SO7

Links to National Policy: PPS1, PPS9, PPG13 and PPG17

- The policy should set out what the Borough's infrastructure requirements are in order to achieve the aims of the Core Strategy.
- Need to link to the Community Infrastructure Levy and other means of securing planning obligations and developer contributions.
- Need to ensure that a policy framework is in place to ensure the right social infrastructure is planned for to help forge sustainable cohesive communities.
- Promote and enhance the green infrastructure network in the Borough.

CSP 7: Safeguarding the Natural and Built Environment

Links to Strategic Objectives: SO1, SO3, SO5 and SO6

Links to National Policy: PPS5, PPS9, and PPG17

- Protect, conserve and enhance the Borough's heritage, historic landscape and archaeological assets.
- Establishing a clear framework for managing change in the historic environment.
- The need to protect the Borough's landscape character.
- The need to protect biodiversity (habitats and species) and geodiversity.
- Need to ensure adequate protection for open space and recreation facilities.

CSP 8: Communities – Safe, Strong and Healthy

Links to Strategic Objectives: SO1, SO2, SO3, SO4, SO5, SO6, SO7

Links to National Policy: PPS1

- The policy should ensure that development promotes and contributes to sustainable communities.
- Provide a policy framework that ensures spatial planning contributes towards improving the health of Tameside's citizens.
- Set out in policy terms how the Council will support and encourage new and enhanced community facilities.
- Recognise the requirements of an ageing population and ensure that this is taken into account in new developments.

CSP 9: Sustainable Waste Management

Links to Strategic Objectives: SO1
Links to National Policy: PPS10
<ul style="list-style-type: none"> • Set out the strategic overview of waste management in the Borough and support the requirements of the Greater Manchester Joint Waste Development Plan Document when adopted. • Ensure a policy approach is established that deals with recycling collection and ancillary waste management. • The relevant saved policies in the adopted Tameside UDP (MW6 and MW9) will be replaced when the Joint Waste Plan is adopted.

CSP 10: Sustainable Resource Use
Links to Strategic Objectives: SO1
Links to National Policy: PPS1
<ul style="list-style-type: none"> • Set out the strategic overview of mineral resource management in the Borough and support the requirements of the Greater Manchester Joint Minerals Development Plan Document when adopted. • Work with other Greater Manchester Boroughs to identify sites, areas of search for extraction and minerals safeguarding areas through the Greater Manchester Joint Minerals Plan Document. • Policies contained in the adopted Tameside UDP (MW1, MW2, MW3, MW5 and MW9) will be replaced when the Joint Minerals Plan is adopted.

CONSULTATION QUESTIONS:

Q18. Are the draft Core Strategy Policies covering the right topic areas and are the suggestions as to what each policy may cover broadly correct?

Q19. Are there any other policy topic areas that should be covered, and if so what?

10.0 DEVELOPMENT MANAGEMENT POLICIES

- 10.01 The final Core Strategy document will set out a series of Development Management policies that will provide more detail on how the strategic objectives and core policies are translated into action. These policies will be the general criteria against which planning applications will be assessed. They are essential to ensure development in the Borough respects the environment and local amenity whilst providing good quality development and the conditions for economic stability and growth.
- 10.02 At this Issues and Options stage only a broad indication of the policies needed has been included. The intention is to give an overview of the potential types of policies needed and not to include any exact policy text as there are likely to be amendments as the Core Strategy makes its way through the preparation process.
- 10.03 The following tables are a summary of the potential Development Management policy areas and how they link back to the draft Strategic Objectives and the draft Core Strategy Policies.

DM1 – Employment
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP2
<ul style="list-style-type: none"> • Identification of appropriate strategic employment sites (dependent upon option choice), and support areas of development opportunity • Support a range and choice of appropriate employment sites to provide an adequate mix of provision

DM2 – The Local Economy
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP2
<ul style="list-style-type: none"> • Support existing indigenous, independent and local business

DM3 – Urban Design
Links to Strategic Objectives SO1 SO3 SO5
Links to Core Strategy Policies CSP1 CSP3 CSP4 CSP10
<ul style="list-style-type: none"> • Promotion of sustainable design and construction practice • Identify where appropriate relative design standards for commercial and residential development.

DM4 – Climate change
Links to Strategic Objectives SO1 SO5
Links to Core Strategy Policies CSP1 CSP10
<ul style="list-style-type: none"> • Support adaptive measures to climate change where appropriate, including for example reducing the urban heat island effect through greening the urban environment. • Support passive building design where appropriate, for example reducing heating and cooling demands.

DM5 – Housing
Links to Strategic Objectives SO1 SO3 SO5 SO6
Links to Core Strategy Policies CSP1 CSP3 CSP8
<ul style="list-style-type: none"> • Promote an appropriate mix housing densities • Identify where appropriate strategic residential development sites to achieve the Boroughs housing target

DM6 – Affordable Housing
Links to Strategic Objectives SO1 SO3 SO4 SO5 SO6
Links to Core Strategy Policies CSP1 CSP3 CSP8
<ul style="list-style-type: none"> Identify an appropriate level of affordable housing provision and support an appropriate mix of tenure.

DM7 – Community development
Links to Strategic Objectives SO3 SO4 SO5 SO6 SO7
Links to Core Strategy Policies CSP1 CSP3 CSP5 CSP8
<ul style="list-style-type: none"> Support where appropriate the development of local community facilities.

DM8 – Education
Links to Strategic Objectives SO3 SO4 SO5 SO6 SO7
Links to Core Strategy Policies CSP1 CSP2 CSP8
<ul style="list-style-type: none"> Promote high quality, design led education establishments where appropriate. Support schools with dual use opportunities of both educational and sporting facilities.

DM9 – Local Centres
Links to Strategic Objectives SO1 SO2 SO3
Links to Core Strategy Policies CSP1 CSP4 CSP8
<ul style="list-style-type: none"> Support appropriately scaled local retail development. Promote an appropriate range of local services in contributing to vibrant local centres, protecting and enhancing existing provision.

DM10 – Retailing and Leisure
Links to Strategic Objectives SO1 SO2 SO3 SO6
Links to Core Strategy Policies CSP1 CSP2 CSP4 CSP5 CSP8
<ul style="list-style-type: none"> Support appropriately scaled retail development based upon the retail hierarchy. Support the identification of sites to accommodate any identified retail need. Support where appropriate any locally identified important impacts. Promote healthy retail environments.

DM11 – Town Centres
Links to Strategic Objectives SO1 SO2 SO5
Links to Core Strategy Policies CSP1 CSP2 CSP4 CSP5 CSP8
<ul style="list-style-type: none"> Promote high quality public realm and spaces. Support where appropriate the redevelopment of town centre environments.

DM12 – Conservation and the historic environment
Links to Strategic Objectives SO1 SO4 SO5
Links to Core Strategy Policies CSP1 CSP7 CSP8 CSP10
<ul style="list-style-type: none"> Promote where appropriate the further designation of conservation areas. Enhance where appropriate historic landscape quality and character.

DM13 – Countryside and Nature conservation
Links to Strategic Objectives SO1 SO4 SO5 SO6
Links to Core Strategy Policies CSP1 CSP6 CSP7 CSP8
<ul style="list-style-type: none"> Promote protection and enhancement of areas of biodiversity and environmental quality, in accordance with international, national, regional and local designation guidance.

- Promote the protection and enhancement of trees and forested areas of importance.

DM14 – Open space and amenity
Links to Strategic Objectives SO1 SO4 SO5 SO6
Links to Core Strategy Policies CSP1 CSP6 CSP7 CSP8
<ul style="list-style-type: none"> • Promote protection and enhancement of areas of open space and general amenity that contribute to peoples general overall quality of life.

DM15 – Sport, recreation and leisure
Links to Strategic Objectives SO1 SO4 SO5 SO6 SO7
Links to Core Strategy Policies CSP1 CSP6 CSP7 CSP8
<ul style="list-style-type: none"> • Support protection and enhancement of existing play and sport provision in providing an adequate supply of both indoor and outdoor facilities. • Support the contributions made by sport provision to health and well-being and encouraging increased physical exercise.

DM16 – Agriculture and forestry
Links to Strategic Objectives SO1 SO5
Links to Core Strategy Policies CSP1 CSP6 CSP7 CSP8
<ul style="list-style-type: none"> • Support appropriate management of open land for the purposes of agriculture and forestry.

DM17 – Transport and Access
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP5
<ul style="list-style-type: none"> • Promote appropriate highway and transport development • Promote sustainable transport options

DM18 – Utilities and telecommunications
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP5 CSP6
<ul style="list-style-type: none"> • Promote the use of sustainable construction materials and building practice • Promote the growth of a high speed digital network

DM19 – Infrastructure
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP5 CSP6
<ul style="list-style-type: none"> • Where appropriate support and enhance the growth of a green infrastructure in recognising the multifunctional benefits of open space, sport provision, flood risk management and adapting to climate change. • Support the Greater Manchester Green Infrastructure framework • Where appropriate support the identification of addition green space to be provided through development to support a network of green, open, biodiversity and sports spaces. • Promote appropriate grey infrastructure to realise the aspirations of the plan.

DM20 – Renewable energy generation
Links to Strategic Objectives SO1 SO2
Links to Core Strategy Policies CSP1 CSP2 CSP6
<ul style="list-style-type: none"> • Promote and support appropriate renewable energy generation opportunities • Identify where appropriate, appropriate levels of decentralised energy generation from new development • Support the Greater Manchester Low Carbon Economic Area
DM21 – Flood Risk
Links to Strategic Objectives SO1 SO3 SO5
Links to Core Strategy Policies CSP1 CSP6 CSP7 CSP8
<ul style="list-style-type: none"> • Support appropriately flood proofed development in accordance with statutory guidance and with reference to the councils Strategic Flood Risk Assessment. • Support where appropriate flood defences • Support were appropriate flood water detention locations
DM22 – Developer Contributions and planning obligations
Links to Strategic Objectives SO1 SO2 SO3 SO4 SO5 SO6 SO7
Links to Core Strategy Policies CSP1 CSP5 CSP6 CSP7 CSP8 CSP10
<ul style="list-style-type: none"> • Support identification of funding mechanisms through for mitigation of the impact of development. Be that through the Community Infrastructure Levy or Section 106 contributions.

CONSULTATION QUESTIONS:

Q20. Is the draft Development Management Policies covering the right topic areas and are the suggestions as to what each policy may cover broadly correct?

Q21. Are there any other topic areas that should be covered, and if so what?

Appendix 1: Evidence Base Information

National Planning Policy Statements & Planning Policy Guidance

Planning Policy Statement 1 – Delivering Sustainable Development
Planning Policy Statement 1 Supplement – Planning and Climate Change
Planning Policy Guidance 2 – Green Belts
Planning Policy Statement 3 – Housing
Planning Policy Statement 4 – Planning for Sustainable Economic Growth
Planning Policy Statement 5 – Planning for the Historic Environment
Planning Policy Statement 7 – Sustainable Development in Rural Areas
Planning Policy Guidance 8 – Telecommunications
Planning Policy Statement 9 – Biodiversity and Geological Conservation
Planning Policy Statement 10 – Planning for Sustainable Waste Management
Planning Policy Statement 11 – Regional Spatial Strategies
Planning Policy Statement 12 – Local Development Frameworks
Planning Policy Guidance 13 – Transport
Planning Policy Guidance 14 – Development on Unstable Land
Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation
Planning Policy Guidance 18 – Enforcing Planning Control
Planning Policy Guidance 19 – Outdoor Advertisement Control
Planning Policy Statement 22 – Renewable Energy
Planning Policy Statement 23 – Planning and Pollution Control
Planning Policy Guidance 24 – Planning and Noise
Planning Policy Statement 25 – Development and Flood Risk

Topic Paper 1 – Housing

Evidence Base:

- Planning Policy Statement 3: Housing (PPS3)
- Regional Spatial Strategy North West
- Planning for Growth, March 2011
- Manchester Independent Economic Review (MIER)
- Tameside Strategic Housing Land Availability Assessment (SHLAA)
- Tameside Strategic Housing Market Assessment 2008 (SHMA)
- Tameside Unitary Development Plan 2004
- Tameside Housing Strategy 2010-2016
- Tameside Sustainable Community Strategy 2009-2019
- Gypsy and Traveller Accommodation Assessment
- Tameside Residential Design Supplementary Planning Document (SPD)

Topic Paper 2 - Transport and Infrastructure

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Development (PPS1)
- Planning Policy Statement 3: Housing (PPS3)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4)
- Planning Policy Statement 12: Local Spatial Planning
- Planning Policy Statement Guidance 13: Transport

Topic Paper 3 – The Economy and Employment Land

Evidence Base:

- Planning Policy Statement 1 – Delivering Sustainable Development
- Planning Policy Statement 3 – Housing
- Planning Policy Statement 4 – Planning for Sustainable Economic Growth
- Draft National Planning Policy Framework
- UK Sustainable Development Strategy – Securing the Future, 2005
- Local Growth: Realising Every Place’s Potential
- The Plan for Growth, HM Treasury, 2011
- Planning for Growth, March 2011
- North West of England Plan – Regional Spatial Strategy to 2021, Nov 2008
- Manchester Independent Economic Review
- Prosperity for all: The Greater Manchester Strategy
- Greater Manchester Employment Land Position Statement, NLP, 2009
- Greater Manchester Local Economic Assessment: Tameside, March 2011
- Tameside Annual Monitoring Report 2009/2010
- Tameside Unitary Development Plan 2004
- Tameside Employment Land Supplementary Planning Document, 2009
- Tameside Employment Land Study – Property Market Overview/Sectoral Assessment, CBRE, Jan 2010
- Tameside Sustainable Community Strategy 2009 – 2019
- Tameside Sustainability Appraisal Scoping Report, ENTEC, 2010
- Tameside Economic Strategy Baseline, 2011
- Enterprising Tameside, A New Economic Strategy for Tameside 2026 – October 2011
- Draft Tameside Employment Land Review

Topic Paper 4 – Town Centres and Retail

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 4: Planning for Sustainable Economic Growth
- Planning Policy Statement 4: Practice guidance on need, impact and the sequential approach
- Regional Spatial Strategy North West
- Greater Manchester Town Centres Study
- Greater Manchester Employment Land Study
- Tameside Employment Land Review
- Ashton Town Centre Supplementary Planning Document
- Draft Hyde Town Centre Supplementary Planning Document
- Conservation Area Appraisals - Stalybridge and Ashton
- Urban Design Compendium
- Manual for Streets
- Tameside Retail Study, May 2010
- Tameside Unitary Development Plan 2004
- Tameside Sustainable Community Strategy 2009-2019
- Ashton Development Group – consultancy work under way
- Tameside Economic Strategy – consultancy work under way

Topic Paper 5 – Health and Inequalities

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Communities (PPS1)
- Planning Policy Statement 3: Housing (PPS3)
- Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4)
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17)
- Planning Policy Statement 23: Planning and Pollution Control (PPS23)
- Delivering Healthy Communities: RTPI Good Practice Note 5
- 'Fair Society Healthy Lives' (the Marmot review, 2010)
- Tameside & Glossop Public Health Annual Report 2010
- Our Life in Tameside 2009-2019: Tackling Health Inequalities in improving Health
- Tameside Child Poverty Needs Assessment
- Shouldering the Burden: A Strategy for Developing Personal Financial Resilience in Tameside 2011-2015

Topic Paper 6 – Historic Environment

Evidence Base:

- Planning Policy Statement 5: Planning for the Historic Environment (PPS5) 2010
- PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide 2010
- Government Vision Statement on the Historic Environment 2010
- Planning Policy Statement 1: Delivering Sustainable Development (PPS1) 2005
- World Class Places (Department for Communities and Local Government 2009)
- Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment (English Heritage 2008)
- Constructive Conservation in Practice (English Heritage 2008)
- Heritage Works: The Use of Historic Buildings in Regeneration: A toolkit of good practice (English Heritage 2006)
- The Regional Spatial Strategy for North West England (2008)
- Greater Manchester Urban Historic Landscape Characterisation 2011
- Heritage Counts (published annually by English Heritage)
- Heritage at Risk (published annually by English Heritage)
- Tameside Sustainable Community Strategy 2009-2019
- Tameside Unitary Development Plan (UDP) 2004
- Tameside Residential Design Supplementary Planning Document (2010)
- Tameside Conservation Area Appraisals and Management Proposals
- Tameside Buildings at Risk Strategy (Draft)
- History and Archaeology of Tameside series, published by the Council with Greater Manchester Archaeological Unit (GMAU)
- Historic Environment Record, held by GMAU

Topic Paper 7 – Development and Flood Risk

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 1 Supplement: Planning and Climate Change
- Planning Policy Statement 25: Development and Flood Risk
- Planning Policy Statement 25: Development and Flood Risk – Practice Guide
- North West Regional Spatial Strategy
- Strategic Flood Risk Assessment for Greater Manchester

- Tameside MBC Level 1 Update and Level 2 Strategic Flood Risk Assessment.

Topic Paper 8 – Climate Change & Decentralised Energy

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Statement 1 Supplement: Planning and Climate Change
- Planning Policy Statement 22: Renewable Energy
- Planning for Renewable Energy: A Companion Guide to PPS22
- Draft National Planning Policy Framework (NPPF)
- North West Regional Spatial Strategy
- Mini Stern Report
- AGMA Decentralised and Zero Carbon Energy Study
- Greater Manchester Low Carbon Economic Area
- Tameside Decentralised Energy Study
- Greater Manchester Climate Change Strategy

Topic Paper 9 – Green Infrastructure, Open Space, Sport, Recreation and Biodiversity

Evidence Base:

- Planning Policy Statement 1: Delivering Sustainable Development
- Planning Policy Guidance 2: Green Belts
- Planning Policy Statement 9: Biodiversity and Geological Conservation
- Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
- Biodiversity: The UK Action Plan 2004
- Natural Environment and Rural Communities Act 2006
- Natural Area Profiles for the Mersey Basin and Dark Peak Joint Landscape Character Area
- Report on the Species and Habitat Review 2007
- Towards a Greater Manchester Green Infrastructure Framework
- Sport England: Spatial Planning for Sport: Creating Local Policy
- Tameside PPG17 Open Space, Sport and Recreation Study Standards Paper
- Tameside PPG17 Open Space Study
- Tameside PPG17 Sports Facility Assessment
- Greater Manchester Biodiversity Action Plan
- Biodiversity 2020 a Strategy for England's Wildlife and Ecosystem Services
- An Ecological Framework for Manchester
- Natural Environment White Paper

Appendix 2: Issues and Options – The Tests of Soundness

The following is summarised from LDF's – Examining Development Plan Documents: Soundness Guidance (The Planning Inspectorate, August 2009 (2nd Edition))¹⁵.

Legal Compliance

The Inspector will first test to ensure that the DPD meets the legal requirements under s50(5)(a) before moving on to test for soundness. The following questions set out the key considerations in determining legal compliance:

- Has the DPD been prepared in accordance with the Local Development Scheme?
- Has the DPD had regard to any Sustainable Community Strategy for its area?
- Is the DPD in compliance with the Statement of Community Involvement?
- Does the DPD comply with the 2004 regulations (as amended)?

Soundness

Soundness is explained in PPS12 in paragraphs 4.36 – 4.47, 4.52 and 5.52 and the boxed text. Specifically paragraph 5.52 of PPS12 states that to be found sound a core strategy should be:

1. Justified
2. Effective
3. Consistent with national policy

¹⁵ More details can be found in PPS12: creating strong safe and prosperous communities through Local Spatial Planning - <http://www.communities.gov.uk/documents/planningandbuilding/pdf/pps12lsp.pdf>.

Appendix 3: Consultation Questions

The Vision:

Q1. Do you think this is the right vision for the Tameside Local Development Framework?

Q2. Do you have any suggestions for improving it or do you have an alternative vision?

Tameside: A Spatial Portrait:

Q3. Are these spatial profiles, which set out the places in Tameside, comprehensive and accurate?

Q4. Do you have any suggestions or comments?

The Issues:

Q5. What do you consider would be the appropriate housing mix, type and number over the plan period?

Q6. Do you think we have identified all the right issues?

Q7. Are there any additional issues that should be taken into account when considering the proposed option?

Place Related Issues:

Q8. Have the right issues been identified?

Q9. Are there any other issues that should be considered when putting together the various options?

Strategic Objectives:

Q10. Are these the right Strategic Objectives for the Local Development Framework?

Q11. Do you have any comments, suggestions, alternative or additional Strategic Objectives?

The Options:

Q12. Which approach do you most agree with out of the three proposed options?

Q13. Which approach is most likely to achieve sustainable regeneration across the Borough?

Q14. Would it be possible to take elements from the different strategies and to combine them to form a better spatial strategy?

Q15. Do you have an alternative approach that you would like to put forward?

Spatial Option 1:

Q16. Are the regeneration areas identified appropriate, should any other areas be included?

Spatial Option 3:

Q17. Are the potential Strategic Employment Expansion Sites located in the most appropriate locations? If not are there other suitable locations that could be used?

Core Strategy Policies:

Q18. Are the draft Core Strategy Policies covering the right topic areas and are the suggestions as to what each policy may cover broadly correct?

Q19. Are there any other policy topic areas that should be covered, and if so what?

Development Management Policies:

Q20. Are the draft Development Management Policies covering the right topic areas and are the suggestions as to what each policy may cover broadly correct?

Q21. Are there any other topic areas that should be covered, and if so what?