

Tameside Metropolitan Borough Council

Homes, Spaces, Places Preferred Option Consultation Draft Local Plan

Regulation 18

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1 Introduction and background

1.1 What is Tameside's Development Plan?

1.2 The development plan is important, as planning law requires that applications for planning permission be determined in accordance with it unless material considerations indicate otherwise¹. This means that policies in the development plan guide how decisions are made on development proposals.

1.3 Homes, Spaces, Places (HSP) is our name for our Local Plan, it is just one of the documents which will form the development plan for Tameside. The other documents alongside it are:

- Greater Manchester Joint Waste Development Plan Document (adopted April 2012)
- Greater Manchester Joint Minerals Development Plan Document (adopted April 2013)
- Places for Everyone Joint Development Plan Document (adopted March 2024)

1.4 Homes, Spaces, Places is currently being prepared and is the subject of this document. Further detail relating to it are set out below. Tameside Council is currently also working alongside the other Greater Manchester Local Authorities and the GMCA to produce a combined Minerals and Waste Joint Plan. This will supersede the individual Joint Waste and Minerals plans as referenced in paragraph 1.3 above and other policies in the saved UDP. Therefore, minerals and waste policies are not considered within the scope of HSP.

1.5 How does this document relate to, Places for Everyone joint Development Plan Document?

1.6 Places for Everyone (PfE) was adopted in March 2024 and is a strategic plan that covers nine² of the ten Greater Manchester districts, prepared collaboratively by the boroughs concerned.

1.7 Places for Everyone identifies the overall spatial strategy for those nine districts, including Tameside, including the appropriate scale and distribution of housing and employment development. This includes

¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990

² Bolton Council, Bury Council, Manchester City Council, Oldham Council, Rochdale Council, Salford City Council, Tameside Council, Trafford Council, and Wigan Council.

specifying the housing requirement for Tameside. As a plan for sustainable growth it:

- Sets out how the nine GM boroughs should develop up to 2039
- Provides the strategic framework for local plans
- Sets specific requirements to be taken forward in local plans in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused
- Sets out policies to inform the preparation and determination of planning applications
- Identifies the important environmental assets which will be protected and enhanced
- Allocates sites for employment and housing
- Supports the delivery of key infrastructure
- Defines a new Green Belt boundary for the nine boroughs.

1.8 As set out in paragraph 1.56 of Places for Everyone, it is the strategic spatial plan for the nine boroughs. All policies within it are strategic policies and it forms part of Tameside's development plan. Given this, Homes, Spaces, Places needs to be consistent with it.

1.9 In effect, many of the major decisions regarding the future of development in Tameside have already been taken through the adoption of Places for Everyone. The policies in this plan should be read alongside other policies in Tameside's development plan; this includes Places for Everyone. Homes, Spaces, Places does not propose any policies designed to supersede those within Places for Everyone.

1.10 What is Homes, Spaces, Places?

1.11 Having regard to the other development plan documents that have been prepared and form part of the adopted development plan for Tameside, the purpose of Homes, Spaces, Places is to:

- Set a long-term vision and spatial strategy for the borough up to 2042
- Identify visions and policies relevant to the different neighbourhoods and town centres of the borough
- Identify the scale of new employment floorspace
- Identify the distribution of new housing and employment floorspace
- Provide policies that will be used to manage development and determine planning applications
- Designate land for various purposes, including protecting the borough's most important assets
- Allocate sites for development
- Identify priority regeneration areas

- Support the delivery of infrastructure
 - Maintain the protection of the borough's Green Belt
- 1.12 Homes, Spaces, Places covers the period up to 2042, although its contents may continue to be relevant after that date.
- 1.13 Chapters of this plan outline a long-term vision, objectives, strategy and neighbourhood approach, following which a series of development management-oriented policies are organised by theme. In all instances proposed policy text is in bold and after each policy is a reasoned justification which explains and justifies the approach.
- 1.14 A policies map has been published which shows the areas of land that relate to specific policies in this plan at this stage in the process, including both allocations and designations of land linked to policies. An updated policies map has been produced to identify these. Previous iterations of the plan included a draft policy map relevant to that stage in the process.
- 1.15 The plan contains a range of strategic and non-strategic policies. A schedule of which policies are which will be set out in an appendix. In addition, those policies which are intended to be superseded by this plan will also be identified in an appendix to the plan. At this stage these appendices are referenced by title only at the end of this plan.
- 1.16 Allocations and Strategic Regeneration Areas**
- 1.17 The plan includes allocations for development, and several sites have been proposed, including for new housing and employment floorspace. These are shown on the policies map.
- 1.18 Details of the allocations are set out within each of the neighbourhood policies which will, within further iterations of this plan, also include criteria for their development where considered necessary. Development plans should be read as a whole and the land identified within the allocation policies should be read in conjunction with other policies in Tameside's development plan, this includes Places for Everyone alongside the other policies within this plan.
- 1.19 Development yields for instance will be identified based on assessment of minimum densities required by policy JP-H4 of PfE.
- 1.20 In addition to the identified allocations, several Strategic Regeneration Areas have been defined within Ashton-under-Lyne, Hyde, Stalybridge and Droylsden as centres which are within the Eastern Growth Cluster. The Strategic Regeneration Areas have been designated on the basis of providing significant opportunity to drive sustainable economic growth and a focus for change across the centres aligned with masterplans for them.

1.21 National Planning Policy Framework

1.22 On 12 December 2024 a new National Planning Policy Framework (NPPF) was published, replacing previous versions.

1.23 For the purposes of preparing plans, paragraph 234 of the 2024 NPPF identifies transitional arrangements. Part c) of paragraph 234 is considered to apply to Tameside in that this plan, Homes, Spaces, Places, is a plan which includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a local plan containing strategic policies), Places for Everyone, adopted since 21 March 2024. It is not considered that going beyond the plan period of Places for Everyone and therefore potentially delivering more growth than that provided for within it would take this plan outside of the circumstances envisaged by paragraph 234c).

1.24 Paragraph 235 of the 2024 NPPF instructs where such a scenario in paragraph 234 applies, that the plan **will** be examined under the **relevant** previous version of the Framework. Relevant is considered to mean the 2021 version of the NPPF, because this is the Framework which Places for Everyone was examined under³ as set out by the inspectors in their Report on the Examination of Places for Everyone at paragraphs 1 and 2, on page 8. In coming to this conclusion, support is drawn from the Government's response to the consultation accompanying the proposed changes at the time of the December 2024 NPPF which states:

“...In response to comments made over Part 1 and Part 2 plans we have amended the text to provide clarification that plans brought forward to implement policies to deliver housing and other development set out in a preceding plan, (for example a joint local plan containing strategic policies) will not be required to be updated to reflect the policies in this Framework. The intention behind this is to allow plans that have been brought forward subsequent to strategic plan policies to continue to be prepared **under the same Framework.**”

1.25 Therefore, applying NPPF paragraph 235, it is considered that this plan, Homes, Spaces, Places, will be examined under the 2021 NPPF.

1.26 Green Belt

1.27 PfE established a new Green Belt boundary for the nine boroughs covered by it.

³ <https://www.greatermanchester-ca.gov.uk/media/9282/pfe-inspectors-report-01-final.pdf>

- 1.28 Exceptional circumstances were demonstrated as part of PfE to justify strategic review of the Green Belt, making both additions and deletions to it, allocating land for employment and housing development to ensure identified development needs would be met.
- 1.29 Paragraph 140 of the 2021 NPPF is clear that: “Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.”
- 1.30 Having regard to the NPPF and noting that Tameside’s Green Belt has been altered only very recently through PfE, Homes, Spaces, Places does not intend to undertake a further strategic review of the borough’s Green Belt.

1.31 Neighbourhood Plans

- 1.32 The communities of Tameside are also able to prepare neighbourhood plans for their areas under the Localism Act 2011 should they wish. Such documents will also form part of Tameside’s development plan and would also carry significant weight in decision making. Any neighbourhood plan prepared in the borough must be in general conformity with Places for Everyone and the strategic policies within both it and this plan. The policies in this plan which are defined as strategic policies, and which any neighbourhood plan must be in general conformity with, will be identified in an appendix in due course.

1.33 Other relevant planning documents

- 1.34 Tameside has produced a series of Supplementary Planning Documents (SPDs) which provide more detailed advice on how existing policies are implemented. These SPDs will be updated to reflect new policies in this document once it is adopted, and additional SPDs will be prepared where needed. The SPDs are not part of the development plan, they however supplement it and are important material considerations.

1.35 Integrated Appraisal

- 1.36 A sustainability appraisal report has been prepared to accompany this plan, which appraises it against sustainability objectives and tests reasonable alternatives. The report identifies several mitigation measures which, if implemented, could help improve the overall sustainability of the plan, and these have been incorporated into this version of the plan as far as possible. The scope of options to be considered as part of Homes, Spaces

Places are limited as the overall spatial strategy, growth ambitions, and large strategic site allocations have for instance already been adopted through PfE. It is within this context which reasonable alternatives have also been considered, further detail is provided within Section 5 of this plan about the spatial strategy, as informed by the Growth and Spatial Options topic paper.

1.37 What has been the process for producing the Homes, Spaces, Places, so far?

1.38 The process for preparing plans is largely set by Government through policy frameworks, guidance and statutory requirements. There is a legal requirement to review a local plan every five years to determine whether the plan or any of the policies within it need to be updated.

1.39 Earlier stages of preparing HSP are shown in Table 1.0 below. Now that PfE has been adopted, March 2024, it provides the overarching context for progressing this Plan.

Table 1.0 Progress of Homes, Spaces, Places

Stage	
<p>IA Scoping</p> <p>A report was prepared by Ove Arup and Partners on behalf of the council to promote sustainable development, health and equality issues through integration with the plan as it is developed, establishing the baseline characteristics of Tameside and issued for open consultation.</p>	<p>24 July 2023 to 29 August 2023</p>
<p>Plan Scoping and Issues</p> <p>The initial draft scoping and issues plan was developed following the adoption of Places for Everyone. It sought views about what the plan ought to contain in the context of several outlined issues. The high-level summary document was presented across seven themes, intended to form the structure of the plan and was issued for open consultation.</p>	<p>8 July 2024 to 16 September 2024</p>
<p>Call for Sites</p> <p>A call for sites was undertaken where anyone could put forward land that they would like to be considered for development, or that they considered should be protected. A call for sites form alongside</p>	<p>8 July 2024 to 16 September 2024</p>

<p>an online app were available for people to suggest sites as part of the open consultation.</p>	
<p>Options and Preferences</p> <p>An options and preferences plan was developed following consideration of responses to plan scoping and issues. It sought views on a range of aspects that comprised a full draft plan including a vision, objectives, spatial strategy and a range of development management policies, excluding at that stage allocations for development.</p>	<p>14 April 2025 to 2 June 2025</p>

1.40 Scoping consultation summary

1.41 As outlined in Table 1.0 above, consultation to establish the scope and key issues which the plan ought to address was undertaken from 8 July 2024 to 16 September 2024. In response, 212 online surveys were returned, 35 direct emails submitted and 39 call for site submissions made.

1.42 The scoping plan was structured across seven themes, supported by an evidence-based narrative relevant to each theme and the borough, the policy context provided by the National Planning Policy Framework and Places for Everyone, and issues identified through several key questions across each of the seven themes.

1.43 Respondents to the online survey were asked to rank in most to least importance the seven plan themes. The people theme of the plan (which includes health, education and social infrastructure) was given greatest importance by survey respondents, with 65% of respondents selecting it as their top priority. The other proposed themes of the plan in rank order were environment (climate change, biodiversity and the natural environment), homes, jobs, places, travel and finally centres.

1.44 People

1.45 The greatest priority for respondents related to the **people** theme, with top issues identified as the need to protect, improve and create **new accessible green spaces and parks**; prevent the loss of community, recreation and leisure facilities and to focus on brownfield development over greenfield sites.

1.46 Environment

1.47 In the **environment** theme, the most common response was around the need to protect Tameside's **Green Belt** and **green and blue spaces** from development, again a brownfield first approach was supported. These

spaces were considered important for nature and wildlife, physical and mental health and well-being.

1.48 **Homes**

1.49 Respondents focused on the need for more **truly affordable** quality homes that **meet the needs** of different groups in the community. Support was also given for homes to be designed in a way to make it easier to make active or public transport travel choices and better connect with services and local places. Support was also shown for vacant properties to be brought back into use and for new homes to be designed in a way to be efficient and resilient.

1.50 **Jobs**

1.51 Support was given to including policies in the plan around increasing **employment opportunities**, with access to **training** and upskilling the community to enable them to access the existing jobs also highlighted as a key issue. A real focus was also placed on the need for job opportunities across a variety of **employment sectors**, particularly for young people and stay at home parents. Respondents were keen to see more businesses encouraged to locate in the borough, ranging from start-ups to high-end companies, particularly in growth sectors that also bring well paid jobs; this should take place alongside support for existing local traders and employers.

1.52 **Travel**

1.53 Strong support was given for the need to invest, expand and **improve public transport**, including the extension of the tram network and its connections with other transport modes to drive greater patronage and make onward journeys easier. Concern was expressed about **safety on the streets and public transport, with a need to address anti-social behaviour and provide well-lit streets identified**. Respondents also highlighted the need for more investment in safe and well-maintained active travel infrastructure, linking communities to workplaces, reducing severance, and that includes safe and secure cycle parking.

1.54 **Places**

1.55 Respondents noted the importance of Tameside's **unique and distinctive civic and built heritage** including, for example, historic buildings, mills, marketplaces and waterways, expressing the need for their maintenance, preservation and protection as buildings and places of value. Historic and cultural buildings were identified to make Tameside's town centres unique and the **re-use of older buildings** as of particular importance.

1.56 **Centres**

1.57 Key issues raised were around **reduced shopping choice** in centres and markets and that policies need to encourage **more diverse centres** that offer a range of shops, services, entertainment and leisure. There was support for **independent shops and businesses** and small start-ups, encouraging the re-use of empty buildings and vacant land.

1.58 Respondents valued the **physical environment** of centres but felt that the presence of empty shop units and land contributed to creating a run-down appearance in some areas, with support for **new greening, parks and spaces in centres**.

1.59 **Options and Preferences Consultation Summary**

1.60 Having considered the outcomes of the scoping consultation an Options and Preferences plan was produced that set out the council's preferred policy approaches. The Options and Preferences plan set out the vision for Tameside by 2042 and the strategic objectives, moulded by the responses to the scoping consultation. The plan included a series of policy approaches organised by the seven themes identified in the Scoping Plan, with additional policies setting out the overall spatial strategy and proposed approach to neighbourhood policies.

1.61 A consultation on the Options and Preferences plan was undertaken for a period of 7 weeks from 14 April to 2 June 2025. For each policy approach the consultation asked respondents the extent to which they agreed with that policy approach and if they had any comments or suggested amendments for it. There was an open-ended question for each of the seven thematic areas for respondents to raise any other matters. As with the scoping consultation, a Call for Sites consultation was undertaken in parallel.

1.62 A total of 94 responses were received to the options and preferences consultation, comprising 64 responses submitted through the online form and 30 responses by email. There were 10 call for site submissions made. A high-level summary of the main issues raised from the consultation to each section of the plan is provided under the respective headings below.

1.63 **Spatial Vision, Strategic Objectives and Spatial Framework**

1.64 There were mixed responses to the vision with comments that it was too vague, too aspirational or lacking measurable targets. There were amendments suggested to the strategic objectives under the Environment, Travel and Homes themes. There was some support for the overall spatial strategy and the need to allocate sites for housing, with some calls to

further increase the supply, alongside some comments questioning deliverability and the use of the PfE housing requirement numbers. In response to the neighbourhood spatial policies there were references to prioritising brownfield land and lack of social and other supporting infrastructure. There were requests to align the policies with existing growth and neighbourhood plans.

1.65 **Centres**

1.66 There was some disagreement to the order or balance of the retail hierarchy proposed in policy approach HSP C1 and that it isn't effective in addressing existing vacancy and land use issues. There were mixed responses to policy approach HSP C2 with comments both supporting and claiming the range of uses is too restrictive. There was both support and disagreement for the impact assessment thresholds in policy approach HSP C4 and for the relevance of markets in policy approach HSP C5. There was general support for the Health Improvement Zones proposed in policy approach HSP C6 and a restriction on unhealthy takeaways.

1.67 **Environment**

1.68 In response to policy approach HSP E1 there was support for increasing the use of renewable energy but some concern over possible loss of green spaces to such projects as well as the financial costs. There were comments both for and against setting more stringent water efficiency standards in policy approach HSP E2. Some comments made reference to the need for further Sustainable Drainage Systems (SuDS) measures and more detailed flood risk policies, as well as concern over worsening flood risk and lack of investment in water infrastructure. Respondents wanted to see greater detail and a broader scope to policy approach HSP E3 including a higher BNG requirement, protection of non-designated areas and priority habitats and species. There were also requests to reference PfE Policy JP-C8 and the Water Framework Directive.

1.69 There were requests for the plan to address other matters not currently covered by the policy approaches including protecting soil resources, addressing contamination risks and a consideration of air quality.

1.70 **Homes**

1.71 There were comments in response to policy approach HSP H1 calling for a mix of housing types spread across the borough, for more social rent and affordable homes, and for more specialist housing for older people. There were specific comments calling for an updated evidence base and a requirement for Building Regulations M4(3) standards. Policy approach HSP H2 saw overall support, including calls for Article 4 directions to

control HMO provision. There were requests under policy approach HSP H3 for Gypsy, Traveller and Travelling Show-People sites to be safe and that applications for such sites be assessed like any other residential proposal. There was support for ensuring back land and garden development did not harm existing character and had sufficient space as referenced in policy approach HSP H4.

1.72 Jobs

1.73 Respondents wanted to see sustainable jobs and former mill buildings and brownfield land used for regeneration. There was a specific request for existing and proposed employment sites to be shown on the Policies Map. There were mixed responses to policy approach HSP J2 with concerns of a local skills shortage mixed with a desire to capitalise on new technologies. There was a desire for no additional warehousing developments and a specific request for early dialogue with statutory consultees about utility requirements.

1.74 There were suggestions to policy approach HSP J3 to include all class E uses and to shorten the 12-month marketing requirement, with a suggestion that submitting viability evidence would be more appropriate. There was support for financial contributions from proposals for a change of use of employment land. Responses to policy approach HSP J4 wanted to see a tourism strategy for Tameside, for cultural facilities to be protected and for better access to visitor sites.

1.75 People

1.76 There was some support for policy approach HSP PE1 and reference to working with the NHS to deliver health infrastructure. There was support for the protection of publicly accessible green spaces set out in policy approach HSP PE2; some comments referred to a need to protect playing fields and identify areas for additional playing pitch provision. There were suggestions to policy approach HSP PE3 to reference biodiversity enhancements, tree planting, joining up green spaces and making clear the policy approach does not apply to playing fields.

1.77 There were multiple additions requested to policy approach HSP PE4 and the supporting reasoned justification, with reference to protecting and enhancing the canal network. There was a desire for clarity on the approach to playing fields in policy approach HSP PE5 and for the wording to reflect Sport England's Playing Field Policy. Comments in relation to policy approach HSP PE6 wanted the plan to be more explicit in the need to conserve and enhance the national park and for developments to submit an impact assessment where negative impacts are identified.

1.78 **Travel**

1.79 Respondents raised concerns that access to public transport is uneven across the borough. There was a desire for residential development to be in sustainable locations amid concerns of worsening congestion. Some comments wanted direct reference to active travel in policy approach HSP T1. The response to policy approach HSP T2 was mixed, with reference to environmental concerns on the one hand and a desire for the Mottram Bypass to go much further on the other. There were complaints about rail frequency and Hattersley station in response to policy approach HSP T3, with questions over the viability of the proposed rail stations.

1.80 There was a desire to see Metrolink expanded further across Tameside and for an improvement in bus connectivity between the nine towns and Manchester. Responses to policy approach HSP T6 showed little desire to change travel habits away from private vehicles. There was a variety of concerns about active travel and the associated infrastructure. In response to policy approaches T8 and T9, respondents wanted residential development to have suitable parking and for better parking standards and referenced an insufficient number of electric vehicle charging points in the borough.

1.81 **Places**

1.82 There was general support for policy approach HSP PL1, although some comments suggested amendments to the wording and others were concerned it lacked detail. There were concerns that the approach to listed buildings and conservation areas in policy approaches HSP PL2, HSP PL3 and HSP PL5 would hinder redevelopment of these assets and condemn buildings to decay. There were suggestions to amend some of these policy criteria to align them with the NPPF and a particular suggestion for additional controls over conservation areas acknowledging past unsympathetic development. There was support for the sympathetic upgrade of buildings in line with policy approach HSP PL5.

1.83 There was disagreement with policy approach HSP PL6; comments stated it was unnecessary and there is little evidence as to the effectiveness of enabling development in protecting heritage assets. There was a call for more green spaces in response to policy approach HSP PL8 and inclusion of a section on reducing light pollution. There was some support for the general design and amenity principles in policy approach HSP PL9 and a suggestion to expand on the approach to ground conditions.

1.84 There were calls to incorporate the principles of Active Design and an encouragement of sustainable travel into policies throughout the Places chapter. There was a recommendation to include the approach to flood risk

and drainage set out in policy approach HSP PL12 into other policy approaches in the Places chapter.

1.85 **Can policies within this plan be applied at the moment?**

1.86 The draft HSP plan has been prepared for consultation and people are invited to make comments on it. An updated version will be published in Summer 2026 for consultation and then it will be subject to an independent examination. Therefore, whilst this document identifies the approach that the council proposes to take, it is likely that elements of it will change before it is ultimately adopted. It is also likely at this stage that there will be unresolved objections to policies which the council will need to consider.

1.87 Consequently, having regard to the NPPF, the plan is considered to have very limited material weight when making decisions on planning applications at this stage.

2 Spatial Portrait

2.1 About Tameside

2.2 Tameside, established as a borough in 1974, is situated in the east of Greater Manchester. It covers an area of approximately 40 square miles. Neighbouring Tameside are the boroughs of Oldham to the north, Stockport to the south, Manchester to the west and High Peak in Derbyshire to the east. The Peak District National Park is adjacent to the borough to the north and east.

2.3 Tameside is formed by the nine towns of Ashton-under-Lyne, Hyde, Audenshaw, Droylsden, Dukinfield, Denton, Stalybridge, Mossley and Longdendale, but takes its name from the River Tame which flows through the borough.

2.4 Tameside is a mix of urban and rural landscapes with historic market towns demonstrating close relationships with both the city centre and the foothills of the Pennines, varying in elevation from 75 to almost 500 metres above sea level in the west. Red brick former cotton and hatting mills and terraces in the east and centre of the borough give way to sandstone towns and villages and more rural settlements in the west.

2.5 People

2.6 The borough is home to nearly a quarter of a million people and hosts an increasingly culturally diverse population with non-white ethnicities forming 14% of the population. In particular, the towns of Ashton-under-Lyne and Hyde have a range of communities, including Pakistani, Indian and Bangladeshi⁴.

2.7 The borough's population is increasingly ageing, with 17.6% of the population aged 65+, with a further 18.3% aged between 51 and 64⁵, where health outcomes are poorer than the national picture and healthy life expectancy for males is 1.5 years below and for females 5.7 years below the England average⁶.

2.8 There are significant health inequalities across the borough, with those in the most deprived areas living nearly 10 years less than those living in the least deprived areas. There are a significantly higher number of deaths from both cancer and cardiovascular diseases than national averages. Nearly a fifth of the population smoke.

⁴ Census 2021

⁵ ONS Mid-Year Population Estimates, 2024

⁶ "Fingertips Public Health Profiles," [Online]. Available: <https://fingertips.phe.org.uk/profiles>

2.9 There are relatively high levels of deprivation, and Tameside is the 44th most deprived out of 296 local authorities nationally. It also has pockets of significant levels of deprivation, with 26 areas in the borough falling within the worst 10% nationally⁷.

2.10 Whilst the quality of Tameside's 76 primary schools consistently exceeds the national average, that of the 16 secondary schools is significantly lower⁸ and over 30% of children aged under 16 live in relative low-income families⁹.

2.11 Jobs

2.12 Tameside is home to 7,430 businesses, employing almost 71,000 people. The Tame Valley, Ashton Moss and Denton are particularly notable locations for their density of employment premises. These traditional employment areas have been bolstered by the designation of the Ashton Mayoral Development Zone, the PfE employment allocation at Ashton Moss West and the more recent announcement of a potential Mayoral Development Corporation spanning both Ashton and Stalybridge.

2.13 However, there are less people economically active in the borough than the national average, mirrored by a job density that is significantly below that of the north west and national averages too. While the borough's total working age population has increased over time, it has also decreased as a proportion of the total population, and this broadly reflects the north west and national trend.

2.14 Tameside has a rich industrial heritage, with particularly strong links to textiles, engineering, manufacturing and food industries, with many of these sectors continuing to be particularly important. However, health sector activities now make up the largest employment sector in Tameside, with 21.1% of employee jobs in this sector. Wages, however, across all sectors are low. In 2025 full-time employees working in Tameside earned a median of £638.60 per week, significantly lower than the median for either the north west, £734.20, or England and Wales, £766.60¹⁰. The borough has one of the lowest proportions of all jobs in Greater Manchester paying the Living Wage.

2.15 There has been a general trend in the borough of historical losses of employment sites to non-employment uses and there continues to be pressure for alternative uses. The available employment land supply had previously decreased by over 50% in the decade 2013/14 to 2022/23 with a

⁷ English Indices of Deprivation 2025

⁸ Ofsted <https://reports.ofsted.gov.uk/provider/44/80569>

⁹ Department for Work and Pensions, ONS Mid-Year Population Estimates 2024

¹⁰ ONS Annual Survey of Hours and Earnings, Workplace Analysis

supply profile skewed towards an older and lower quality accommodation mix. However, to some extent this undersupply of good quality sites for economic development has been rebalanced by the allocation Ashton Moss West for employment development through Places for Everyone. The inclusion of this site in the employment land supply now shows that there has been a 25% increase since 2014/2015.

2.16 Environment

- 2.17 Alongside its urban areas, Tameside has many green spaces including parks, woodlands, nature reserves, golf courses and other locations designated for nature conservation, with over 52% of Tameside being undeveloped and green in nature. Around 15% of the borough is protected for nature conservation through various designations from a local to an international level. Approximately 50% of Tameside is Green Belt. To the east of the borough the urban landscape gives way to the Pennine Foothills and the upland fringes of the South Pennines and open moorland.
- 2.18 There are three rivers that run through Tameside namely the River Tame, the River Medlock to the north along the boundary with Oldham and the River Etherow to the south along the boundary with Stockport. These river valleys, along with the Peak Forest Canal, Ashton Canal, Huddersfield Narrow Canal and Hollinwood Branch Canal, are defining features of the borough's character, with strong links to Tameside's industrial past, with the Hollinwood Branch Canal and Huddersfield Narrow Canal designated as Sites of Special Scientific Interest (SSSI).
- 2.19 The borough's natural environments provide space for many priority species and habitats. Tameside has several areas of ancient woodland and supports a range of habitats from lowland dry acid grassland to upland heath and blanket bog. Two species of Hare are found in the borough and each year Skylarks announce the arrival of spring on the moors of Tameside, alongside which Audenshaw Reservoirs are an important site for wintering wildfowl and hold the largest winter gull roost in Greater Manchester.

2.20 Homes

- 2.21 The close to a quarter of a million people that call Tameside home form almost 100,000 households, with an average household size of 2.3 people, living in approximately 105,548 dwellings across the borough. Of these homes around 61% are owner occupied, 21% socially rented, whilst a growing proportion, 17.6%, are privately rented or (live) rent free. Around 2.5% of dwellings are vacant compared to the national rate of 2.8%.

- 2.22 The council is not a provider of social housing, transferring all its stock to registered providers during the late 1990s and early 2000s. And although each of Tameside's nine towns has a mix of property tenures the areas of Ashton Central, Hattersley and Haughton Green generally have a higher proportion of socially rented homes than other places in the borough¹¹.
- 2.23 In 2024, the Valuation Office Agency data identified that, lower value band A properties made up 50.9% of Tameside's council tax base, significantly more than the England average of 23.3%, with bands B accounting for 18.9%, bands C to E 29.1% and band F 1.0%¹². Of the borough's dwelling stock, close to 60% was constructed before the mid-1960s, with around 40% of that being build prior to 1919. Comparatively, only around 20% of the stock has been built since the early 1980s¹³.
- 2.24 Predominantly accommodation in the borough comprises 2-bedroom terraced properties, which form around 35% of the borough's stock, and three-bedroom semi-detached properties, around a further 40% of stock.
- 2.25 The borough's urban environment, particularly its town centres and transport nodes as accessible locations, have significant capacity for further growth and form an important and substantial portion of Tameside's future land supply. Alongside this, two strategic allocations were made through Places for Everyone at Godley Green and South of Hyde, for new homes.

2.26 Travel

- 2.27 Tameside is an integral part of the Bee Network – Greater Manchester's integrated transport system bringing together bus, Metrolink, active travel and rail from December 2026. The borough is incredibly well connected by rail both to our city region and nationally. Tameside boasts 13 heavy rail stations; a 10-minute journey from Ashton-under-Lyne to Manchester city centre; and services to Leeds, Sheffield, York and beyond.
- 2.28 Additionally, the TransPennine line is currently benefitting from a multi-billion-pound Network Rail investment programme, the TransPennine Route Upgrade, electrifying the line, improving stations, connectivity, service frequency and capacity. Metrolink light rail also operates in Tameside with seven stops, terminating in Ashton-under-Lyne, providing a corridor from the city centre which has seen significant investment interest.
- 2.29 Tameside is well served by national and regional motorways, hosting the M60 Greater Manchester orbital motorway, and the M67 which joins the

¹¹ <https://www.ons.gov.uk/census/maps/choropleth/housing/tenure-of-household/hh-tenure-9a/social-rented-other-social-rented/?lad=E08000008>

¹² <https://www.gov.uk/government/statistics/council-taxbase-2024-in-england>

¹³ <https://www.tameside.gov.uk/TamesideMBC/media/housing/HNA-2020.pdf>

M60 at Junction 24 and ends at junction 4 at Hattersley, where National Highways are delivering the A57 link road project. This nationally significant infrastructure project is seeking to improve connectivity between Manchester and Sheffield and alleviate congestion on local roads. However, a significant proportion of residents, close to a third, do not have access to a car, which is around 10% greater than the national average, while those that do are more likely to use it to travel to work.

- 2.30 Ashton-under-Lyne, alongside being the borough's municipal hub, is also the borough's primary transport hub, providing connectivity between bus, light rail and heavy rail. Indeed, bus services across Tameside recently joined the Bee Network as part of the final phase of franchising roll out across Greater Manchester, where every bus in Tameside is now back under local control.
- 2.31 Tameside has well over 150 miles of public rights of way across footpaths, bridleways and byways and three promoted paths, including the Pennine Bridleway, TransPennine Trail and the Tameside Trail. However the topography of the borough, particularly to the east, can present challenges for some active travel users.

2.32 Places

- 2.33 Tameside's historic environment comprises a rich blend of settlements, transport routes, waterways and landscapes. The character of which emerged in the medieval period through the piecemeal division of large manors and estates, giving way to agricultural hamlets and where Ashton-under-Lyne and Mottram-in-Longdendale were the only settlements of notable size.
- 2.34 However, it was the late 18th and 19th century expansion of textile production and its mechanisation which resulted in the rapid growth and industrialisation of Tameside. Cotton spinning mills and their chimneys together with hatting, agriculture, coal mining, iron production and engineering transformed the borough into the nine towns of today.
- 2.35 The need to house the rising urban working population is reflected in a legacy of pre-1919 grid iron terraces still evident in many of the borough's towns alongside many impressive civic buildings, places of worship, educational establishments, leisure facilities and formal public parks and gardens.
- 2.36 The architectural and historic interest of a number of Tameside's preindustrial and industrial buildings and structures are recognised through their national and local designations, including four scheduled monuments, 331 listings, nine conservation areas and one registered park & garden.

2.37 Although many of Tameside's heritage assets are in a good state of repair, there are a small number of buildings, including Hyde Hall, Old Hall Chapel and Apethorn Farmhouse, which are on the Heritage at Risk Register. However, a positive strategy for the conservation of Apethorn Farmhouse is set out within the Places for Everyone, South of Hyde, allocation policy.

2.38 Centres

2.39 Of the nine towns in Tameside outlined above, seven are designated centres in planning terms, these are Ashton-under-Lyne, Hyde, Denton, Droylsden, Stalybridge, Mossley and Hattersley. Alongside these, numerous local parades of shops exist which support meeting community needs and day to day shopping and services. The towns of Ashton-under-Lyne and Hyde are the only centres which currently have defined primary shopping areas.

2.40 All of the borough's centres have faced challenges due to the changing nature of shopping habits, firstly influenced by a trend toward out-of-town outlets, then online trading and home delivery, accelerated by the global COVID-19 pandemic. Many of the centres have however been resilient during this time, supported by independent traders, established markets in Ashton-under-Lyne and Hyde, a range of social activities and events, supported by the development of masterplans and investment currently being brought forward.

Spatial Portrait Plan

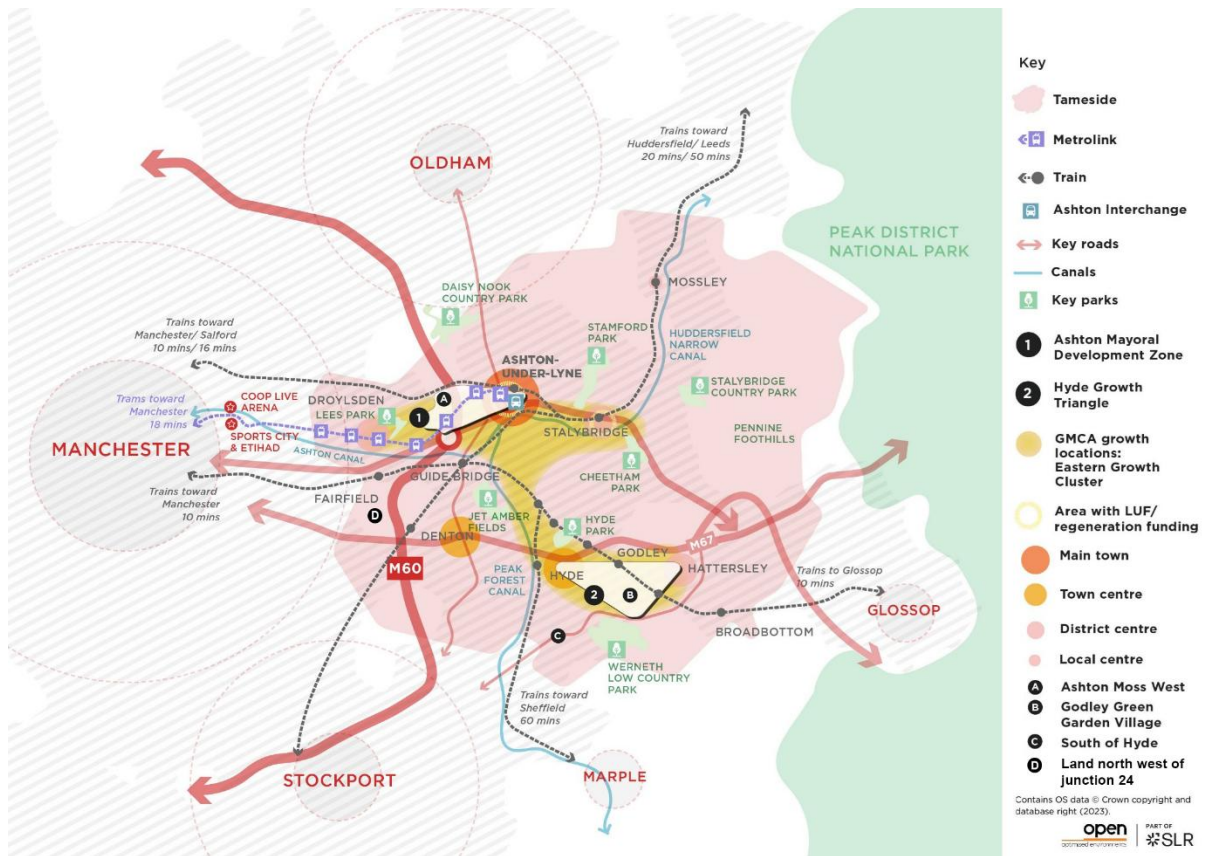


Figure 2.0 Spatial portrait key diagram (see Appendix A for full version)

3 Spatial Vision

3.1 Places for Everyone

3.2 PfE identifies that it is committed to delivering the vision for Greater Manchester which is set out within the Greater Manchester Strategy (GMS). That vision is to make Greater Manchester one of the best places in the world to grow up, get on and grow old.

3.3 The GMS vision is supported by the following priorities:

- A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand, you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future.

3.4 PfE is clear that the achievement of the GMS vision will be through the boroughs, and that PfE is just one of the many ways in which it will be delivered as many of the necessary actions lie outside of the scope of that plan. Such necessary actions however are the preparation of Local Plans such as this plan, Homes, Spaces, Places. Subsequent to the adoption of PfE an updated GMS has been prepared, being published in July 2025¹⁴. The collective vision of the updated strategy, covering the period 2025-2035, is to see a thriving city region where everyone can live a good life. The delivery of the refreshed GMS will be achieved via identified key workstreams:

- Healthy homes for all
- Safe and strong communities
- A transport system for a global city region
- A clear line of sight to high-quality jobs
- Everyday support in every neighbourhood
- A great place to do business
- Digitally connected places and people

¹⁴ <https://greatermanchester-ca.gov.uk/what-we-do/greater-manchester-strategy/>

3.5 Homes, Spaces, Places, as set out earlier within this plan, will be prepared in a way which is consistent with PfE. However, it is cognisant of the updated GMS, where it is not considered that tension arises because of the updated strategy which cannot be addressed.

3.6 Tameside Corporate Plan

3.7 Tameside Council has an overall vision to be ‘**a place where everyone can achieve their hopes and ambitions**’. To achieve this vision, the Tameside Corporate Plan 2025-26 identifies four interconnected priority areas, as shown in Figure 3.0, underpinned by foundation principles. The twelve-month plan marks a year of transition as the council works to develop its 2025-2030 plan, alongside developing a Borough Plan, in collaboration with key partners.



Figure 3.0 The four interconnected priority areas of the council’s Corporate Plan.

3.8 The Corporate Plan does not sit or operate in isolation. It nests within a wider regional and local framework. The council’s whole development plan plays a crucial role in achieving these priorities, making sure that growth is delivered in an inclusive way. Similarly, this development plan cannot be achieved alone, and a range of businesses, residents, investors and infrastructure providers will, for example, be key to achieving it. Having regard to the GMS, PfE and Tameside’s Corporate Plan, the spatial vision for Tameside is set out below.

3.9 HSP vision

3.10 Tameside in 2042 will be:

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

3.11 The plan is committed to supporting the achievement of the council's corporate priorities articulated through the above vision. However, much like the corporate plan, HSP is just one of the many ways by which this vision will be delivered and many of the necessary actions lie outside the scope of this plan.

4 Strategic Objectives

4.1 The Homes, Spaces, Places strategic objectives are intended to help deliver the vision for Tameside by 2042. Therefore, for each of the seven parts of the vision, an objective has been developed. The objectives have been moulded by responses to previous consultations and assessment through the Sustainability Appraisal. The objectives also lead on from the strategic objectives established by PfE.

4.2 PfE strategic objectives:

1. Meet our housing need.
2. Create neighbourhoods of choice.
3. Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester.
4. Maximise the potential arising from our national and international assets.
5. Reduce inequalities and improve prosperity.
6. Promote the sustainable movement of people, goods and information.
7. Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.
8. Improve the quality of our natural environment and access to green spaces.
9. Ensure access to physical and social infrastructure.
10. Promote the health and wellbeing of communities.

4.3 Homes, Spaces, Places strategic objectives:

1. **Homes:** To ensure sufficient new housing is provided against the PfE requirement, providing a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.
2. **Jobs:** To meet our employment needs and provide greater opportunities for residents, reversing a decline in job density, enabling all to share in the opportunities provided by economic growth.
3. **Centres:** To support the regeneration of the borough's centres, to thrive, be vibrant and attractive and safe spaces where people choose to spend time, growing their resident population through new homes.
4. **Travel:** To enable everyone to travel safely and conveniently, supporting the sustainable movement of people and goods, achieving the 'right mix' of transport modes, as set out within our Local Transport Plan, with 50% of trips made by public transport or active travel by 2040.
5. **Places:** To deliver development that promotes high quality design, protects, enhances and makes a positive contribution to the character,

heritage and identity of Tameside and maintains protection of the Green Belt.

6. **Environment:** To ensure that new development is energy efficient and responds positively to climate change, ecologically sensitive locations, avoids pollution and flood risk, protects resources and remediates land.
7. **People:** To reduce inequalities, improve outcomes and ensure the provision or enhancement of services and infrastructure, including health, education and green infrastructure to support new and existing communities.

5 Spatial Framework

5.1 The spatial framework reflects the vision and the objectives set out within the earlier chapters of this plan. It spatially outlines the direction as to how they apply to the borough and how they will be achieved.

5.2 Places for Everyone

5.3 Places for Everyone establishes an overall Spatial Strategy for the 9 districts it is relevant to. This is set out within figure 4.1 of that plan, as replicated in Figure 5.0 below.

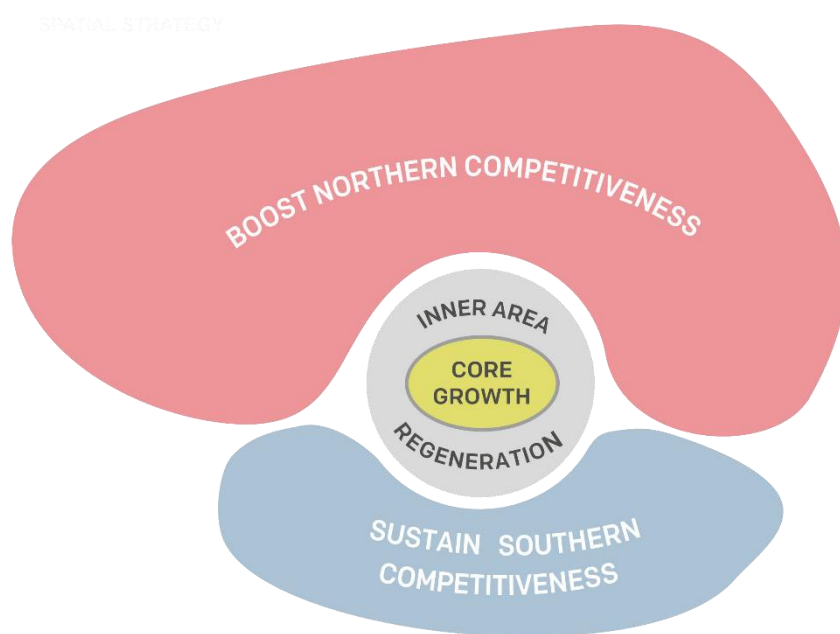


Figure 5.0 Places for Everyone Spatial Strategy

5.4 Paragraph 4.21 of PfE is clear that the areas identified in Figure 5.0 do not have firm boundaries. In broad terms however, the paragraph goes on to state that the areas can be described as follows:

- **Core Growth Area:** central Manchester, south-east Salford, and north Trafford
- **Inner Area Regeneration:** surrounding inner parts of Manchester, Salford and Trafford
- **Boost Northern Competitiveness:** Bolton, Bury, Oldham, Rochdale, Tameside, Wigan, and west Salford

- **Sustain Southern Competitiveness:** Most of Trafford and south Manchester but also Stockport, who will play a vital role in this through its own Local Plan

5.5 Given the above, the spatial strategy from PfE as it applies to Tameside relates to:

- Boost Northern Competitiveness: all of Tameside

5.6 As outlined in paragraph 4.23 of PfE, the policies in chapter 4 of PfE establish an overall spatial strategy, with policies JP-Strat1 to JP-Strat11 in particular identified as providing a strategic framework for local plans, such as this plan. Having regard to this, the PfE policies which provide a strategic framework for this plan are as follows:

- JP-Strat6: Northern Areas

5.7 While PfE does not clearly define the boundaries for the spatial policies, it has been determined that all of Tameside is defined as being within the strategy approach to boost northern competitiveness and policy JP-Strat6 relating to Northern Areas.

5.8 JP-Strat6 identifies that the northern areas of Greater Manchester have seen relatively low levels of growth overall compared to other parts of the city region, and that without intervention this is forecast to continue. Tameside, as part of the northern area, has many challenges alongside a significant number of strengths as outlined within PfE and elsewhere in this plan, but its economic potential is not currently being fully realised. A significant increase in the competitiveness of the northern areas is therefore sought and therefore central to our spatial strategy, and the promotion of sustainable development is to deliver inclusive growth across the borough, enabling all to share in the benefits of economic prosperity.

5.9 Other considerations

5.10 In addition to reflecting the strategic approach of the spatial strategy provided by PfE, including the housing and employment allocations within it, the overall spatial framework in this plan is based on several other considerations:

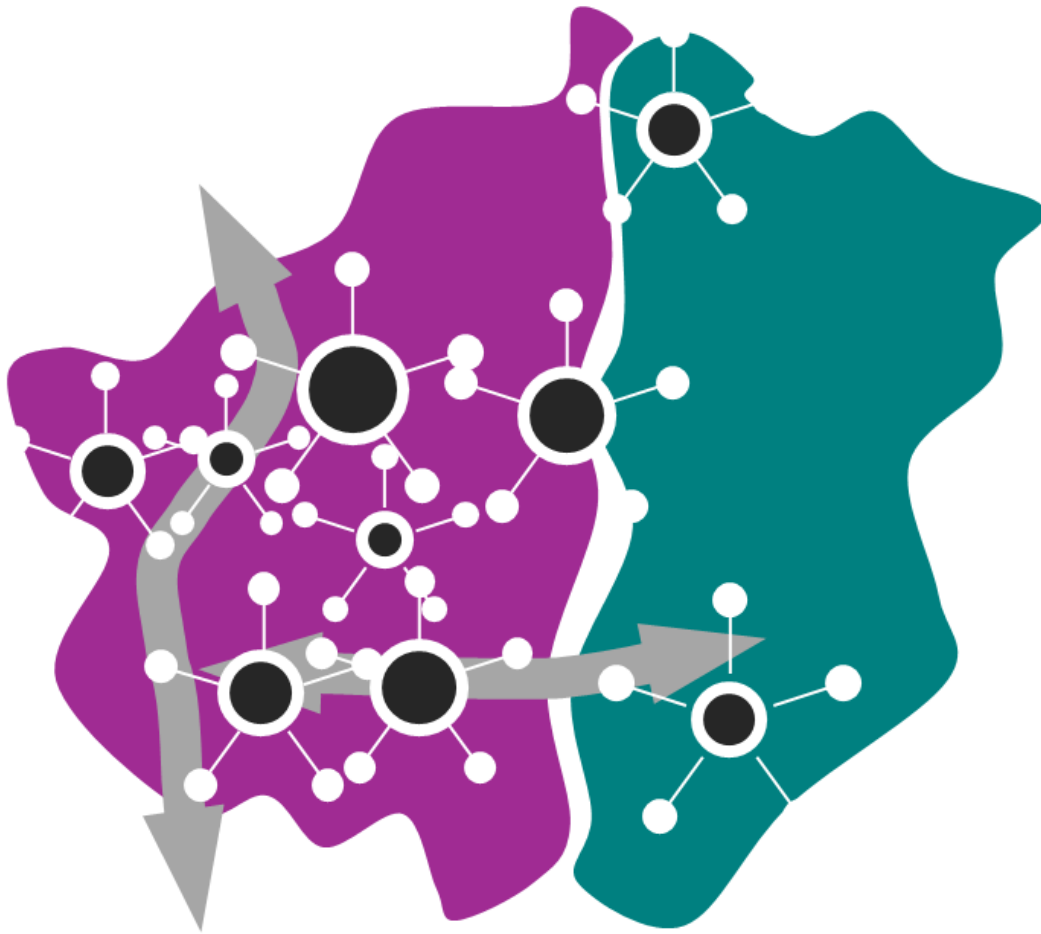
- The July 2021 National Planning Policy Framework
- The Tameside Corporate Plan 2025-26 including Tameside's nine neighbourhoods
- The Spatial Vision and Objectives set out in the earlier chapters of this plan

- Relevant policies within PfE, including where applicable their vision, objectives, development requirements, designations and allocations
- The Integrated Assessment of reasonable alternatives for this plan
- The availability and deliverability of land for development

5.11 Spatial Strategy

5.12 Within the strategic context provided by PfE, boosting northern competitiveness and the three strategic allocations identified for growth, it is important that this plan reflects more locally specific spatial priorities and both the commonalities between the nine towns of Tameside and the diversity within each of them. This is essential to delivering inclusive growth that secures greater prosperity and quality of life for everyone in Tameside.

5.13 The overall spatial strategy therefore seeks to achieve a neighbourhood balance, reflecting the borough's rural east and more urban west, taking advantage of the opportunities for delivering high levels of economic growth consistent with the PfE Spatial Strategy objective of boosting northern competitiveness, whilst addressing the challenges of securing genuinely inclusive growth and prosperity and making the most of key locations and assets.



Spatial Strategy Diagram

- 5.14 Making the most of the key assets, including in the borough’s principal centre as defined by PfE and other town centres, commensurate with their role and opportunities, will be central to the spatial strategy as they will be essential to maximising the competitiveness of each of them and drive economic growth across the borough. As set out within PfE at paragraph 7.12, while in numerical terms the existing supply of potential housing sites across districts at that time was sufficient to meet overall need, meeting this alone was not enough. Therefore, sites at Godley Green and the South of Hyde within Tameside were allocated to provide sufficient flexibility and ensure that it represented a deliverable, viable and robust land supply. Allocations for new homes therefore supported the opportunities within the urban area, particularly within town centres. Sites within centres and well-connected locations, in accordance with PfE policy, will deliver higher density development and new development will be potentially apartment-led.
- 5.15 However, the Housing Needs Assessment identifies a requirement to ensure a broad mix of homes are able to come forward, both for apartments and houses, where the provision of houses is and will continue

to form a significant proportion of the market in Tameside. Some of this will be on sites allocated through PfE at Godley Green and the South of Hyde. However, additional key sites will also be important within the urban area, but potentially in more suburban locations which, through the delivery of houses, are able ensure the council can support achieving the delivery of the right mix of both houses and apartments over the plan period.

- 5.16 The Employment Land Study identifies Tameside's strength in manufacturing sectors, particularly Advanced Manufacturing, with the main concentrations of employment premises being located along the Tame Valley to the west of the borough. In part this is because of historical factors, such as connections to both the canal and rail networks, but also due to the agglomeration of uses and access to motorway connectivity which is a key contemporary locational factor.
- 5.17 A primarily local market operates within the borough, with only really one key asset, Ashton Moss, with the site at Ashton Moss West allocated through PfE, providing inward investment opportunities attractive to larger or more specialist operators in the broader market. There is a need however to provide a range of employment sites and accommodation to support needs, ranging from start-ups and grow on space, but to also supplement the existing supply with opportunities for high quality development that will attract further inward investment in Tameside. Here, the existing agglomeration of uses, coupled with good access to public transport and critically the strategic highway network to the west of the borough, will continue to be key drivers to achieving economic growth and investable opportunities.

Policy HSP S1: Overall Spatial Strategy

- 1. The council intends to support sustainable inclusive growth, over the period 1 April 2022 to 31 March 2042, where provision will be made for:**
 - a. At least 9,700 net additional dwellings.**
 - b. At least 42,100 square metres of gross office floorspace.**
 - c. At least 221,900 square metres of gross new industrial and warehousing floorspace.**
 - d. At least 2 additional pitches for gypsy and traveller accommodation.**
 - e. At least 5 additional plots for travelling showpeople.**
- 2. Deliver sustainable patterns of growth by:**

- a. **Being in conformity with the spatial strategy set out in Chapter 4 of PfE, particularly Tameside being within the Northern Areas and boosting northern competitiveness.**
- b. **Maintaining a strong focus on making as much use as possible of suitable previously developed brownfield land and vacant buildings, to meet development needs, consistent with PfE Policy JP-S1.**
- c. **Making the most of Key Locations and Assets including within the Eastern Growth Cluster, Ashton Mayoral Development Zone and Hyde Growth Triangle alongside the borough's other centres, including supporting appropriate residential development within or on the edge of them, boosting vibrancy and vitality and achieving a neighbourhood balance.**
- d. **At a broad level make the most of prominent locations within the more urban west of Tameside, with good access to the motorway network for meeting strategic employment needs.**
- e. **Directing development toward accessible locations consistent with PfE Policy JP-H4.**
- f. **Allocating sites for development and identifying strategic areas for regeneration.**
- g. **Improving transport connections and accessibility by public transport, cycling and walking to ensure access to key employment opportunities consistent with PfE policies JP-C3, JP-C5 and JP-C6.**
- h. **Supporting Tameside to become carbon neutral by 2038 consistent with PfE policy JP-S2, maximising carbon storage and sequestration, mitigating and adapting to the impacts of climate change.**
- i. **Secure improvement in the delivery of affordable housing through a combination of mechanisms, funding, investment and maximising developer contributions, consistent with the council's GMS commitment to deliver 20% more social and affordable housing by 2030.**
- j. **Conserve and enhance Tameside's heritage assets consistent with PfE policy JP-P2, ensuring they make a positive contribution to the character of the borough, consistent with the council's GMS commitment to bring Ashton Town Hall back into use.**
- k. **Protect and enhance the borough's green infrastructure network, ecologically sensitive locations and the South Pennine Moors consistent with PfE policy JP-G5.**

- l. Support at least a 10% net gain in biodiversity as part of new developments consistent with PfE policy JP-G8.**
- m. Protect and enhance Tameside’s waterways including canal and river corridors, maximising their potential recreational and economic value, managing flood risk consistent with PfE policy JP-S4.**
- n. Ensuring the effective development and implementation of infrastructure, including through contribution to appropriate mitigation measures to make development acceptable in planning terms, consistent with PfE policies JP-D1 and JP-D2.**
- o. Maintain the borough’s Green Belt boundary in accordance with PfE policy JP-G9.**

5.18 *Number of new homes*

- 5.19 The number of new homes that are required for Tameside (and the other eight PfE districts that are part of the plan area) has been established through PfE for the period 2022 to 2039.
- 5.20 In December 2024 the standard method set out in national planning practice guidance for calculating local housing need was revised. For Tameside the number of net additional dwellings needed per annum is higher than the adopted PfE requirement. However, because the 2024 NPPF transitional arrangements as set out in chapter one apply to this plan, such that HSP is a plan which includes policies to deliver the level of housing and other development set out in a preceding local plan (such as a joint local plan containing strategic policies) adopted since 12 March 2020 and is being prepared under these transitional arrangements, the new Local Housing Need, calculated using the new standard method is not applicable to the preparation of Homes, Spaces, Places.
- 5.21 For the purposes of decision-making, as set out within paragraph 232 of the 2024 NPPF, although the new standard method figure is higher than the currently adopted target provided by strategic policies within PfE, where the council can continue to demonstrate a 5 year supply of deliverable housing sites and passes the Housing Delivery Test with a score of more than 75%, it can continue to apply the housing requirement set out in adopted strategic policies, such as provided by PfE.
- 5.22 As identified by the 2024 NPPF, for decision-making, Tameside can continue to apply the PfE requirement for a period of five years from the date of the adoption of it. PfE was adopted on 21 March 2024 and therefore for the purposes of decision-making its requirements can continue to be applied until 21 March 2029. After 21 March 2029 the council’s housing

requirement will, on the basis of the current methodology, increase. To reflect this, the council will commit to early review of HSP following its adoption, in particular to consider whether any new standard method has implications of identifying higher levels of housing need at the appropriate time and how these may be best met.

5.23 However, in the immediate, as identified in PfE policy JP-H1, at least 8,245 (an annual average of 485 homes) of the total minimum 175,185 homes across the plan area are to be provided in Tameside by 2039. Within Tameside, this is to be delivered in a phased approach as it is in all boroughs except for Bolton, Manchester and Salford. For Tameside, the target steps incrementally from 236 homes, to 485 and then 568 homes over the PfE plan period.

5.24 However, Homes, Spaces, Places will cover the period up to 2042, therefore extending beyond the end of the PfE Plan period of 2039. Paragraph 1.56 of PfE anticipates this scenario and identifies that in the event that a local plan looks beyond 2039, the minimum requirement figures set out in policy JP-H1 should be used to inform local plan targets. A footnote to that paragraph is clear that the annual average figure for 2022 to 2039 in policy JP-H1 Table 7.2 should be treated as a minimum requirement for each year after 2039.

5.25 Given this, it is considered appropriate to apply the annual average figure of 485 homes to the period 2039 to 2042 and to add this to the existing PfE requirement for 2022 to 2039. Adding a total of 1,455 homes for the period 2039 to 2042 to the requirement for 2022 to 2039 results in an overall housing requirement of at least 9,700 net additional homes for Tameside over the period 2022 to 2042. This is set out in Table 5.0 below.

Table 5.0 Overall Tameside housing requirement

PfE Requirement 2022 to 2039	Additional requirement 2039 to 2042	Total HSP requirement 2022 to 2042
8,245	1,455	9,700

5.26 Supply of new homes

5.27 The baseline supply of new homes is set out in the council’s Strategic Housing and Economic Land Availability Assessment (SHELAA)¹⁵.

¹⁵ <https://www.tameside.gov.uk/Planning/Strategic-Housing-Land-Availability-Assessment>

Although the SHELAA covers the period from 2025 to 2040, the identified supply can be applied up to 2042.

5.28 The overall housing supply for the period 2022 to 2042 is 11,870. This comprises:

- Net additions (completions) between 1 April 2022 and 31 March 2025
- Specific sites and allocations from within the baseline supply presented within the SHELAA between 1 April 2025 to 31 March 2040 and other specific sites expected to be delivered after the SHELAA period up to 2042
- An allowance for windfall homes on small sites up to 2042
- 6 sites allocated in addition to those already identified from within the baseline land supply
- An Ashton-under-Lyne broad location

Table 5.1 Overall Tameside housing supply

Net completions between 1 April 2022 and 31 March 2025	Specific sites and allocations from the baseline land supply up to 2042	Allowance for windfall sites up to 2042	Ashton-under-Lyne Broad Location	Additionally allocated sites	Total
1,614	7,690	586	1,000	280	11,170

5.29 *Types of new homes*

5.30 PfE policy JP-H3 relates to the type, size and design of new homes. It does not identify housing requirements by type but does stipulate that housing provision to accommodate specific groups of people will be addressed through local plans. To achieve this, development management policies are provided within this plan which relate to the provision of different types of homes and make reference to the council's Housing Needs Assessment.

5.31 The above table illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply and allocations from within this, alongside the small site windfall allowance and a broad location for Ashton-under-Lyne, are adequate to meet the overall identified requirement for new homes in the borough by 2042. This would result in the provision of 10,890 homes against a requirement for 9,700.

5.32 However, meeting numerical needs alone is not enough. There is a need to demonstrate that the supply has sufficient flexibility to be able to show that it is viable and robust, is able to deliver the right mix of houses and apartments and achieve balanced inclusive growth and therefore the overall spatial strategy. In light of this it has been necessary to identify 6 additional sites from within the urban area which are able to support the provision of a greater balance of houses and provide greater flexibility within the supply over the plan period.

5.33 *Employment floorspace requirements*

5.34 PfE policies JP-J3 and JP-J4 identify minimum gross floorspace requirements covering the whole plan area for offices and industry & warehousing development respectively over the period 2022 to 2039. The requirements are for at least 2,019,000 sqm of office floorspace and 3,513,000 sqm of industrial and warehousing floorspace. These requirements are not however broken down to a district-specific level. Table 6.1 and 6.2 in PfE do however set out the distribution of identified supply for offices and industry and warehousing.

5.35 In order to ensure that Tameside makes a sufficient contribution to meeting the overall employment requirements identified in PfE, the HSP Options and Preferences draft plan identified a requirement to provide at least 17,055 sqm of office floorspace and at least 277,930 sqm of industrial and warehousing floorspace to be provided in Tameside over the period 2022 to 2042.

5.36 It determined those requirements by:

- Calculating Tameside's proportion of the total supply of floorspace across the 9 districts as shown in PfE tables 6.1 and 6.2
- Applying this proportion to the policy requirement figures in JP-J3 and JP-J4
- Making an additional allowance to cover the period from 2039 to 2042, given the supply figures and overall requirement in PfE are for the period 2022 to 2039. This allowance has been derived by simply applying the annual average requirements for 2022 to 2039 to the 2039 to 2042 period¹⁶.

5.37 The above approach to disaggregating the overall employment supply to inform a requirement at a district level is that which was put forward by the

¹⁶ The approach is consistent with paragraph 1.56 of PfE which states that in the event that a local plan looks beyond 2039, the minimum requirement figures set out in policies JP-J3 and JP-J4 should be used to inform local plan targets.

nine PfE districts¹⁷ through main modifications proposed during the examination of the plan. Although ultimately the inspectors determined that such a modification was not necessary to make PfE sound. Notwithstanding this, the above methodology was used to inform the HSP Options and Preferences draft plan as an appropriate strategy for disaggregating the employment requirements in PfE at that time.

- 5.38 The PPG however places considerable emphasis when determining employment requirements on understanding market signals and reviewing a range of factors appropriate to Tameside. Disaggregating the overall requirement via a supply-based approach was not considered able to achieve full appreciation of these matters. It was therefore considered necessary to undertake an Employment Land Study to, amongst other matters, assess the factors affecting the local economy and establish a requirement consistent with PfE, the NPPF and PPG, to determine the future employment needs for land and property within the borough. The requirements for office and industrial and warehousing floorspace have been assessed using two models, based on both historic floorspace growth and on employment forecasts.
- 5.39 The employment forecast assessed two scenarios, a baseline forecast and a growth forecast, which takes into account more positive assumptions on growth in key sectors. Modelling also included a buffer to account for a range of uncertainties and home working, and hybrid working has also been accounted for.
- 5.40 The outcomes of the Employment Land Study are that to ensure Tameside makes a sufficient contribution to meeting the overall employment requirements identified in PfE, at least **42,100 square metres** of gross office floorspace and at least **221,900 square metres** of gross new industrial and warehousing floorspace are provided in Tameside over the period 2022 to 2042.

5.41 *Supply of new employment floorspace*

5.42 Office

- 5.43 The overall office supply for the period 2022 to 2042 is around 26,828 sqm of floorspace. This is comprised of:
- Gross completions between 1 April 2022 and 31 March 2025
 - Specific sites and allocations from the baseline land supply up to 2042
 - Strategic Regeneration Areas

¹⁷ GMCA15, 29 Nov 2022 - https://www.hwa.uk.com/site/wp-content/uploads/2022/10/Proposed-PfE-employment-land-requirement-calculation_Nov2022-1.pdf

Table 5.2 Overall Tameside office supply, all figures are sqm

Gross completions between 1 April 2022 and 31 March 2025	Specific sites and allocations from the baseline land supply up to 2042	Strategic Regeneration Areas	Total
1,843	5,478	21,350	26,828

5.44 The above table illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply and allocations from within this is not adequate to meet the overall identified requirement for new office floorspace in the borough by 2042. This would result in the provision of 7,321 sqm of gross office floorspace against a requirement for 42,100 sqm of gross office floorspace.

5.45 In light of this, it has been necessary to identify capacity within the Strategic Regeneration Areas, which are able to support the provision of a greater extent of floorspace within the supply, over the plan period, consistent with the spatial strategy.

5.46 **Industry and warehousing**

5.47 The overall industry & warehousing supply for the period 2022 to 2042 is around 279,498 sqm of floorspace. This is comprised of:

- Gross completions between 1 April 2022 and 31 March 2025
- Specific sites and allocations from the baseline land supply up to 2042
- Additionally allocated sites up to 2042

Table 5.3 Overall Tameside industry and warehousing supply, all figures are sqm

Gross completions between 1 April 2022 and 31 March 2025	Specific sites and allocations from the baseline land supply up to 2042	Additionally allocated sites	Total
5,535	255,418	24,080	279,498

- 5.48 Table 5.3 illustrates that, in numerical terms, taking into account delivery which has already occurred, that the existing baseline land supply and allocations are sufficient to meet the overall identified requirement for new industry and warehousing floorspace in the borough by 2042. This would result in the provision of 260,953 square metres of gross industry and warehousing floorspace against a requirement for 221,900 square metres of gross industry and warehousing floorspace.
- 5.49 However, meeting numerical needs alone is not enough. There is a need to demonstrate that the supply has sufficient flexibility to be able to show that it is viable and robust. There is a significant quantum of the supply which is predicated on the successful delivery at the quantum of floorspace envisaged at Ashton Moss, including Ashton Moss West as allocated through PfE and Ashton Moss East as proposed through this plan. Ashton Moss West does also not explicitly allow for logistics uses. Notwithstanding this, these two sites are the only large sites within Tameside able to compete on a Greater Manchester scale for inward investment and the larger floorspace requirements of high value sectors. Meeting the requirement would be dependent on reasonable delivery at both of these sites.
- 5.50 Aside from Ashton Moss there are only five available employment sites within the borough larger than 1.5 hectares, none of which benefit from the same direct links to Tameside's motorway corridors. Below this, there are a range of other smaller sites, which are generally considered infill plots within existing employment areas, and which are attractive to meeting local needs and will fill local supply gaps. However, these are considered unlikely to be particularly attractive to business in high value sectors seeking a prestige location and able to generate agglomeration with similarly high value occupiers. Nor do they provide realistic opportunities for the logistics sector.
- 5.51 Long term risk therefore exists against any under delivery of the projected supply, which places significant dependence upon both sites at Ashton Moss and provides limited longer-term opportunities for inward investment and some notable sectors. In light of this it has been necessary to identify five additional sites from within the urban area which are able to support the provision of a greater balance and flexibility of industry and warehousing opportunities over the plan period to achieve balanced inclusive growth and therefore the overall spatial strategy.

5.52 Overall Distribution of Development

- 5.53 A large proportion of new housing is directed to the south-eastern part of the borough to the broader neighbourhood of Hyde, principally because of

the two allocated sites within Places for Everyone, at both Godley Green and the South of Hyde.

- 5.54 In addition, and consistent with the spatial strategy, the borough's centres, their immediate inner suburbs and accessible locations are expected to be where large proportions of new homes come forward. These locations are well suited to delivering at higher densities, with good provision of public transport, enabling large numbers of new homes to be provided and the council has actively progressed masterplanning across many of them. Ashton-under-Lyne and Stalybridge in particular are locations where multiple opportunities exist and are located within the Eastern Growth Cluster alongside Droylsden and Hyde. However, several sites have also been identified outside of town centres and the inner suburbs but still within the urban environment more suited to providing houses. This will assist in providing balance within the residential supply to support the delivery of a range of homes, both apartments and houses, consistent with the Housing Needs Assessment and overall spatial strategy.
- 5.55 There is a general presumption that existing employment areas will continue to be protected and retained as such. The Tame Valley, from Mossley through to Denton, is particularly notable for the density of industry and warehousing premises. Industrial and warehousing opportunities are expected to continue to be directed around these traditional concentrations of employment, serving a typically local offer with prospects for existing businesses to expand and grow. These traditional employment areas have been bolstered by the designation of an employment allocation through Places for Everyone at Ashton Moss West and through this plan. The addition of new sites will support the longer-term requirement for inward investment opportunities in locations which are both attractive to the market, well located to provide much valued employment opportunities and will support continued investment in sustainable transport infrastructure, consistent with the overall spatial strategy.
- 5.56 The Employment Land Study does however identify six areas of former industrial land containing no or very few premises for employment uses, and that these should not be protected in the plan:
- a) Area including Car Park, Sub-Station and 7 and 5 Waggon Road, Mossley – 0.33 ha. Comprises infrastructure rather than employment premises.
 - b) Carrfield Mills (Christy Towels) and industrial premises to South East – 7.73 ha. Most of area has already been redeveloped for housing
 - c) Industrial area north of Canal, Ashton Hill Lane, Audenshaw which has already been fully redeveloped for housing.
 - d) Brookside Sidings – 7.86 ha. Operational railway infrastructure

- e) Cheshire St, Mossley (Plevins) – 4.09 ha. Redevelopment for housing appears likely.
- f) Queen Street, Mossley – 2.48 ha. Mostly vacant apart from a single office. This represents the main regeneration opportunity of Tameside.

5.57 Office development is directed primarily towards the borough’s municipal centre of Ashton-under-Lyne, with other centres making much more modest contributions, consistent with the overall spatial strategy. St. Petersfield within Ashton will continue to be an important location for potential new office floorspace. However, this has been supplemented by opportunities closer to the retail core of Ashton and around the multi modal Bee Network hub. The regeneration of the town’s shopping centres for example are likely to provide opportunities on upper floors. It is also expected that over the lifetime of the plan, modern industrial and warehouse units will include an office component, supplementary to primary operations as businesses seek to combine their functions on one site.

5.58 *Accommodation for gypsies and travellers and travelling showpeople*

- 5.59 The last gypsy and traveller accommodation assessment (GTAA) undertaken across Greater Manchester, including for Tameside, covered the period between 2023 and 2041. Table 7.6 of that assessment identified a minimum requirement for three additional gypsy and traveller pitches in Tameside. The study did not update the assessment of the accommodation needs of travelling showpeople, relying instead on the Greater Manchester Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Update from 2018, which identified a need for one additional plot for showpersons in Appendix C to meet needs up to 2036.
- 5.60 To understand the needs for both gypsies, travellers and showpeople up to 2042, the council commissioned a Tameside Gypsy, Traveller and Travelling Showpeople Accommodation Assessment Addendum to ensure that the housing needs of all groups are assessed and planned for up to the end of the plan period and to assess the ability of existing sites within the borough to accommodate these needs.
- 5.61 Table ES1 of the Addendum shows that up to 2042 there is a need for two additional gypsy and traveller pitches across Tameside. No pitches are required in the first five years, with two needed in the longer-term. This change reflects updated occupancy of the already authorised site in Tameside.

- 5.62 The Addendum also identifies a need for five additional travelling showperson plots over the same period. This is higher than the GTTSAA 2018 figure due to updated demographic data on households living across all showperson yards and consideration of the period up to 2042.
- 5.63 The Addendum anticipates both elements of the identified need can be met within existing authorised sites in Tameside. It recommends that the Local Plan include policy-based criteria to guide future planning applications for this type of accommodation, should new households move into the borough, as has been reflected through Policy HSP-H6 within this plan.

5.64 Spatial Strategy and Neighbourhood areas in Tameside

- 5.65 Taking into account Places for Everyone, its content, the spatial strategy context, and the key diagram outlined above, this plan includes policies covering the following:

Growth Priorities

- Policy HSP S2A: Eastern Growth Cluster
- Policy HSP S2B: Ashton Mayoral Development Zone
- Policy HSP S2C: Hyde Triangle

Neighbourhood Areas

- Policy HSP S2D: Ashton-under-Lyne
 - Policy HSP S2E: Audenshaw
 - Policy HSP S2F: Denton
 - Policy HSP S2G: Droylsden
 - Policy HSP S2H: Dukinfield
 - Policy HSP S2I: Hyde
 - Policy HSP S2J: Longdendale
 - Policy HSP S2K: Mossley
 - Policy HSP S2L: Stalybridge
- 5.66 Figure 5.1 below shows the neighbourhood areas of Tameside, defined by combinations of ward boundaries but also reflective of more localised functional geographies. As set out within chapter 1, the application of the spatial strategy, allocations identified and strategic regeneration areas within this plan are set out within the neighbourhood policies including, where relevant, specific criteria for the development of sites. The allocation policies should be read alongside other policies in Tameside's development plan; this includes Places for Everyone alongside the other policies within this plan.



Figure 5.1 Tameside's Neighbourhood Areas

Policy HSP S2A: Eastern Growth Cluster

The economic role of the Eastern Growth Cluster will be protected and enhanced, with sustainable development driving significant growth in job opportunities across the area.

A particular focus will be placed on maximising the use of suitable previously developed land through urban regeneration in the centres of Ashton, Stalybridge, Hyde, and Droylsden. This will strengthen their roles, diversify the offer, and be complemented by the allocation of development sites and the identification of Strategic Regeneration Areas to boost economic opportunities.

Improving accessibility by public transport, cycling, and walking will be a priority to enhance connectivity and support investment in new key employment opportunities. Infrastructure provision, including enhanced orbital connectivity through the expansion of the Bee Network, will enable growth both within and beyond the Eastern Growth Cluster, creating additional opportunities to increase resident employment and reduce deprivation.

5.67 Reasoned Justification

5.68 Greater Manchester Growth Locations

5.69 The GMCA Growth Locations have been formed to accelerate growth across Greater Manchester, unlock the full potential of the city region and enhance its competitiveness against top performing international cities. Central to the Growth Locations plan is the drive to boost competitiveness across Northern and Eastern Greater Manchester consistent with PfE, whilst maintaining and deepening the competitiveness of the centre and south.

5.70 Six Growth Locations have been identified across Greater Manchester, each with both brownfield and greenfield land for housing, employment and industrial growth. Future GMCA funding and investment will be targeted at opportunities within the six GM Growth Locations to bring forward the sites identified as having the highest potential to boost the regional economy and bring benefits to all 10 boroughs.

5.71 The Eastern Growth Cluster Location

5.72 Providing the connection between need and opportunities in the east of the Greater Manchester conurbation, the Eastern Growth Cluster will create a significant new employment engine in Tameside. The Ashton Mayoral Development Zone and Ashton Growth Corridor will achieve this by aligning public and private sector investment to deliver the key development opportunities of Ashton Moss and Ashton Town Centre.

5.73 Development in the Cluster will build upon Tameside's existing strengths in advanced materials and manufacturing of coatings, plastics and textiles. The Eastern Growth Cluster can also take advantage of the borough's city region-leading digital connectivity, which puts advanced broadband infrastructure near the borough's industrial premises and its housing. The existing road, tram, and rail transport assets in the area offer excellent transport links which are being expanded further through the Bee Network and the proposed Rochdale-Oldham-Ashton Quality Bus Transit scheme.

5.74 To ensure local centres are adapting, developing, and reflective of their communities, the investment planned for the town centres of Ashton-under-Lyne, Hyde, Droylsden and Stalybridge will transform the retail and culture offers in these centres. Residents will enjoy the benefits of modern and well utilised town centres, which are physically and digitally connected to the sustainable employment opportunities being created, and the improved public transport connectivity.

- 5.75 The development of new high-quality, sustainably designed, homes at Godley Green Garden Village as allocated through Places for Everyone offers an opportunity to deliver a new sustainable garden settlement of beauty and great design that sensitively evolves around existing communities and landscape.
- 5.76 Through close collaboration and joint development with residents, the borough's Further Education institutions and improved links to the city region's universities, skills provision and investment will be developed and expanded to support residents of some of Tameside's most deprived communities, through supporting skills, training and access to the employment opportunities being created.

Policy HSP S2B: Ashton Mayoral Development Zone

Ashton will continue to serve as the borough's municipal and principal town centre and will be significantly strengthened in this role. Ashton will remain the primary focus for business, retail, leisure, cultural, and tourism activities, ensuring its position as a competitive destination within the city region. Connectivity will be enhanced both within the borough and to key locations including Manchester city centre, Stockport, Oldham, and the airport, supporting accessibility and sustainable travel choices.

It will see the delivery of a significant number of new homes where development will generally be of a high-density, reflecting its strategic importance, urban character and access to the Bee Network. Ashton Moss and St Petersfield will be major employment locations, alongside new clusters around the train station, providing a diverse range of commercial accommodation to capture growth across key economic sectors and employment opportunities for residents across Tameside, reducing the need to travel outside the borough for work, and contributing to economic growth and reduction of deprivation.

Ashton will be a priority location for investment in infrastructure. This will include significant improvements to Ashton rail station delivering a modern travel hub.

Enhancements to the Market Square, surrounding public realm, walking and cycling facilities, and green infrastructure will improve local character and environmental quality in a manner that safeguards and enhances the town centre's historic environment and heritage assets.

Collectively these improvements will enable Ashton to compete effectively for investment, businesses, skilled workers, and residents at a city region scale.

5.77 Reasoned Justification

5.78 Ashton Mayoral Development Zone

5.79 The Ashton Mayoral Development Zone (AMDZ) was approved in September 2023 and brings together Tameside Council, the Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester, Homes England and the private sector to work in partnership to deliver a joined-up approach to realising the full potential of Ashton.

5.80 The AMDZ will create aspirational opportunities that retain and attract talent and will home-grow skills. Building on strong industry foundations in digital, creative and manufacturing, Ashton will be integral to Greater Manchester frontier sector innovation. In a well-connected place that has beautiful surroundings, the AMDZ will create a thriving, highly sustainable ecosystem, supported by a revitalised town centre and high-quality homes for all, making it a fantastic place to live, work and learn.

5.81 In October 2021, the council was successful in securing £20m from the Levelling Up Fund (LUF) for Ashton Town Centre. The specific interventions being funded via the LUF are critical to unlocking the comprehensive redevelopment of the Town Centre as well as helping to deliver a catalytic economic and social impact for the local community. The works being funded are focused on: Improvement works to Ashton Town Hall façade, redevelopment of Ashton Market Square and surrounding areas that will create a high-quality civic space for markets, events and other activities, and land remediation/infrastructure works on the former Interchange site.

5.82 Ashton Moss

5.83 Ashton Moss is a strategic employment site located on the edge of Ashton-under-Lyne Town Centre in close proximity to Junction 23 of the M60 Manchester orbital motorway. Ashton Moss is split into two definable areas, Ashton Moss East (AME) (also known as Plot 3000) and Ashton Moss West, as allocated within Places for Everyone, collectively extending to 70 hectares in total. The Ashton Moss Innovation Park Development Framework has been prepared by the council working with the private sector landowners and approved by the council as an investment, planning and economic tool that will assist in driving forward development of the sites.

5.84 **Ashton Town Centre**

5.85 As part of the vision to diversify Ashton Town Centre to increase visitors and footfall, an improved residential offer is needed to attract higher income residents, businesses and retain the existing population. A Town Centre Vision & Spatial Framework has been prepared to bring together the suite of existing masterplans and proposals which have been assembled by the council over recent years. The Framework has developed these further to ensure a consolidated vision and flexible spatial portrait to help guide the Ashton Regeneration Partnership procurement process and towns regeneration programme. The Framework will provide a consolidated regeneration vision for Ashton Town Centre and set out the portfolio of regeneration sites, which are envisaged to support the regeneration programme and an analysis of 'early win' opportunities which could allow the council to progress a small tranche of sites separately to the Ashton Regeneration Partnership to support short-term delivery.

5.86 **St Petersfield**

5.87 The approved St Petersfield Masterplan identifies nine development opportunities that will contribute to the regeneration of one of Greater Manchester's most deprived wards as well as bringing new jobs and homes to the area with placemaking at the heart of the vision. The masterplan includes proposals for a mix of uses including new homes, commercial and office floor space, hotel space, food and drink establishments, and public realm improvements aimed at encouraging vibrancy in this key destination. The council is open to considering what balance of land uses come forward, with the potential for a greater emphasis on residential development, whilst ensuring office space is delivered for a range of expanding businesses in the borough and beyond. The council owns all the sites earmarked for development and is in a very strong position to drive this development.

Policy HSP S2C: Hyde Triangle

Development of the Hyde Triangle, located within the Eastern Growth Cluster, shall deliver transformational change through three key locations, Hyde Town Centre, Godley Green Garden Village, and Hattersley.

Proposals will support a significant increase in the residential offer, including 2,150 new homes at the Godley Green strategic allocation as the council's flagship residential development project, alongside

providing opportunities for town centre living in Hyde, increasing footfall and opportunities for local spend.

Hyde Town Centre itself will be a location of significant investment with opportunities to accommodate new office and workspace provision, alongside new homes. Improved public realm and connections to bus and rail hubs will capture growth across key economic sectors and promote use of the Bee Network. Redevelopment of the indoor shopping centre and surrounding surface car parks could improve permeability, wayfinding and provide a new environment for town centre living.

In Hattersley, regeneration efforts which have shown to have greatly enhanced the area shall continue, whereby the final phase of the relocated District Centre, as defined by the revised town centre boundary shall be completed, new play spaces, natural spaces, and gateways are to be completed and connectivity between Hattersley and Godley Green shall be strengthened through a new multi-user bridge and step-free access provided to Hattersley Station.

5.88 *Reasoned Justification*

5.89 The Hyde Triangle brings together three strategic locations within the Eastern Growth Cluster:

5.90 Hyde Town Centre

5.91 A masterplan was approved by the council's Executive Cabinet in March 2024 and includes a vision, objectives and interventions to regenerate the town centre. Since the masterplan's approval, the town centre was selected to be part of the government's High Street Task Force and subsequent funding via the Hyde Accelerator Programme. The Hyde Accelerator Partnership was formed comprising a private sector Chair, local ward members and key representatives from the town centre including local businesses. The council are currently seeking other external grant funding opportunities in order to deliver further improvements in the town that support regeneration aspirations.

5.92 Hattersley Regeneration Programme

5.93 The regeneration of Hattersley is being driven by a partnership between Tameside Council, Onward Homes and Homes England. Hattersley has seen, over a number of years, a range of regeneration efforts which have been shown to have greatly enhanced the area and has recently received £20m of Pride of Place funding. The quality of housing stock has been improved, both upgrading existing stock and construction of new housing;

- improvements have been made at the railway station; and a new local community centre or 'Hub' has also been opened which employs over 100 people.
- 5.94 Overall, Onward Homes has demolished 900 properties, refurbished 1,475 and built 155 new homes, and private sector partner Barratt Homes has completed 692 homes for private sale in Hattersley, which was one of the top selling Barratt sites in the country.
- 5.95 Developer Maple Grove is currently working with Onward to complete the final phase of the District Centre in 2026, which includes an Aldi store, a Costa drive through and a parade of trade counter units.
- 5.96 Barratt Homes have contributed £4million into a fund that is enabling Onward Homes and Tameside Council to provide public realm infrastructure, such as playgrounds and improvements to natural spaces, gateways and parking.
- 5.97 The newly refurbished ticket office at Hattersley Station is providing a much-improved passenger experience and facility. Work is ongoing to identify funding and delivery options for improved access to the station platform.
- 5.98 **Godley Green Garden Village**
- 5.99 MADE Partnership and Tameside Council have entered into an Exclusivity Agreement to work together to provide a masterdeveloper vehicle to deliver the Godley Green Garden Village as allocated through Places for Everyone. Godley Green Garden Village is Tameside Council's flagship project, one of the largest in Greater Manchester, with the potential to bring 2,150 much-needed homes to the area.
- 5.100 MADE Partnership is a joint venture between Barratt Redrow plc, Homes England, and Lloyds Banking Group, established to provide the expertise, vision, and financial capacity necessary to deliver large-scale and complex developments such as Godley Green. MADE Partnership's agreement with Tameside Council is its first deal to be announced since launching in September 2024 and it follows MADE Partnership's recent unconditional acquisition of land at the development.
- 5.101 During the initial period of exclusivity, MADE Partnership and Tameside Council will work with the site's existing developers and landowners to agree a comprehensive master development strategy for the site. Both organisations will seek to conclude negotiations on the final terms of their master development partnership in early 2026.

- 5.102 The partnership will be responsible for overseeing and managing the development of the garden village, taking responsibility for the overall vision and strategy, and coordinating the wide range of stakeholders involved. It will fund and install the primary and community infrastructure, create serviced parcels of land for housebuilders, deliver an ambitious social value strategy and ensure robust long-term stewardship is put in place.

Policy HSP S2D: Ashton-under-Lyne

The vision for the Ashton neighbourhood up to 2042 is to:

1. Support the transformation and enhancement of Ashton's role as the borough's main town centre, taking full advantage of its locational assets including access to rail, Metrolink and the M60 motorway into a vibrant place that fulfils its potential.
2. Support significant infrastructure improvements in and around Ashton train station to deliver a modern travel hub.
3. Deliver a net increase of around 2,230 new homes across Ashton, including a significant focus on delivering apartments within Ashton town centre, boosting the resident population.
4. Support a masterplanned approach to the employment-led mixed-use development of St Petersfield.
5. Support a masterplanned approach to the redevelopment of the town centre areas around the Arcades and Ladysmith shopping centres for mixed-use development including new office, leisure and residential uses.
6. Conserve and enhance the distinctive historic character of the town centre conservation area, supporting the re-use of the Grade II listed Ashton Town Hall as a community and civic hub, having regard to surrounding designated heritage assets.
7. Conserve and enhance heritage assets within the Portland basin conservation area.
8. Accommodate major improvements in Metrolink infrastructure, facilitating expansion to Stockport and beyond.
9. Support the growth of the leisure, tourism and recreational roles of Park Bridge and Richmond Street in a manner that recognises their existing offer, location within the Green Belt and potential connections with adjacent communities and regeneration priorities in both Manchester and Oldham.

5.103 Reasoned justification

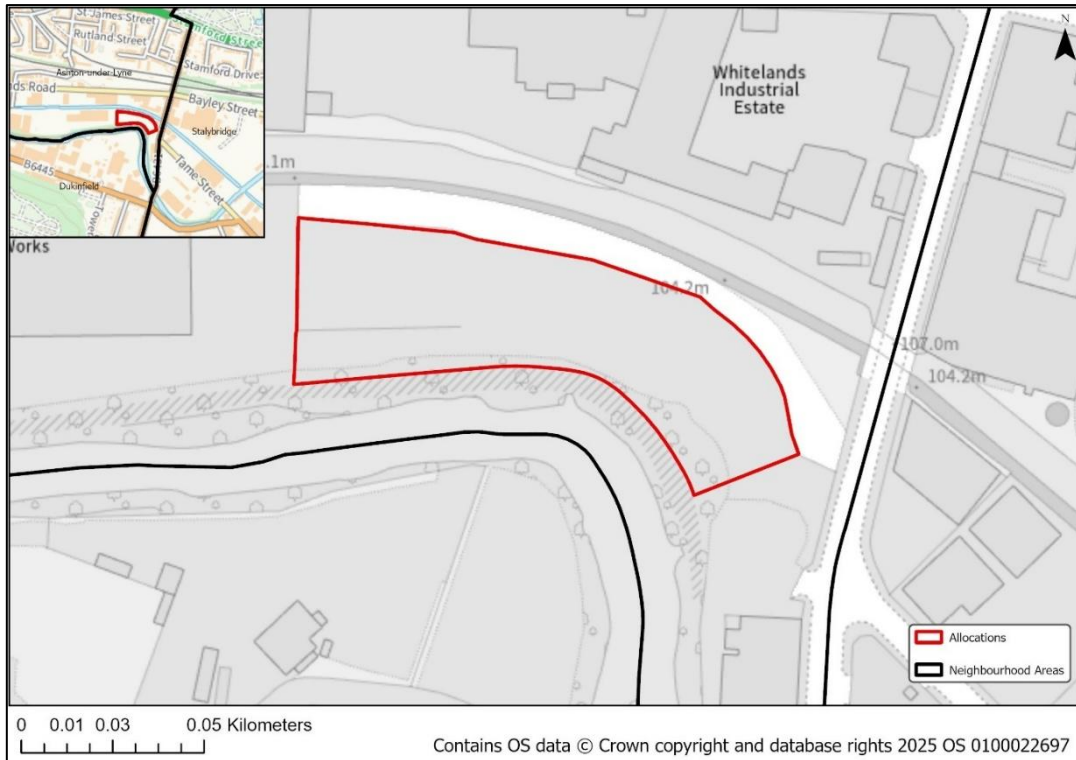
- 5.104 The Ashton neighbourhood area contains Ashton Town Centre, the borough's municipal hub and principal town centre. It has amongst the best transport links of any part of the borough, a major Bee Network hub, Ashton town centre brings together bus, Metrolink and rail, boasting a strong public transport offer. Ashton is also well connected nationally through the motorway network. As a result, it has strong functional links both within and beyond the borough. Consequently, the area has significant potential to take full advantage of its well-connected location.
- 5.105 The relocation, concentration and continued expansion of educational establishments within the centre continue to drive footfall. However, over recent years the centre has struggled with empty shops and an overall lack of investment despite significant potential. To halt this decline and take advantage of the significant opportunities, in February 2025, the Ashton town centre masterplan¹⁸ was launched following extensive consultation, identifying the need to create an ambitious but deliverable mixed-use residential-led masterplan for the heart of the town.
- 5.106 Public realm driven, the first phases of development have already commenced with redevelopment of the market square well underway. Further funding has been secured to deliver adjacent phases of public realm enhancements, maximising the opportunities and benefits presented by the works being undertaken.
- 5.107 Potential redevelopment of the town's two shopping centres and adjacent vacant sites means there is substantial scope to deliver a significantly higher number of dwellings than that identified within this policy to come forward in the neighbourhood area. However, it will be important that this is achieved sensitively and that the town's historic character and heritage is protected and enhanced, including bringing back into active use Ashton Town Hall. (see cabinet report on Ashton TH).
- 5.108 St Petersfield forms the town's western gateway and currently hosts a range of occupiers such as the Magistrates court, Ashton Old Baths and Ashton Primary Care Centre. Although the area has benefited from development in recent years, a large proportion of St Petersfield comprises cleared sites and temporary surface car parking. There is a real opportunity to provide an exemplar urban regeneration project building on the successes of existing occupiers as identified within the St Petersfield masterplan.
- 5.109 Ashton-under-Lyne Railway Station is a key asset for the town, joining Bee Network Rail by December 2026. The station provides suburban

¹⁸ Ashton-under-Lyne Town Centre Masterplan, February 2025

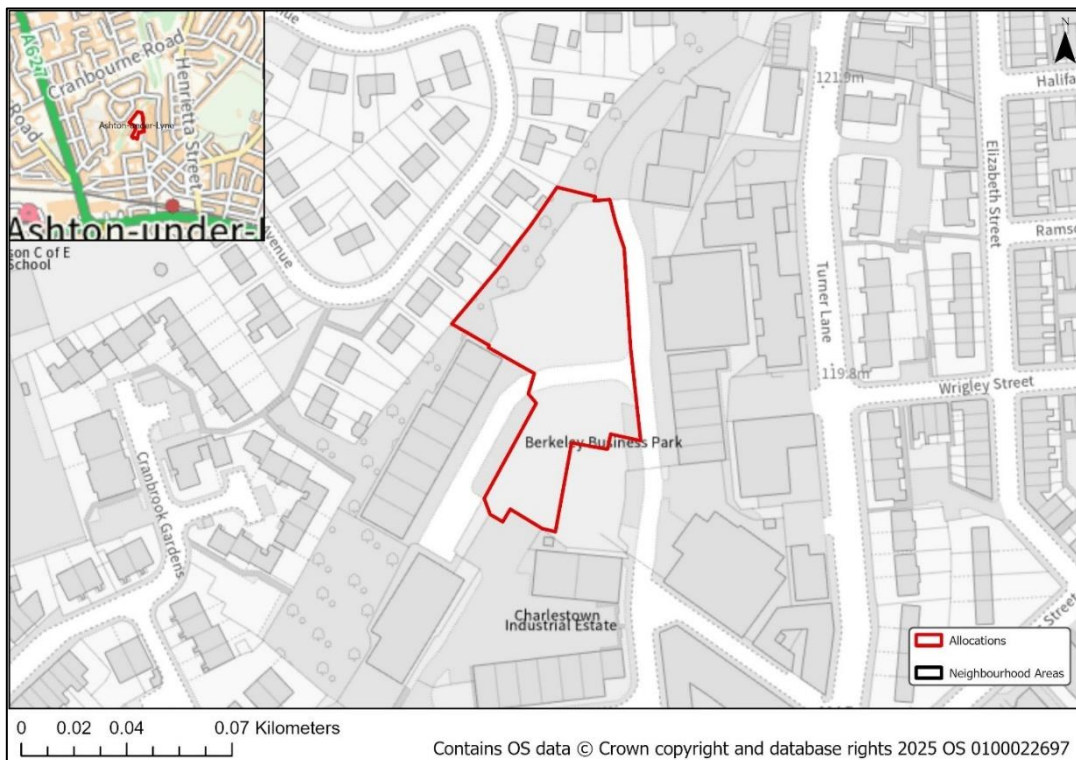
connectivity to the rest of the city region and supports multi-modal journeys, with the interchange – bus and Metrolink – only a short walk from the railway platform.

- 5.110 However, Ashton’s railway station is not delivering to its full potential and represents a significant growth opportunity. Wellington Road and the Albion Way provide a convenient route for motorists, but present those walking, wheeling, cycling and taking sustainable modes of transport with major severance between the station and town centre. The quality of public realm is poor, and multiple crossing stages disincentivise multi-modal journeys.
- 5.111 An enhanced Ashton Rail Hub, as identified within the consultation draft 2050 Local Transport Plan, will improve connectivity both to and from the station and between the station and other modes of transport, serving as a welcoming gateway to both Ashton and the broader borough.
- 5.112 Further to this, key is the further integration of sustainable modes of transport into the Bee Network and the delivery of orbital strategic links between Ashton and the city region. This strategic, orbital vision includes Rapid Transit, in the form of a tram-train option using the Denton line and Greater Manchester’s Strategic Cycle Network both to Stockport and Oldham. The provision of safe, high-quality, off-road and on-road infrastructure, as well as a new walking and wheeling viaduct at Park Bridge, will support physical activity, economic activity, and ultimately drive sustainable growth.

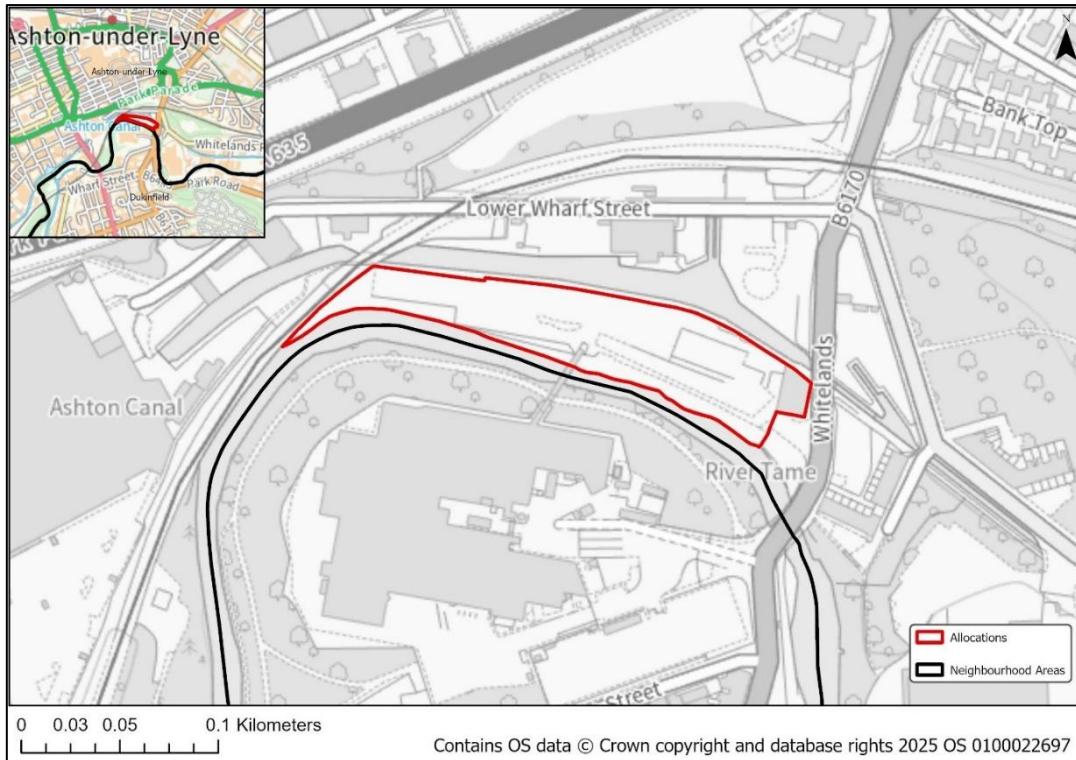
5.113 *Development allocations*



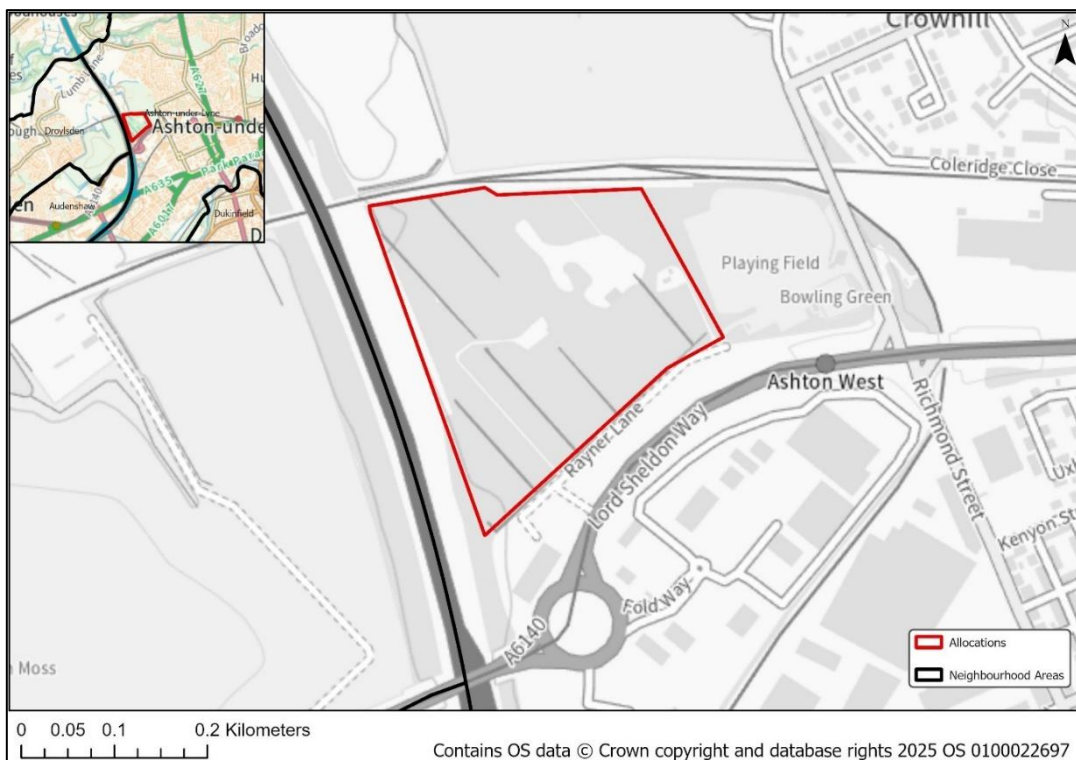
HSP S2D: Allocation 1: Clarence Street (0.51 hectares): for around 2,040 sqm of employment uses



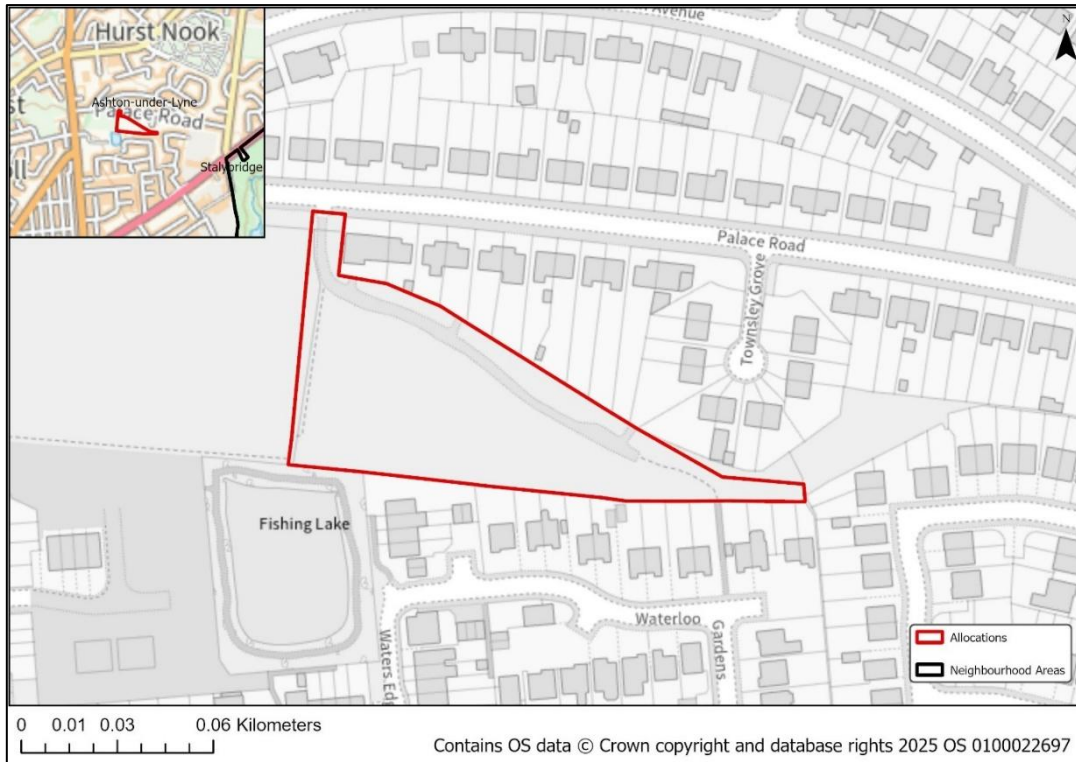
HSP S2D: Allocation 2: Berkeley Business Park (0.39 hectares): for around 1,816 sqm of employment uses



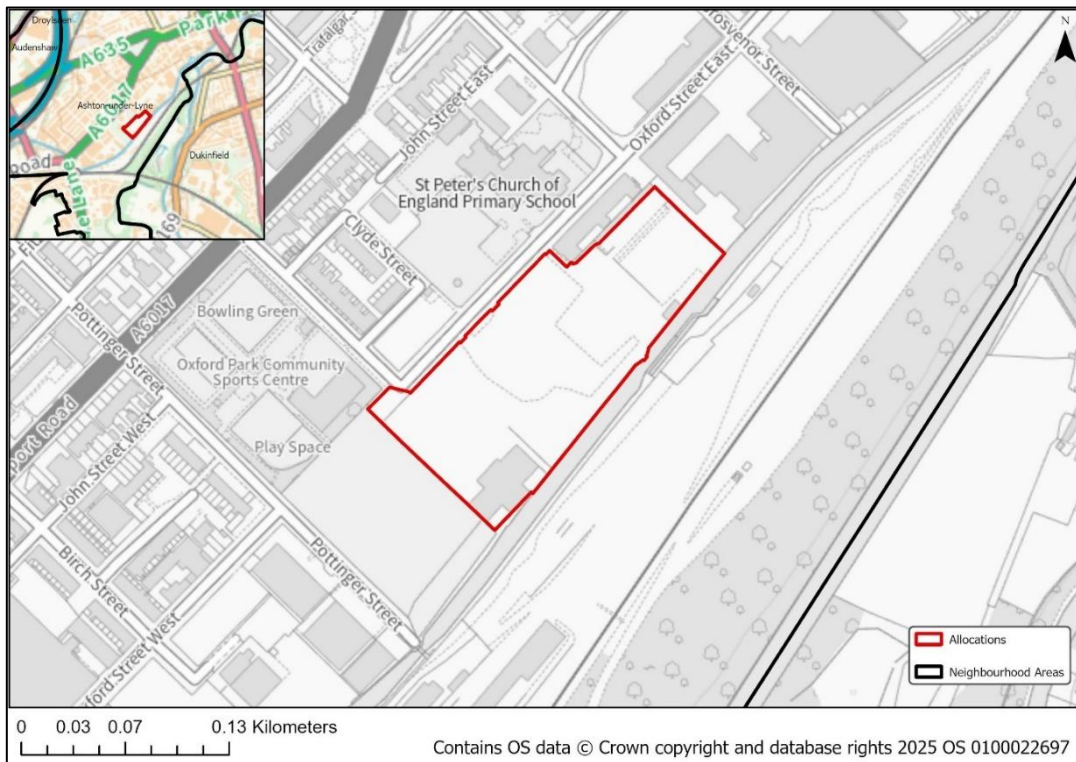
HSP S2D: Allocation 3: Conduit Street (0.85 hectares): for around 3,400 sqm of employment uses



HSP S2D: Allocation 4: Ashton Moss East (8.21 hectares): for around 22,568 sqm of employment uses

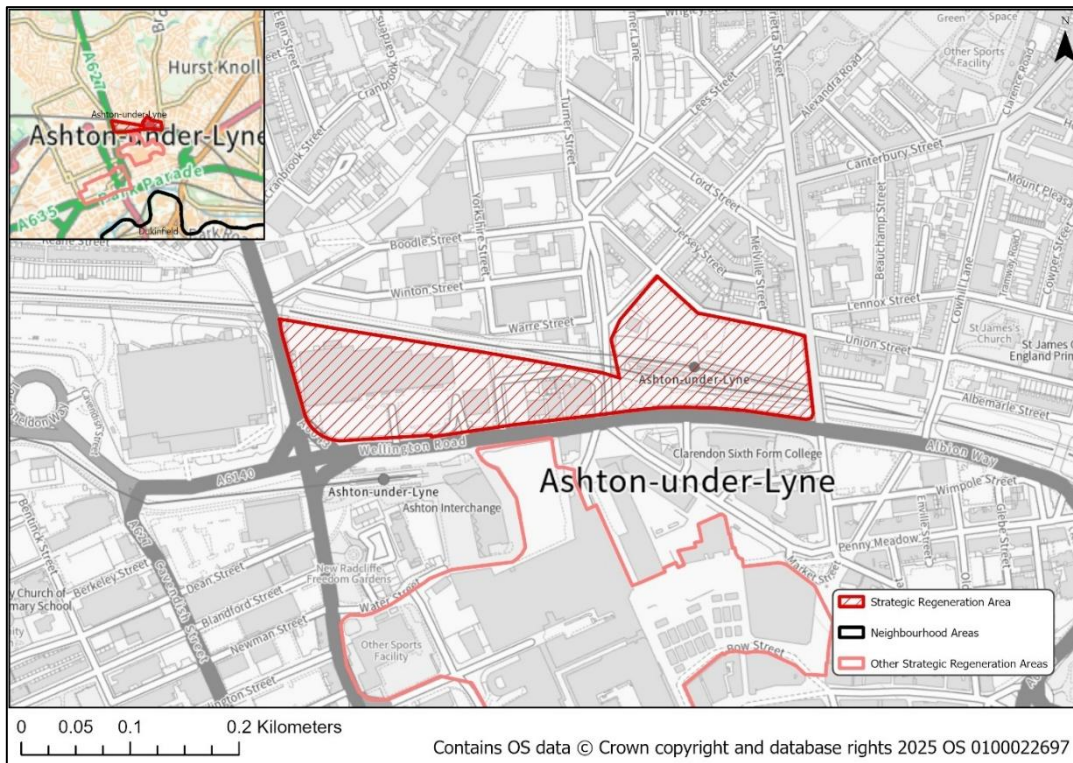


HSP S2D: Allocation 5: Palace Road (0.58 hectares): for around 20 new homes

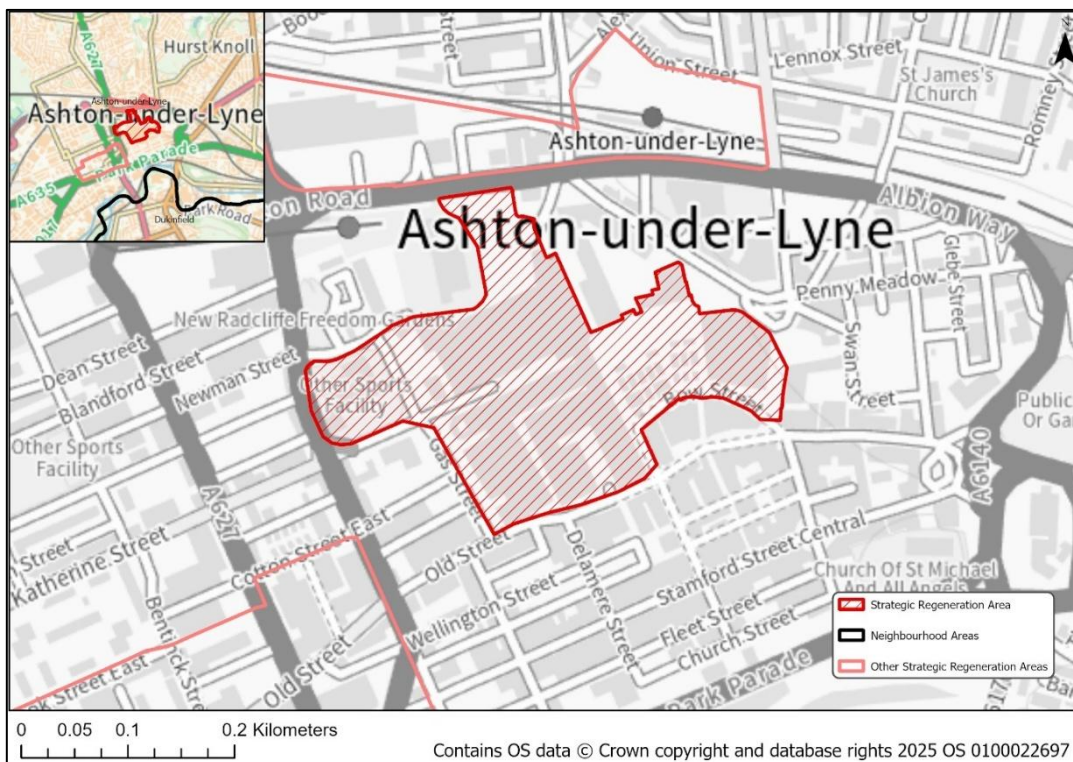


HSP S2D: Allocation 6: Oxford Street East (1.93 hectares): for around 7720 sqm of employment uses

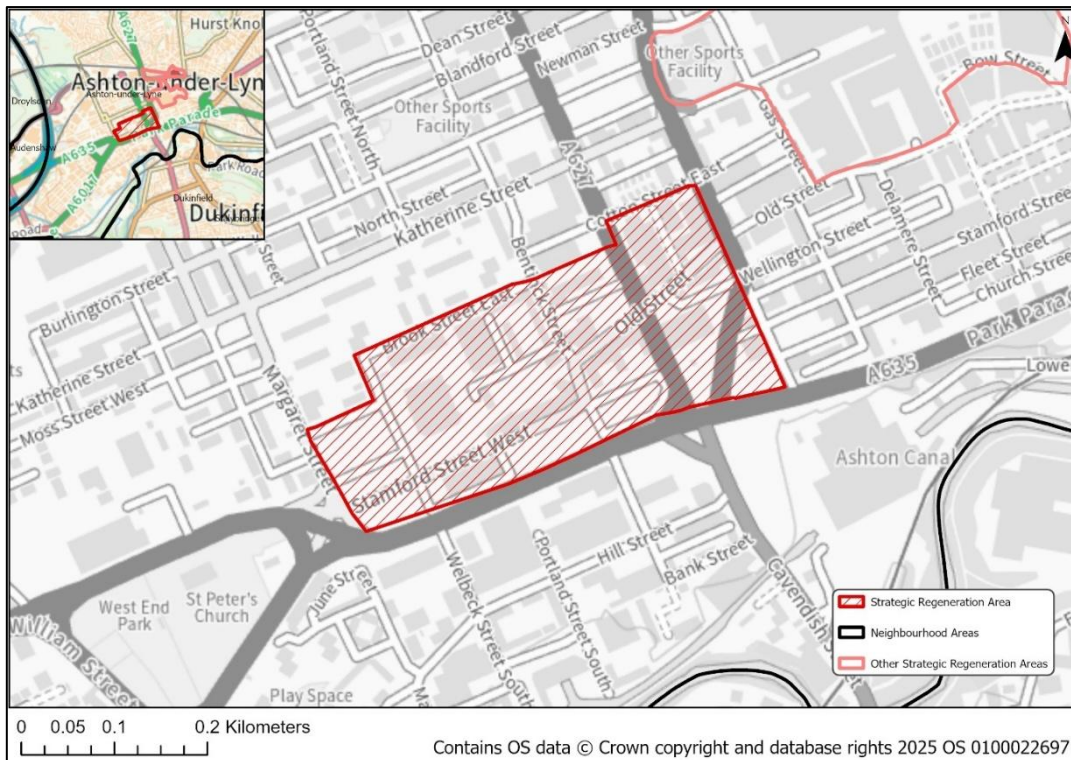
5.114 Strategic Regeneration Areas



HSP S2D: Strategic Regeneration Area 1: Ashton North



HSP S2D: Strategic Regeneration Area 2: Ashton Central



HSP S2D: Strategic Regeneration Area 3: St Petersfield

Policy HSP S2E: Audenshaw

The vision for the Audenshaw neighbourhood up to 2042 is to:

- 1. Support the transformational redevelopment of the disused parcel of land adjacent to the Audenshaw Metrolink stop, enhancing connectivity to Ryecroft Hall and its surrounding park.**
- 2. Conserve and enhance the area's heritage assets including the Grade II listed Ryecroft Hall as the neighbourhood's municipal centre and primary cultural asset.**
- 3. Deliver a net increase of around 290 new homes across Audenshaw.**
- 4. Recognise the role of the Snipe Retail Park as an out-of-centre location for bulky goods retailing of boroughwide importance, commensurate with national planning policy in protecting Tameside's designated town centres.**
- 5. Support significant enhancements in pedestrian and cycle connectivity across Audenshaw, maximising the use of the Canal network as a recreational route connecting Audenshaw to both Droylsden and Ashton, alongside other assets, reducing severance, working with partners to improve its ongoing management and maintenance.**

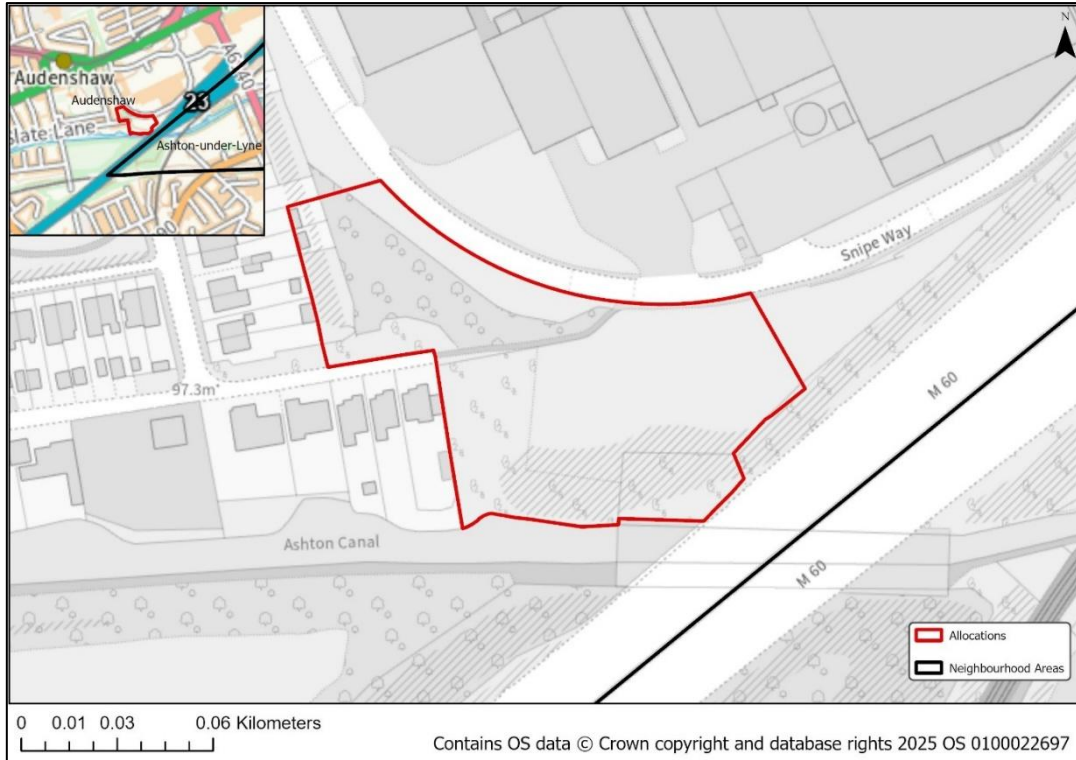
- 6. Support the delivery of a broad mix of housing, making the most of the attractiveness of Audenshaw as a family housing market.**
- 7. Work with partners to explore opportunities to secure access to Audenshaw reservoir and potential for this to become a leisure asset of boroughwide importance.**

5.115 *Reasoned justification*

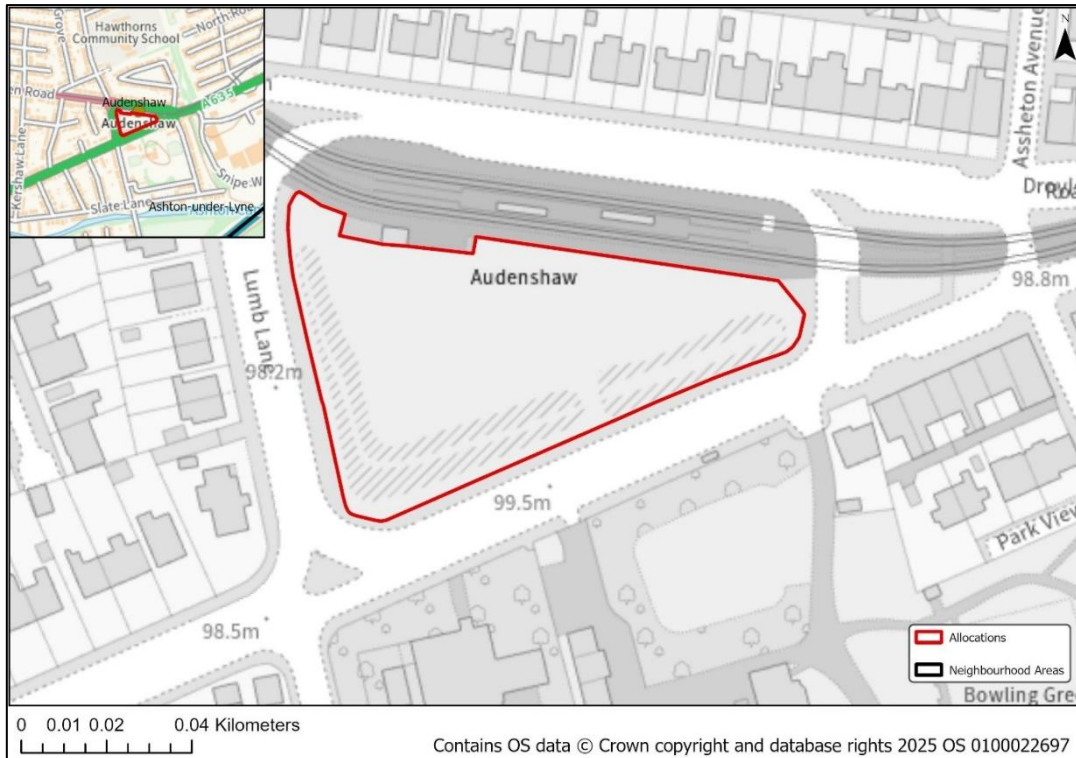
- 5.116 Audenshaw is strategically located approximately 4.9 miles east of Manchester city centre and 1.7 miles west of Ashton-under-Lyne. The area benefits from strong arterial routes and excellent transport connectivity, including the M60 motorway, A635, Fairfield railway station, Metrolink services, and a comprehensive bus network. These links enable residents to access employment and education opportunities across Tameside and Greater Manchester, supporting socio-economic growth.
- 5.117 The area's physical layout is shaped by major infrastructure, including the Ashton Canal, local reservoirs, M60 motorway and key arterial roads. As large physical barriers these features present challenges to the general permeability of the area. However prioritising walking and cycling through improvements to public realm, upgraded pedestrian routes, and transformational transport schemes will help tackle congestion and support improvements in air quality.
- 5.118 Educational establishments in and adjacent to Audenshaw drive housing value, particularly Audenshaw Highschool for boys and Fairfield Highschool for girls, which alongside the area's strategic connectivity make this a desirable location for family housing.
- 5.119 The linear feature of the Ashton Canal presents a significant asset, offering biodiversity value, access to green space, and strategic active travel connections to neighbouring towns. The canal corridor presents an opportunity to strengthen green and blue infrastructure, improve biodiversity, and promote sustainable travel.
- 5.120 In terms of retailing, the Snipe Retail Park is of boroughwide importance and provides substantial levels of retail floorspace albeit in an out-of-centre location. Primarily serving the bulky goods comparison market it is located adjacent to junction 23 of the M60 motorway. More local retail and services are typically clustered around key nodes such as at Droylsden Road around the Audenshaw Metrolink stop and at the junction of Guide Lane and Stamford Road at the Sun Inn, which primarily host convenience stores, hot food takeaways, and small-scale amenities.
- 5.121 The Grade II listed Ryecroft Hall and its surrounding park provide the community focus and civic function to the centre of Audenshaw where land

between it and the Metrolink provide a development opportunity to enhance the character of this area.

5.122 *Development allocations*



HSP S2E: Allocation 1: Ashton Canal (0.93 hectares): for around 65 new homes



HSP S2E: Allocation 2: Audenshaw Tram Stop (0.51 hectares): for around 36 new homes

Policy HSP S2F: Denton

The vision for the Denton neighbourhood up to 2042 is to:

1. Deliver a net increase of around 710 new homes across Denton.
2. Working with partners, support existing employment uses clustered to the east of Denton Island with the longer-term reconfiguration of Junction 24 of the M60 motorway.
3. Support public realm and highways improvements in and around Denton town centre, increasing pedestrian permeability, high street spend and a more attractive shopping environment.
4. Maximise opportunities to reduce severance which the M67 east west axis presents, delivering solutions that are both safer and more attractive with improved north south pedestrian and cyclist bridge infrastructure.
5. Embrace Denton's food and beverage offer with a public realm that supports an al fresco offer and events in the town square.
6. Continue to work with TfGM to enhance bus and active travel connectivity particularly to Denton's suburbs.
7. Be supportive of positive strategies which protect, enhance and deliver the sensitive restoration and long-term future of the Grade

II* Listed Hyde Hall, currently identified as being in a very bad condition on the Heritage at Risk Register.

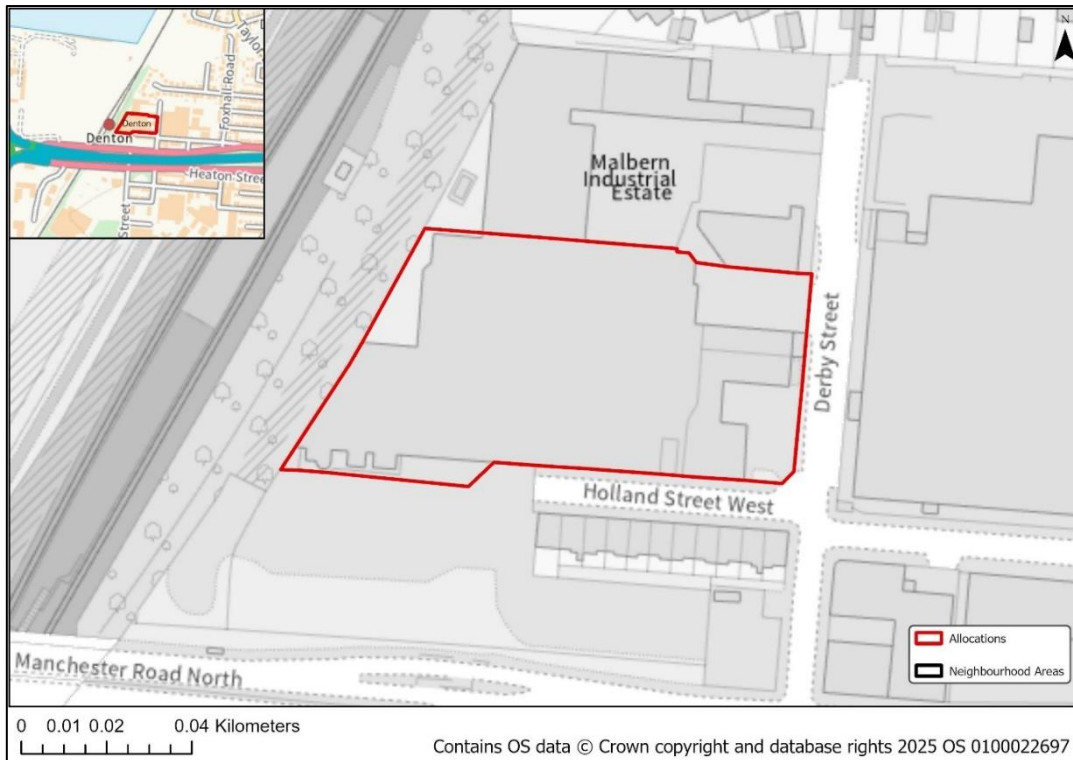
- 8. Protect the distinct character of the Tame Valley and Haughton Dale, unlocking investment in active travel links to high-quality greenspace with onward connections to Hyde, Reddish, Stockport, Guide Bridge and Ashton.**

5.123 *Reasoned justification*

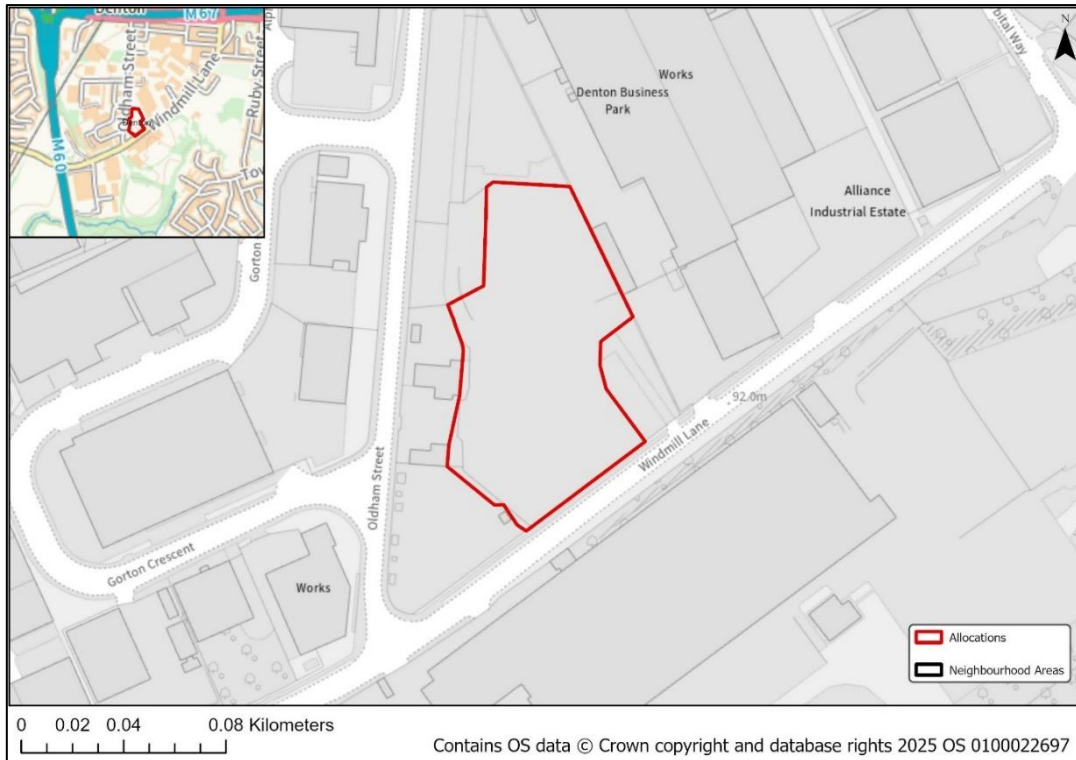
- 5.124 Denton as a neighbourhood area extends from Haughton Green in the south to Hooley Hill in the north, and from the Hyde boundary in the east to the Reddish boundary in the west. The area benefits from a high-quality landscape and environmental assets, providing access to greenspace and opportunities for active lifestyles.
- 5.125 Denton is strategically positioned approximately 5 miles from Manchester City Centre and 2 miles from Ashton-under-Lyne. The M60 and M67 corridors provide strong vehicular connectivity, supporting economic activity and some of the borough's strongest performing clusters of employment uses, although these routes do also act as barriers to movement and the connectivity of communities.
- 5.126 There is potential to unlock rapid transit systems; metro-link extension; urban decking on the M67; safety and cyclability highway infrastructure; and improved links between the Peak Forest Canal, Woodley, and Hyde.
- 5.127 Furthermore, minor investment in active travel links could deliver high-quality greenspace with onward connections to Hyde, Reddish, Stockport, Guide Bridge and Ashton. This all has great potential to decrease the traffic along major arteries, reduce short-distance travel and better connect the wider suburbs of Denton to the town centre.
- 5.128 Crown Point Retail Park provides a range of retail and public services; however, its prominence has presented challenges to the core of Denton's town centre which has been successful in re-inventing itself, having a strong food and beverage offer. Denton has strengthened its town centre in recent years with investment in the Wellness Centre at its heart providing a range of leisure activities and has all the core components of a vibrant and healthy centre, including its town centre park and a number of convenience retailing opportunities at Morrisons, Lidl and more recently Aldi.
- 5.129 To the south, beyond Haughton Green, the Tame Valley provides a strategic recreation route between Tameside and Stockport, valued for its openness, tranquillity and supporting a range of recognised biodiversity and geodiversity assets.

5.130 Through targeted investment in sustainable transport, town centre regeneration, housing delivery, and socio-economic initiatives, Denton will evolve as a connected, vibrant, and inclusive neighbourhood, supporting both environmental and economic sustainability.

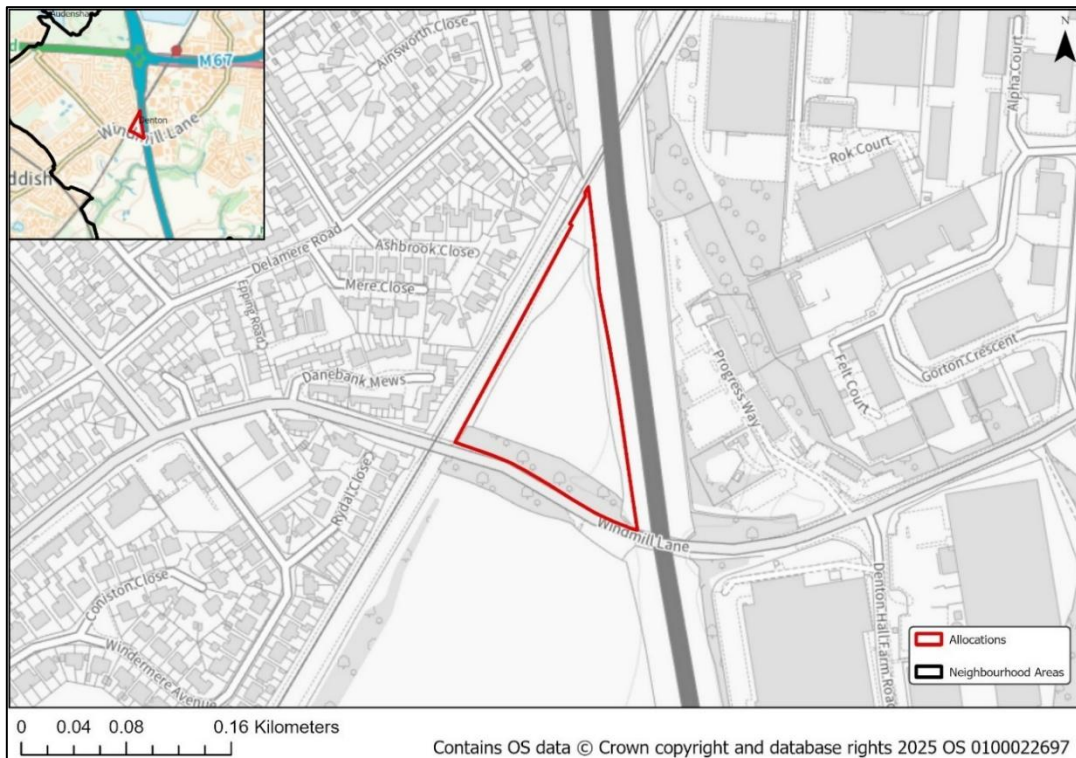
5.131 *Development allocations*



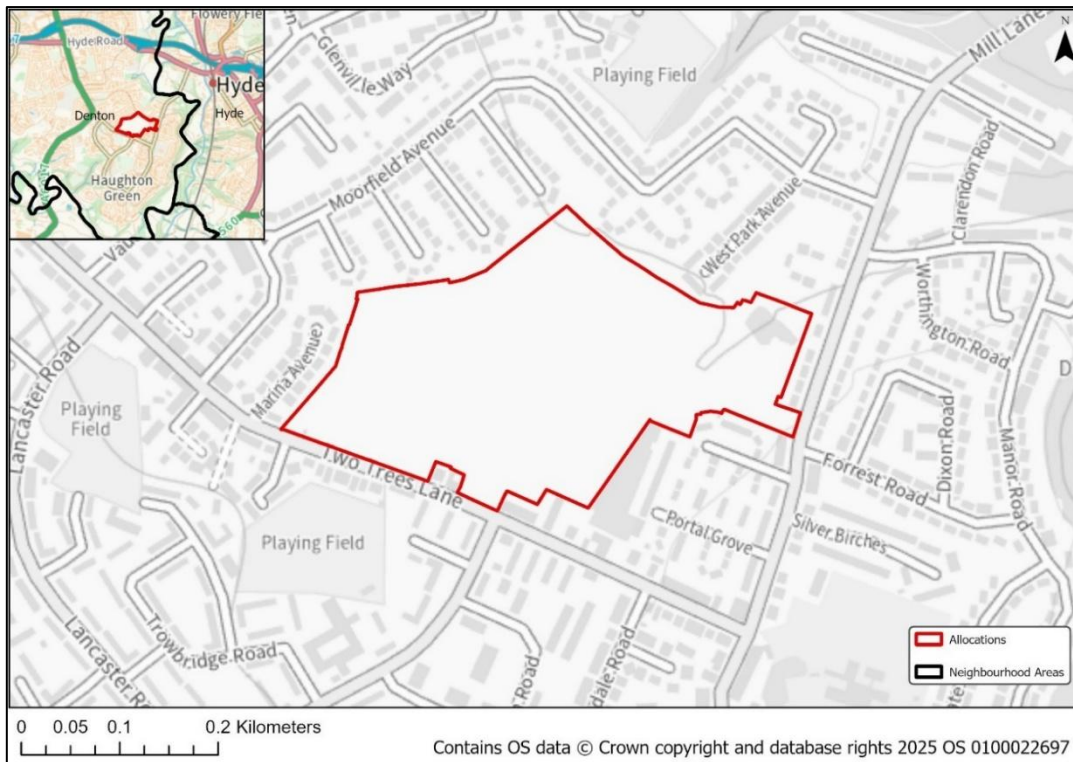
HSP S2F: Allocation 1: Holland Street West (0.57 hectares): for around 2,157 sqm of employment uses



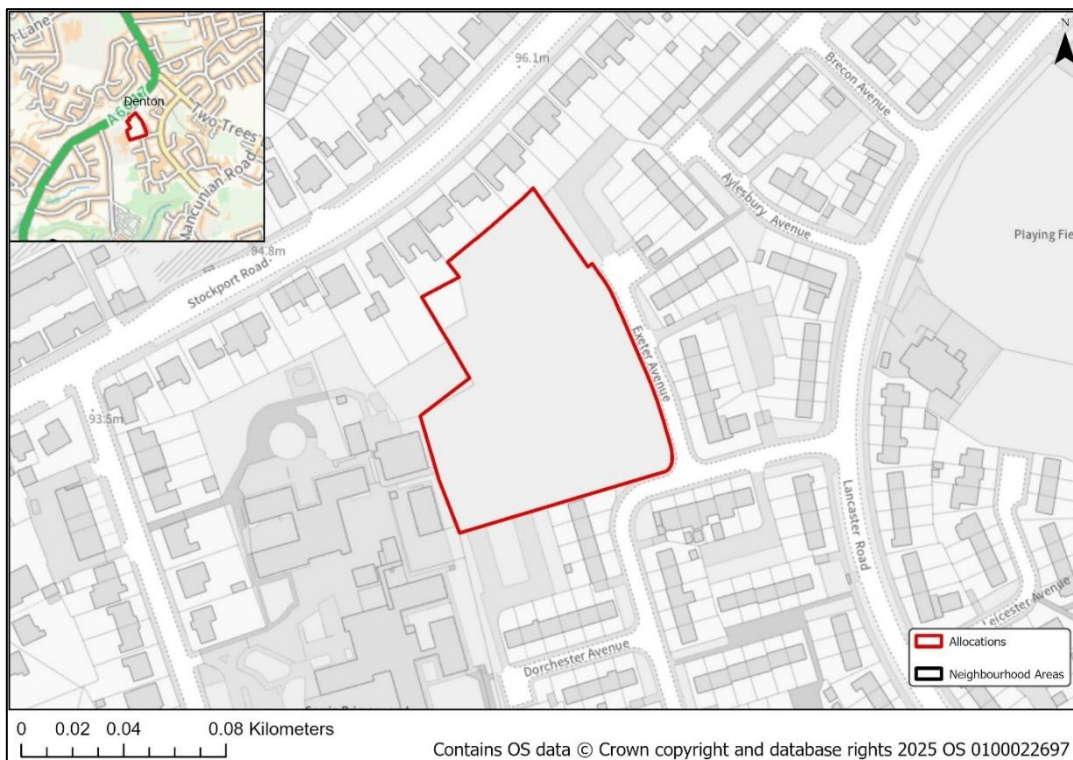
HSP S2F: Allocation 2: Windmill Lane East (0.69 hectares): for around 2,760 sqm of employment uses



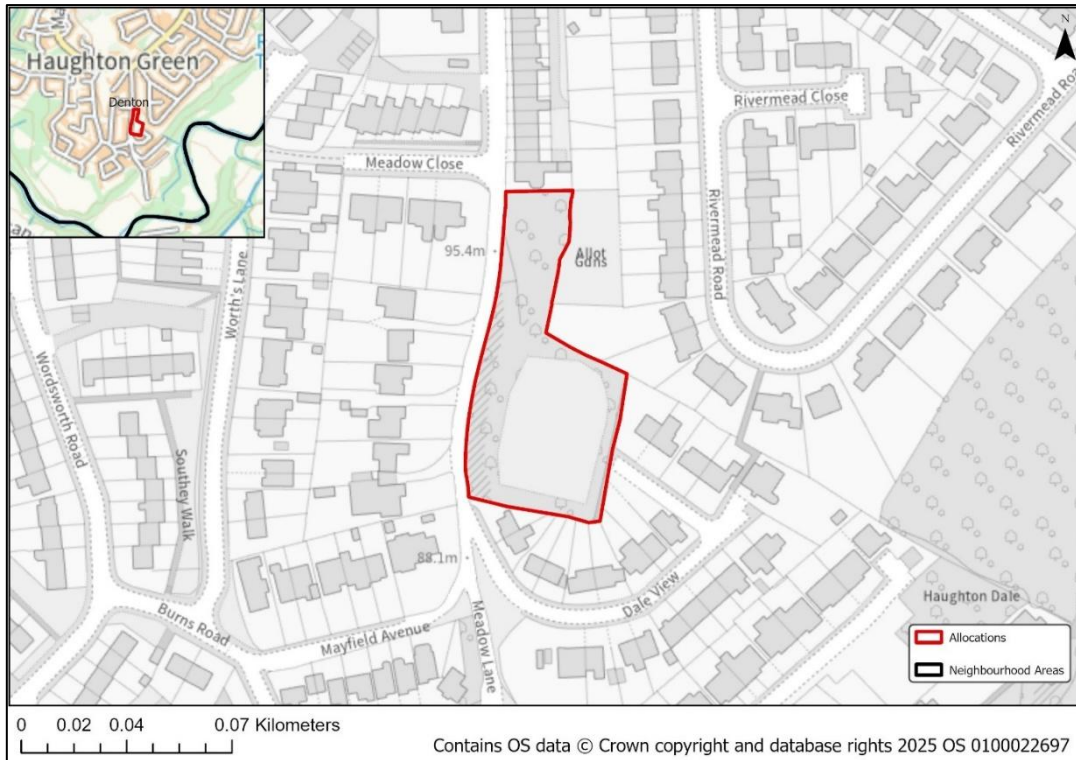
HSP S2F: Allocation 3: Windmill Lane West (1.63 hectares): for around 6,520 sqm of employment uses



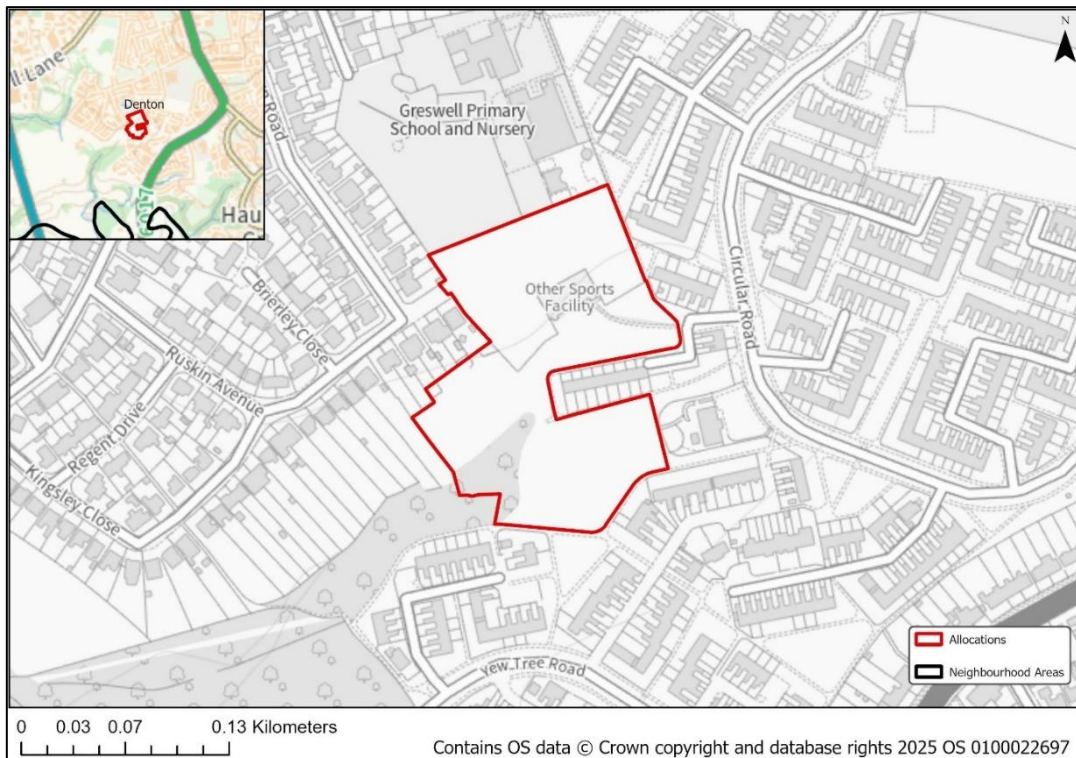
HSP S2F: Allocation 4: Two Trees Lane (9.1 hectares): for around 318 new homes



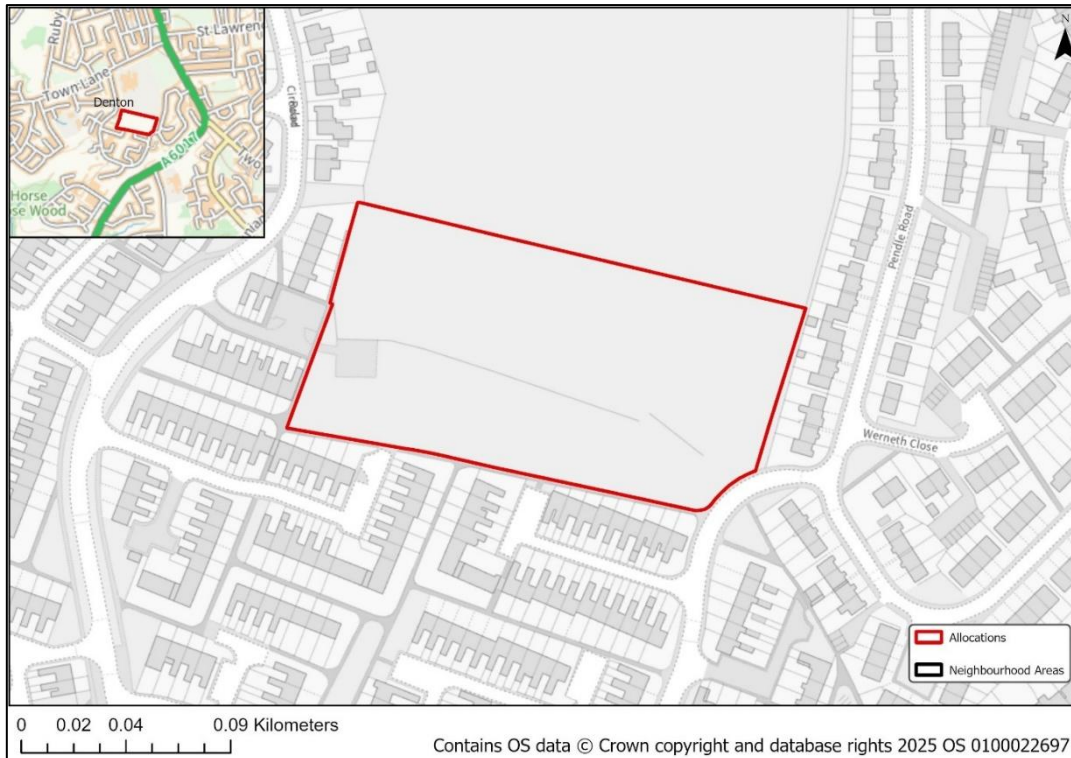
HSP S2F: Allocation 5: Exeter Avenue (0.82 hectares): for around 29 new homes



HSP S2F: Allocation 6: Meadow Lane (0.36 hectares): for around 18 new homes



HSP S2F: Allocation 7: Land South of Greswell (2.22 hectares): for around 78 new homes



HSP S2F: Allocation 8: Capesthorpe (1.9 hectares): for around 67 new homes

Policy HSP S2G: Droylsden

The vision for the Droylsden neighbourhood up to 2042 is to:

1. Support a masterplanned approach to the comprehensive reimaging of the town centre shopping environment encompassing the Concord Suite and Greenside Lane Shopping Park, to create a vibrant mixed-use destination.
2. Support the provision of a new Littlemoss, Ashton Moss West train station, east of Littlemoss Road Bridge and west of the M60.
3. Maintain and enhance the suburbs of Droylsden as attractive residential neighbourhoods seeing relatively little change over the plan period.
4. Deliver a net increase of around 740 new homes across Droylsden.
5. Support the enhancement of connectivity between neighbourhoods encouraging greater use of the canal network and valued green spaces offering public benefit including the

Medlock Valley for recreation and leisure, whilst protecting this as a key landscape and wildlife corridor.

- 6. Build on the physical strength of Droylsden's proximity to Manchester city centre and connectivity via Metrolink, as a centre of choice for high-density residential development through delivering key brownfield sites.**
- 7. Conserve and enhance the distinctive historic character of the Fairfield conservation area, the Moravian settlement within it and its many listed buildings.**
- 8. Support the growth of the leisure and recreational role of the cluster of uses located at Medlock as a key hub site for sport and physical activity.**

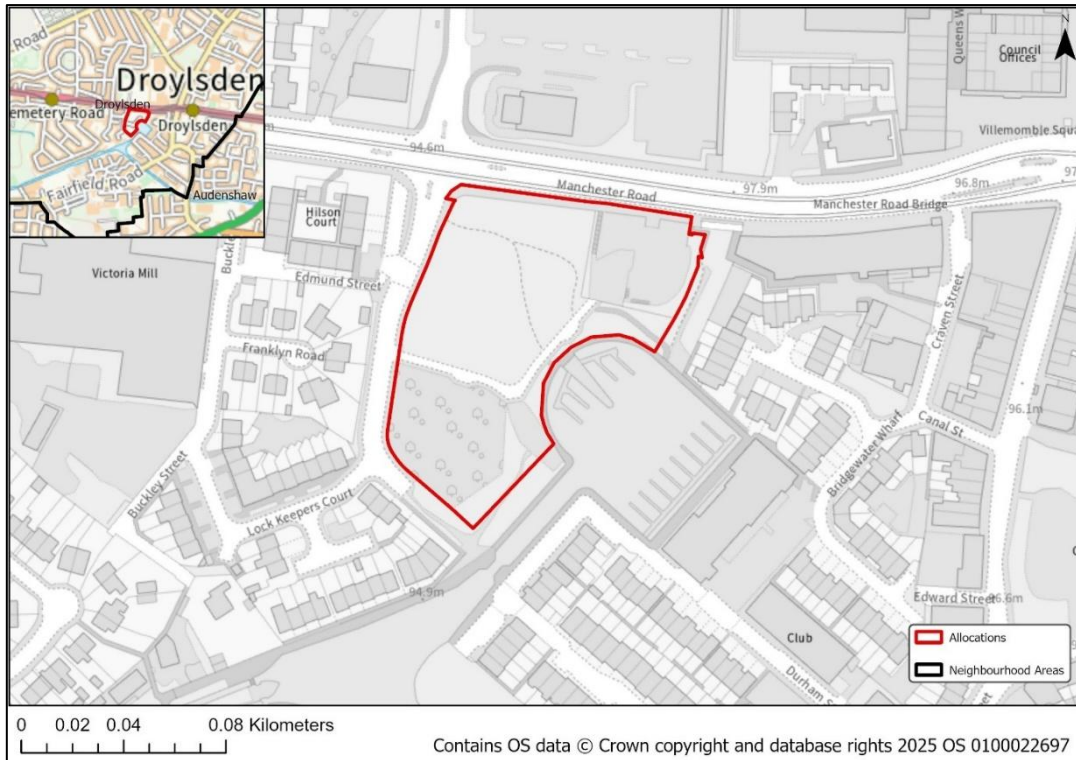
5.132 *Reasoned justification*

- 5.133 Droylsden's housing stock is distinctive, shaped by its historic Moravian settlements and replicated street patterns that create a cohesive neighbourhood character with many of the town's suburbs having a close walkable relationship with its civic centre. Droylsden town centre presents an immense opportunity given its proximity to the city centre and connectivity via Metrolink to both Ashton as Tameside's primary centre and Manchester for both employment and leisure activities. Enhancement of the public realm, vacant development sites, and improvement of connections to the town centre provide real tangible opportunities to drive change for Droylsden.
- 5.134 To address Tameside's housing requirements, unused brownfield sites, such as the former Robertson's Jam Factory, have been and will continue to be prioritised for residential development. These schemes will deliver a range of housing types, typically high-density to meet a range of needs supporting a growth of the population close to the centre of Droylsden. The former Jam factory site has already delivered high-quality family housing east of the town centre, setting a precedent for future regeneration with ready access to excellent schools and transport connections.
- 5.135 Arterial east west commuter traffic movements provide challenges within the town centre for Droylsden's public realm. Villemomble Square, whilst being the civic heart, is severed from surrounding communities, with highways dominating. There are many vacant frontages, poor-quality surfaces and limited provision of open space and play areas. The 2025 Town Centre Masterplan seeks to address these challenges through comprehensive public realm redesign - reducing surface car parking, replacing macadam and concrete paving with high-quality materials, and creating clear gateways to establish a sense of arrival. Future interventions must also safeguard a range of heritage assets and celebrate Droylsden's

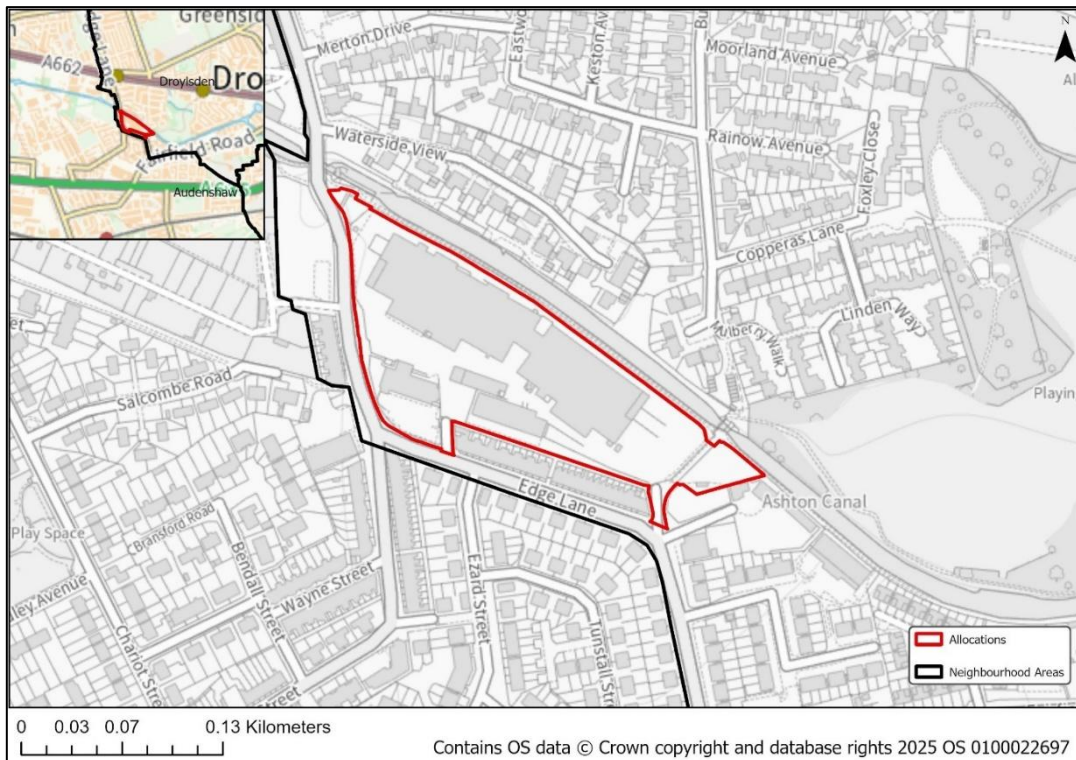
historic character, including the Moravian settlement, and the town's canal links. Encouraging mixed-use development along the high street will help to strengthen civic identity and vibrancy.

- 5.136 Droylsden benefits from strategic transport links, located four miles east of Manchester city centre and served by the M60 orbital motorway, the A662 corridor, and the Metrolink East–West line. Continued investment in a TfGM corridor study is essential to enhance the A662 as a key arterial route into Manchester. However, connectivity challenges remain and car-dominated routes compromise pedestrian safety and walkability. Although Droylsden has three Metrolink stops, north–south connectivity is weak, and further interventions are required to improve accessibility and reduce reliance on private vehicles.
- 5.137 Enhancing Droylsden's green and blue corridors is critical to improving connectivity and quality of life. The Ashton Canal offers significant potential for walking and cycling links to neighbouring towns and wider networks, including the Medlock Valley, Clayton Vale, Daisy Nook Country Park, and Debdale Park. Upgrades to these routes must integrate environmental conservation, promoting sustainability and biodiversity. The Medlock Valley is a vital natural corridor connecting Droylsden to Manchester's inner suburbs. Leveraging these assets could further support leisure, tourism, and employment opportunities, reinforcing Droylsden's semi-rural identity to its suburbs.
- 5.138 Through the regeneration of Droylsden, opportunities exist to expand employment through adaptive reuse of sites such as Greenside Mill for workspace provision, alongside activating Droylsden Marina and upper floors of town centre properties. These interventions will help diversify the local economy and foster sustainable growth.

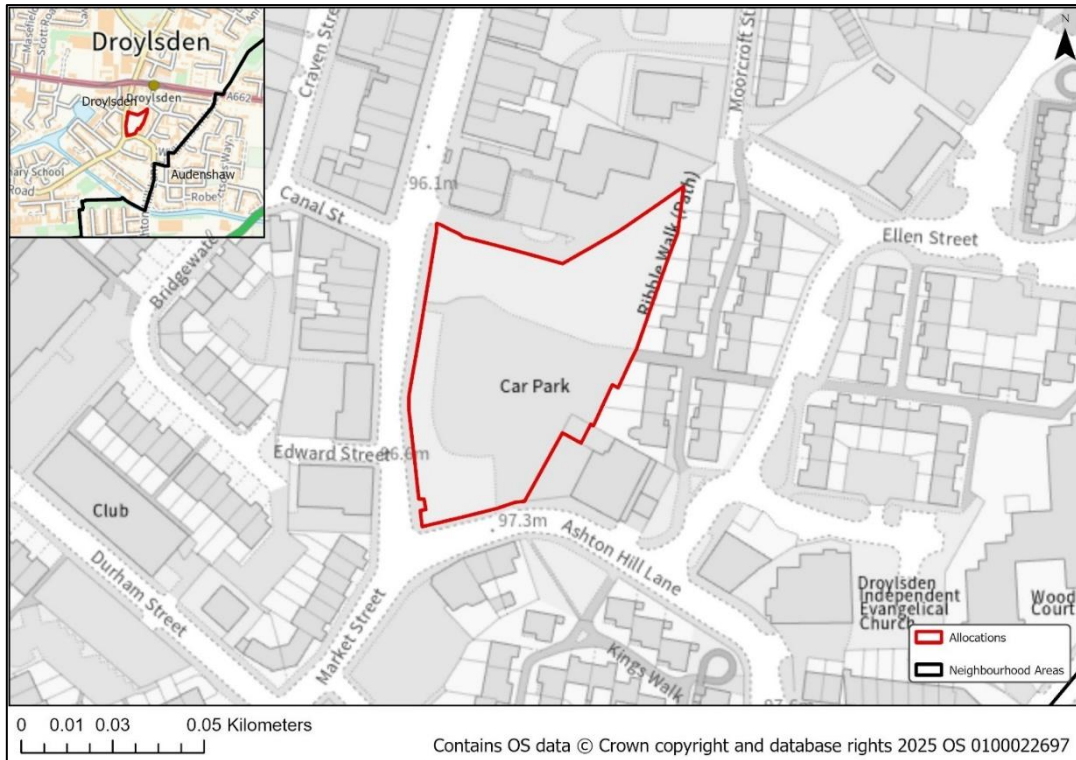
5.139 *Development allocations*



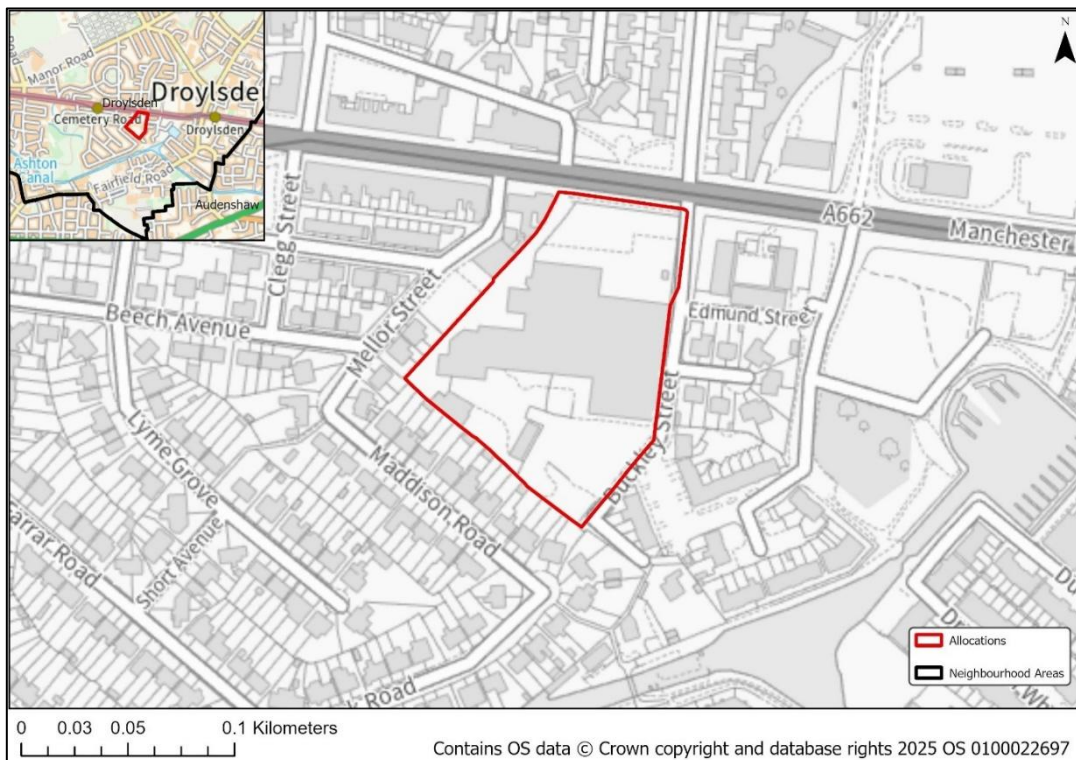
HSP S2G: Allocation 1: Droylsden Marina (0.93 hectares): for around 174 new homes



HSP S2G: Allocation 2: Edge Lane (2.24 hectares): for around 143 new homes

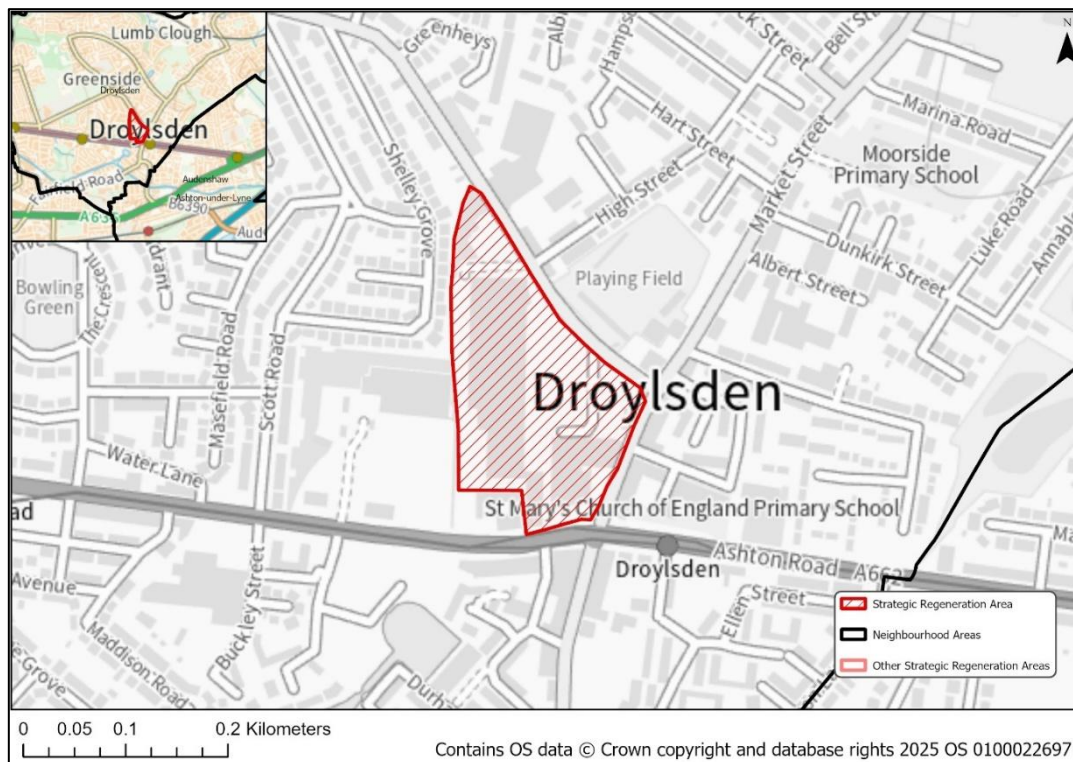


HSP S2G: Allocation 3: Ashton Hill Lane (0.4 hectares): for around 28 new homes



HSP S2G: Allocation 4: Victoria Mill (1.22 hectares): for around 127 new homes

5.140 Strategic Regeneration Areas



HSP S2G: Strategic Regeneration Area 1: Droylsden Central

Policy HSP S2H: Dukinfield

The vision for the Dukinfield neighbourhood up to 2042 is to:

1. **Maintain and enhance the area as an attractive residential neighbourhood, seeing relatively little change over the plan period, physically located within the middle of Tameside.**
2. **Maintain and enhance the diverse range of housing across the neighbourhood area, delivering a net increase of around 160 new homes across Dukinfield.**
3. **Protect and sustain key employment locations, particularly the importance of the Tame Valley corridor, providing agglomerations of industrial uses and job opportunities for residents.**
4. **Accommodate major rail infrastructure improvements through the provision of a new Dukinfield, Dewsnap train station.**
5. **Preserve and enhance the designated and non-designated heritage assets within Dukinfield including the Grade II listed Dukinfield Town Hall at the heart of the community, exploring opportunities to enhance the public space to its frontage.**
6. **Support the enhancements to the attractiveness of the neighbourhood's two local shopping environments along King**

Street and at Concord Way, ensuring environments are not dominated by one particular use to the detriment of character or function of the local parades of shops.

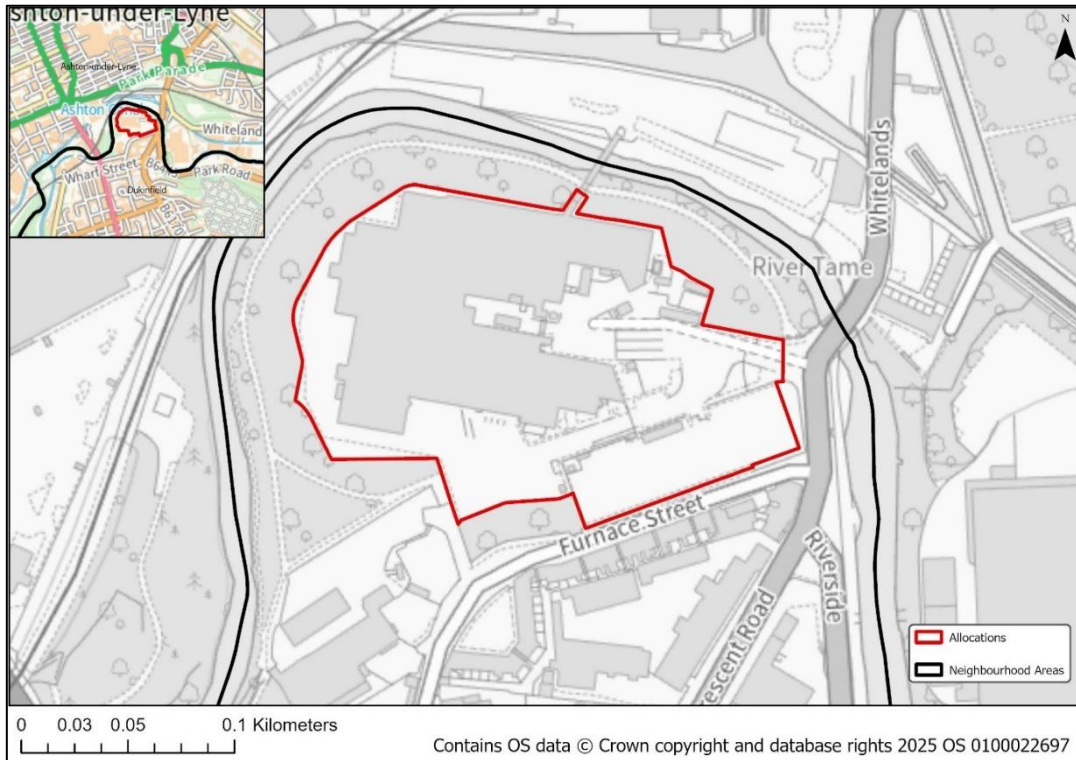
- 7. Support enhancements to the River Tame and Peak Forest Canal as important recreation and leisure assets linking to Ashton and Hyde beyond, whilst protecting this as a key landscape and wildlife corridor.**
- 8. Support the growth and enhancement of the leisure and recreational role of the cluster of uses located at Blocksages and Astley as a key hub sites for sport, recreation and physical activity.**

5.141 Reasoned justification

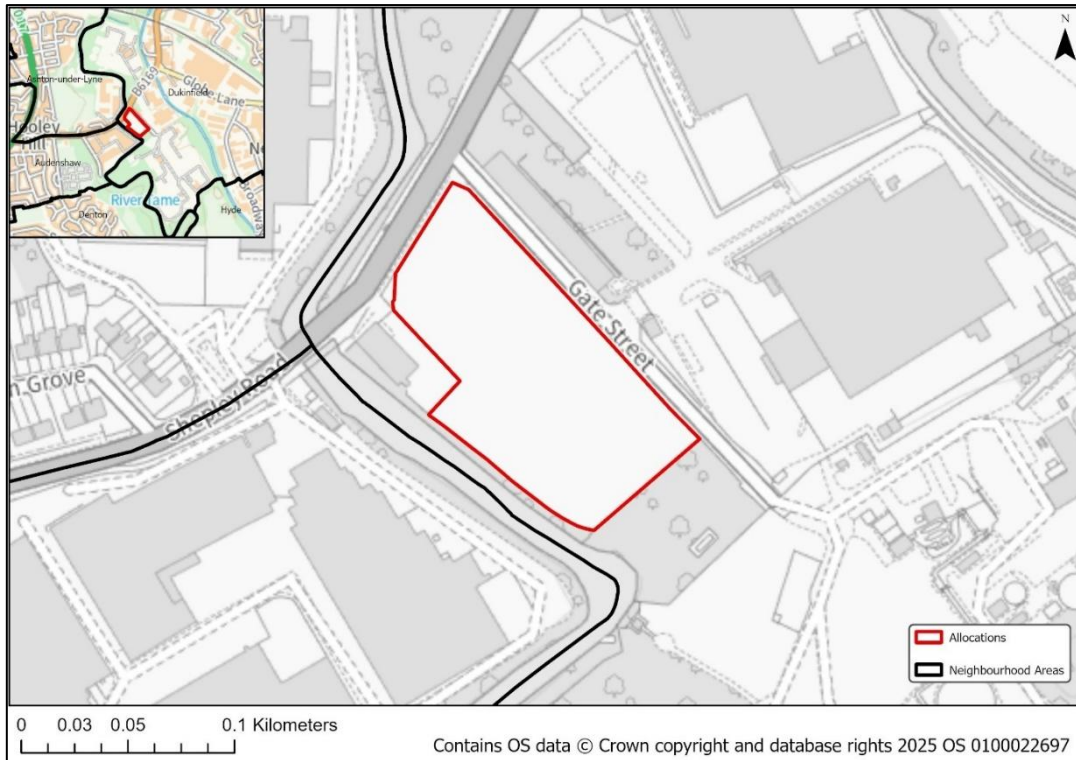
- 5.142 Dukinfield, central to Tameside, presents a transitional neighbourhood characterised by historic structured worker housing developed around its industrial past. Although Dukinfield does not have a single, defined shopping environment so significant to recognise it as a town centre, it contains two recognised local parades, located along King Street and at Concord Way. These provide essential amenities, including healthcare facilities, takeaways, and Dukinfield Library, serving the needs of the local community.
- 5.143 Dukinfield, being predominantly urban in nature with few brownfield or gap sites is unlikely to see significant new development over the lifetime of the plan. What however will be important is to maximise the positive benefits of the assets which already exist.
- 5.144 Dukinfield town hall with its adjacent grand civic park represent the centre to community activities. It will be important that these assets continue to receive investment to preserve and enhance their value for residents and sustain a programme of events and cultural activities. There is opportunity to the frontage of both the Town Hall and park to improve the public realm and prominence within the streetscene of King Street, giving less emphasis to the highway.
- 5.145 King Street itself, while having many commercial uses, suffers from a predominance of hot food takeaways and other uses which make limited contributions to vibrancy during the day. Opportunities to improve this and limit clustering, whilst minimising vacancies, would provide positive improvement to the environmental quality of this primary route between Ashton and Hyde.
- 5.146 Dukinfield also has a number of sporting assets with agglomerations of uses at both Blocksages and Astley sports village which offer the

opportunity for further enhancement and recognition as key infrastructure within the community.

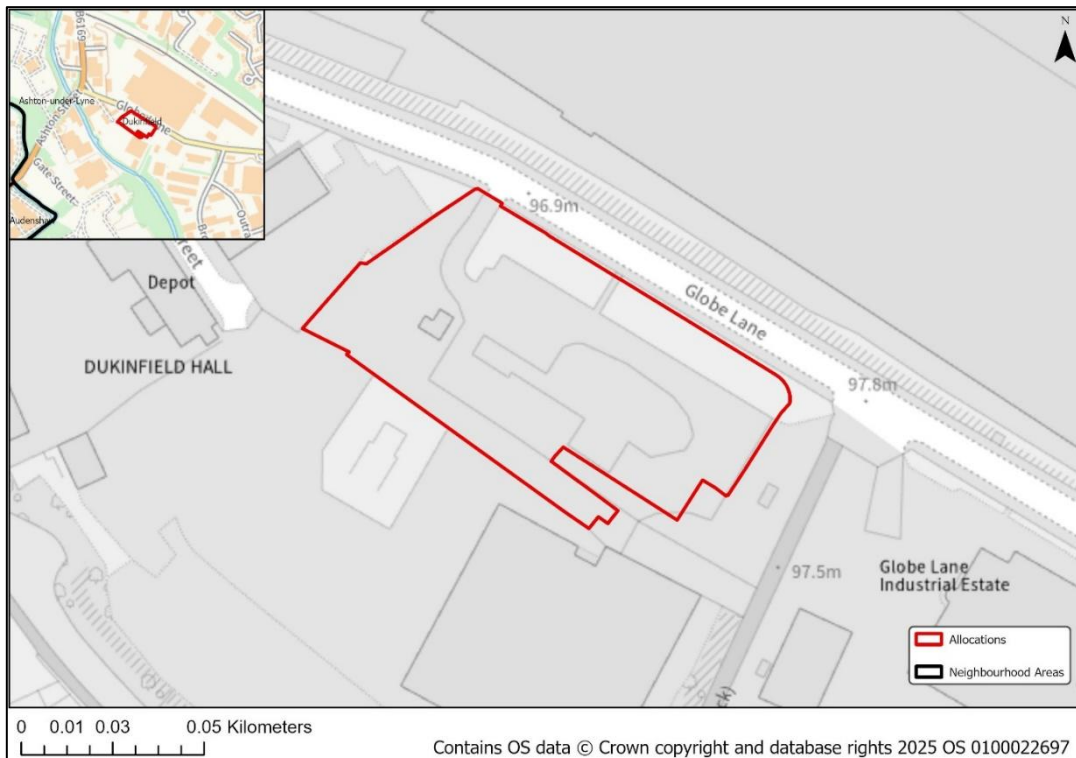
5.147 Development allocations



HSP S2H: Allocation 1: Bow Street (2.66 hectares): for around 10,640 sqm of employment uses



HSP S2H: Allocation 2: Gate Street (1.13 hectares): for around 4,520 sqm of employment uses



HSP S2H: Allocation 3: Globe Lane (0.63 hectares): for around 5,910 sqm of employment uses

Policy HSP S2I: Hyde

The vision for the Hyde neighbourhood up to 2042 is to:

- 1. Support the transformation and enhancement of Hyde town centre through a masterplanned approach which celebrates and promotes Hyde as a vibrant, cultural, safe and sustainable place and supports the potential redevelopment of the Clarendon Square Shopping Centre, reshaping the market offer and introducing a range of complementary uses.**
- 2. Deliver a net increase of around 3,180 new homes across Hyde including the significantly important PfE allocations at Godley Green and South of Hyde.**
- 3. Support masterplanned approaches to unlocking the edges of Hyde town centre, focused around bus and rail interchanges, enhancing arrival experiences and improving active travel connectivity and accessibility across Hyde town centre.**
- 4. Support the growth of the evening economy within Hyde town centre.**
- 5. Conserve and enhance the Grade II listed Hyde Town Hall as a significant cultural destination that better connects to the Market Ground through public realm enhancements, reduces the dominance of Market Street and supports the building's use as a community and civic hub.**
- 6. Improve the appearance of shop frontages along Market Street and promote better occupancy, ensuring environments are not dominated by one particular use to the detriment of character or function of the local parades of shops.**
- 7. Support the growth and enhancement of the leisure and recreational role of the cluster of sports uses located at and around Hyde Leisure Pool, strategically located between Godley Green and the town centre, offering opportunities to better connect communities to leisure uses.**
- 8. Support the leisure, recreation and visitor economy of Werneth Low Country Park.**

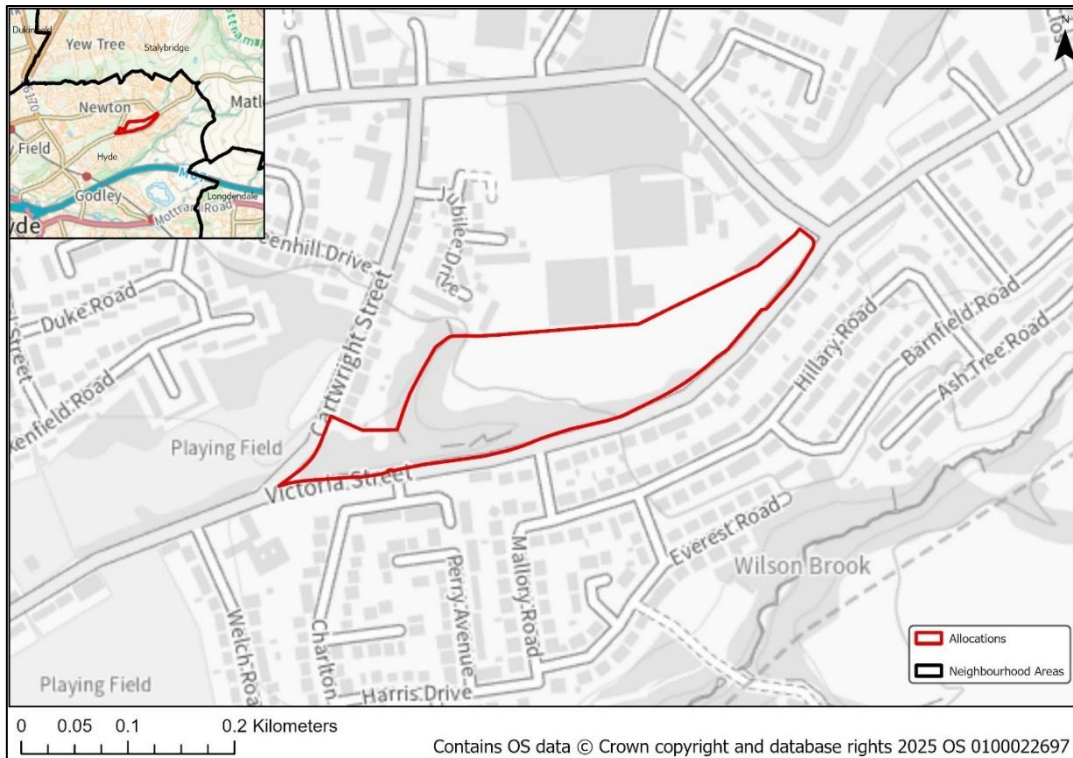
5.148 Reasoned justification

5.149 Hyde Town Centre, located within the Hyde Growth Triangle (HGT), presents a significant strategic opportunity for regeneration and sustainable growth. Historically, Market Street and the Market Square have formed the retail core of Hyde, with Corporation Street acting as its civic axis. The Clarendon Square Shopping Centre, once a regional attraction, has experienced a decline in footfall and retail activity due to changing

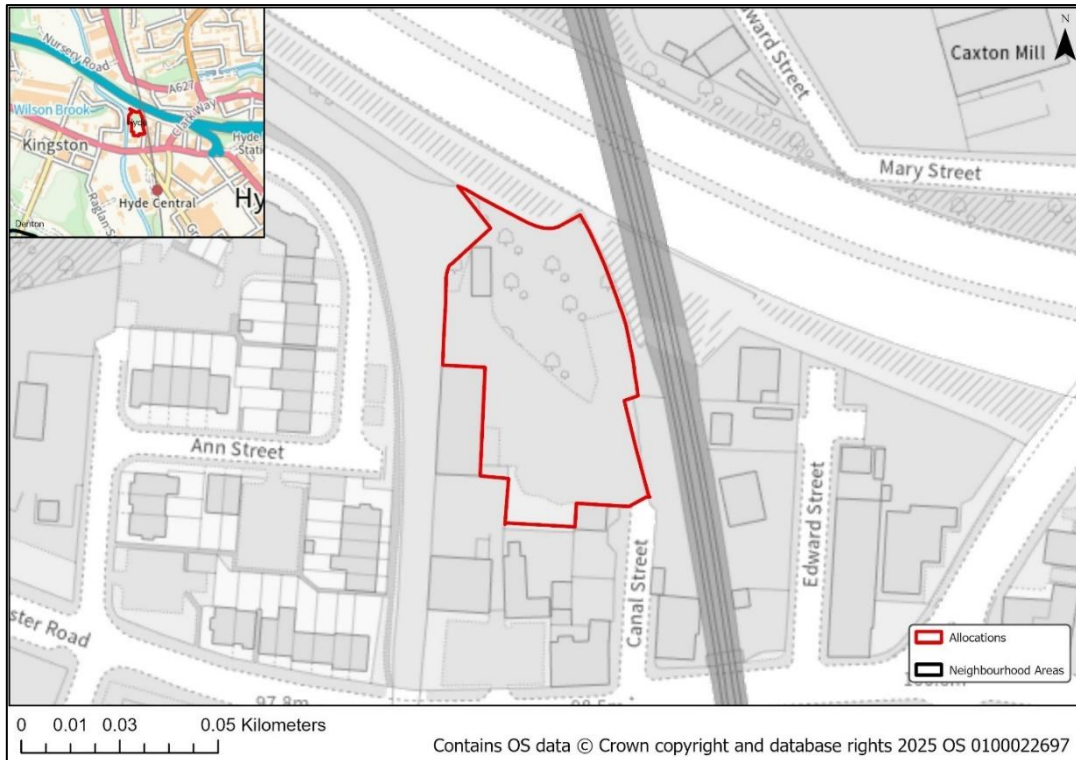
- consumer behaviours, resulting in vacant and poor-quality shop fronts and a weakened market offer.
- 5.150 In response to these challenges, a town centre masterplan was approved in 2024, setting out a framework for development opportunities, public realm enhancements, and initiatives to support economic revitalisation. The Hyde Accelerators Programme has since delivered grant funding and established a partnership to lead town centre improvements, events, and placemaking activities. Early successes include upgrades to the Market Ground, greening initiatives, and new public realm infrastructure, which have begun to improve the town's visual appeal and functionality.
- 5.151 Hyde offers several opportunities for residential redevelopment, including using underutilised surface car parks and the vacant former library site on Union Street, which has now been relocated to the Town Hall.
- 5.152 The HGT is centred around the transformational Godley Green Garden Village, which will deliver 2,150 new homes. This development is intended to drive innovation, support high-skill employment and strengthen active travel links between Hyde and Hattersley.
- 5.153 Despite these opportunities, Hyde faces several challenges. The town centre suffers from a limited evening economy, a poor sense of arrival at the train station, and vehicular dominance on Market Street, which undermines pedestrian experience and town centre vitality. The Grade II listed Hyde Town Hall, while a key civic asset, currently has a low activity profile and requires further investment. A detailed public realm strategy is underway to address these issues and enhance the town's sense of place and functionality.
- 5.154 Hyde more broadly also benefits from significant natural and recreational assets, including Hyde Park, Werneth Low Country Park, and the Peak Forest Canal. These green and blue infrastructure elements offer opportunities to promote active travel and better connect communities to leisure and nature. Enhancing links to canal corridors and integrating these assets into the wider urban strategy will support health, wellbeing, and environmental sustainability.
- 5.155 Leisure facilities such as Hyde Pool and the adjacent football club contribute to the town's offer but require better integration into the regeneration strategy to support a more vibrant and inclusive town centre. Addressing the current limitations in evening activity and improving the overall experience for residents and visitors will be key to unlocking Hyde's full potential.

5.156 In summary, Hyde presents a compelling case for strategic intervention through the Local Plan. Its development potential, civic and natural assets, and alignment with wider growth initiatives such as Godley Green position it as a priority area for regeneration, housing delivery, and economic transformation.

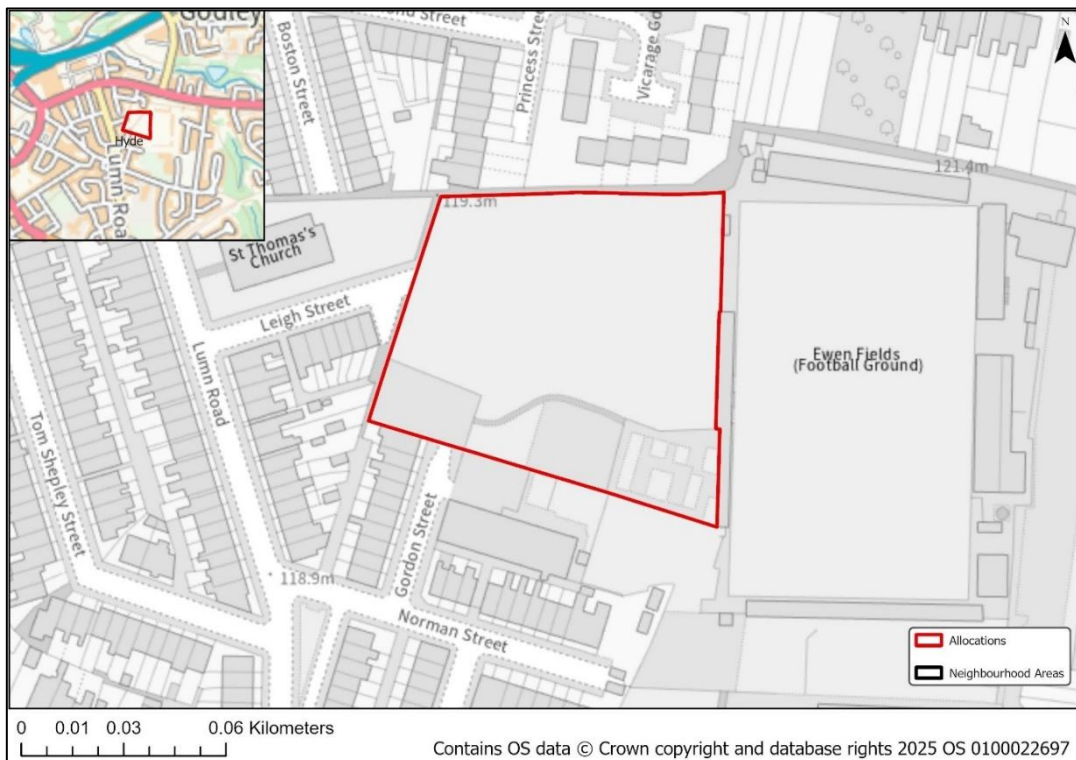
5.157 Development allocations



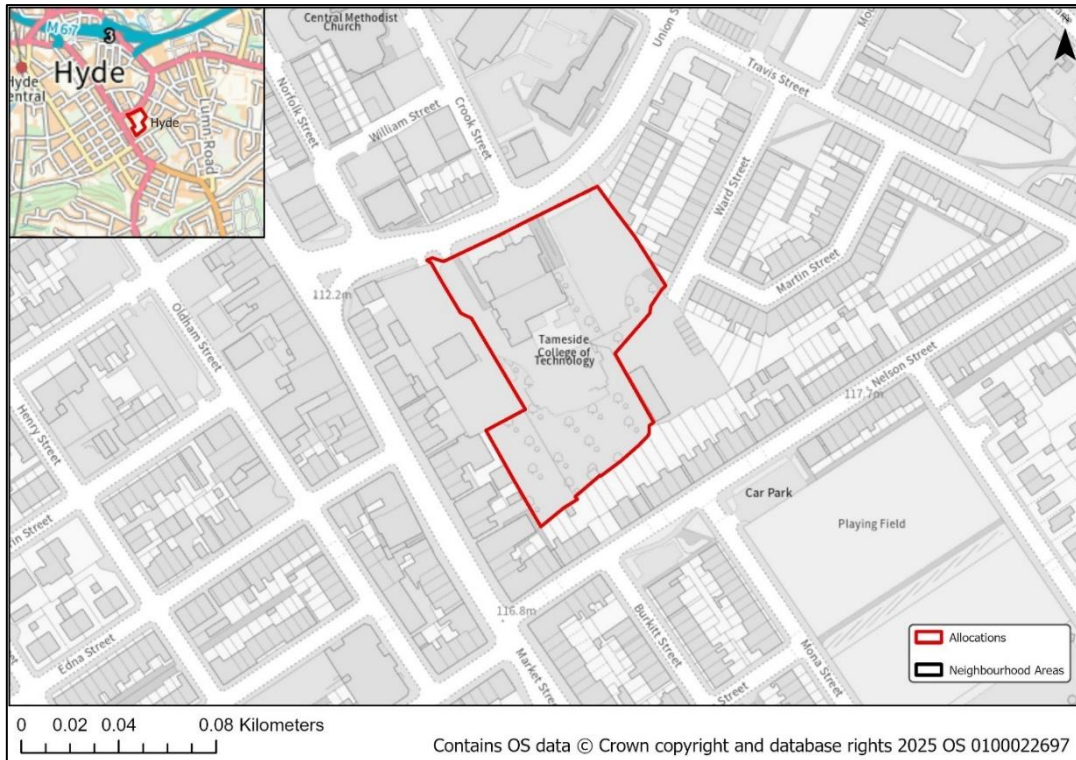
HSP S2I: Allocation 1: Victoria Street (3.57 hectares): for around 12,120 sqm of employment uses



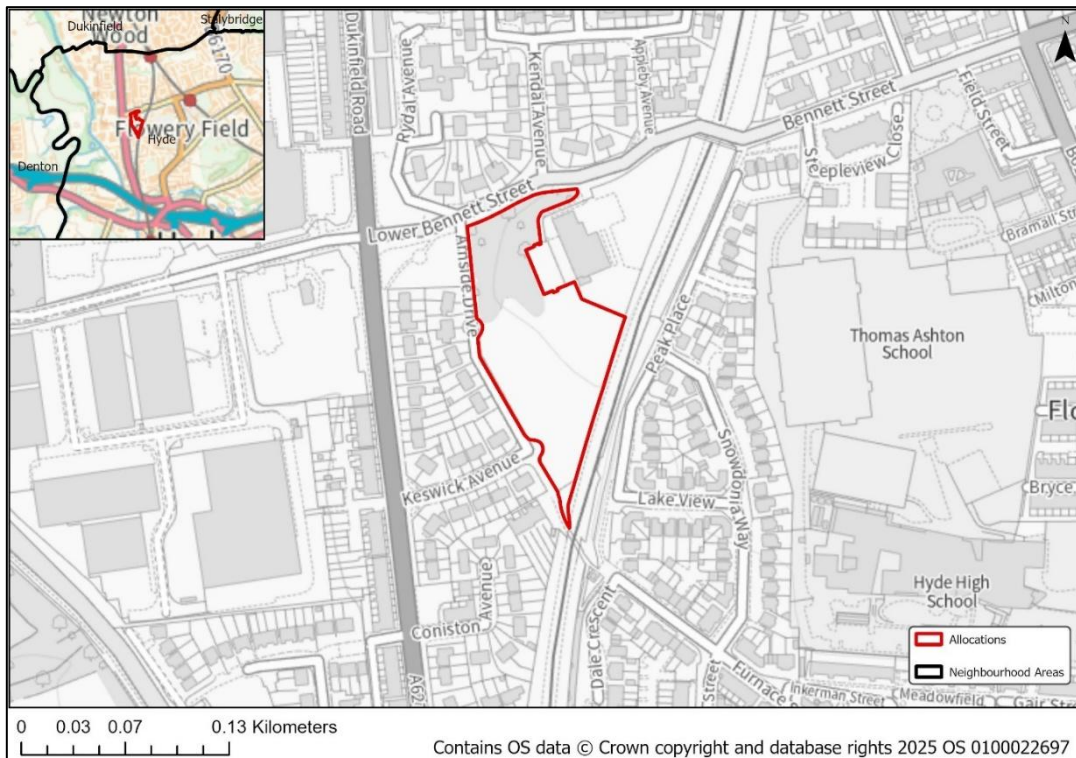
HSP S2I: Allocation 2: Canal Street (0.3 hectares): for around 1,200 sqm of employment uses



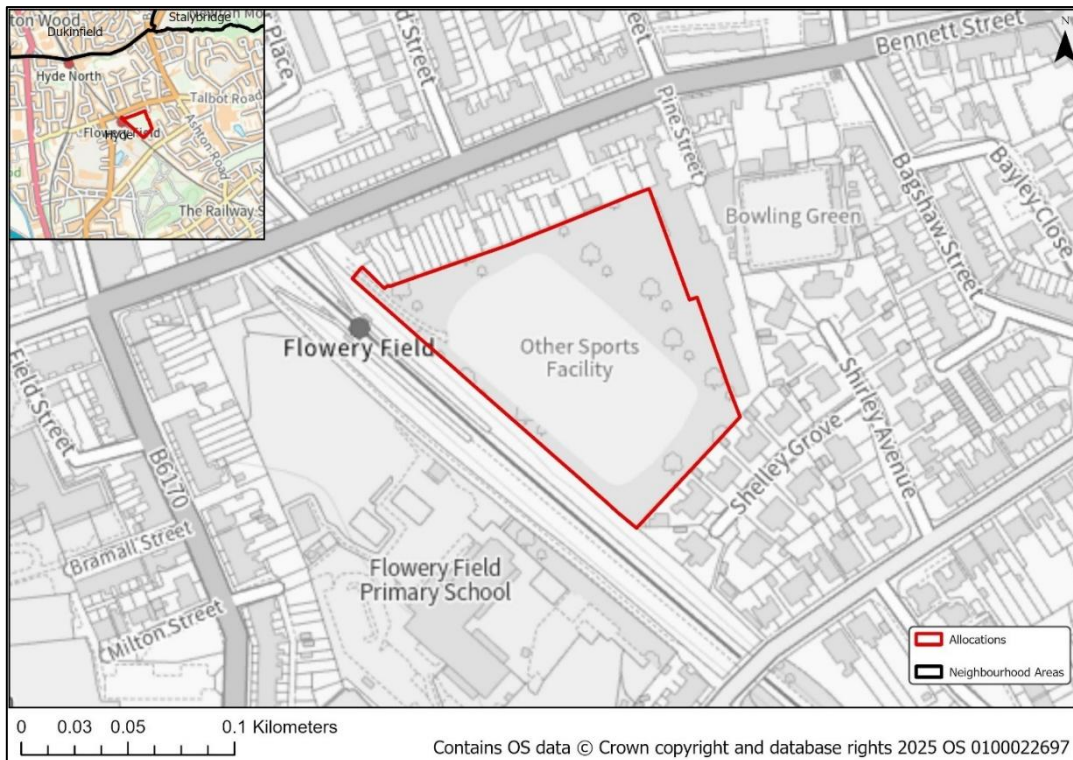
HSP S2I: Allocation 3: Leigh Street (0.77 hectares): for around 39 new homes



HSP S2I: Allocation 4: Former Hyde Library (0.72 hectares): for around 102 new homes

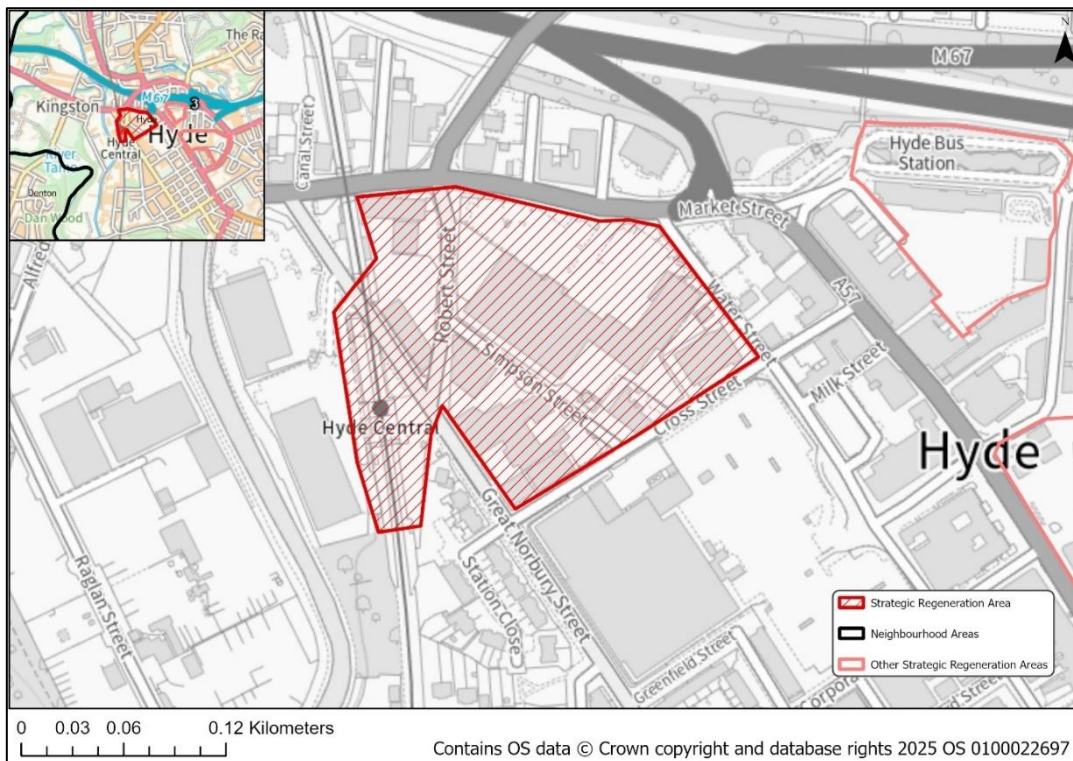


HSP S2I: Allocation 5: Arnside Drive (0.97 hectares): for around 68 new homes

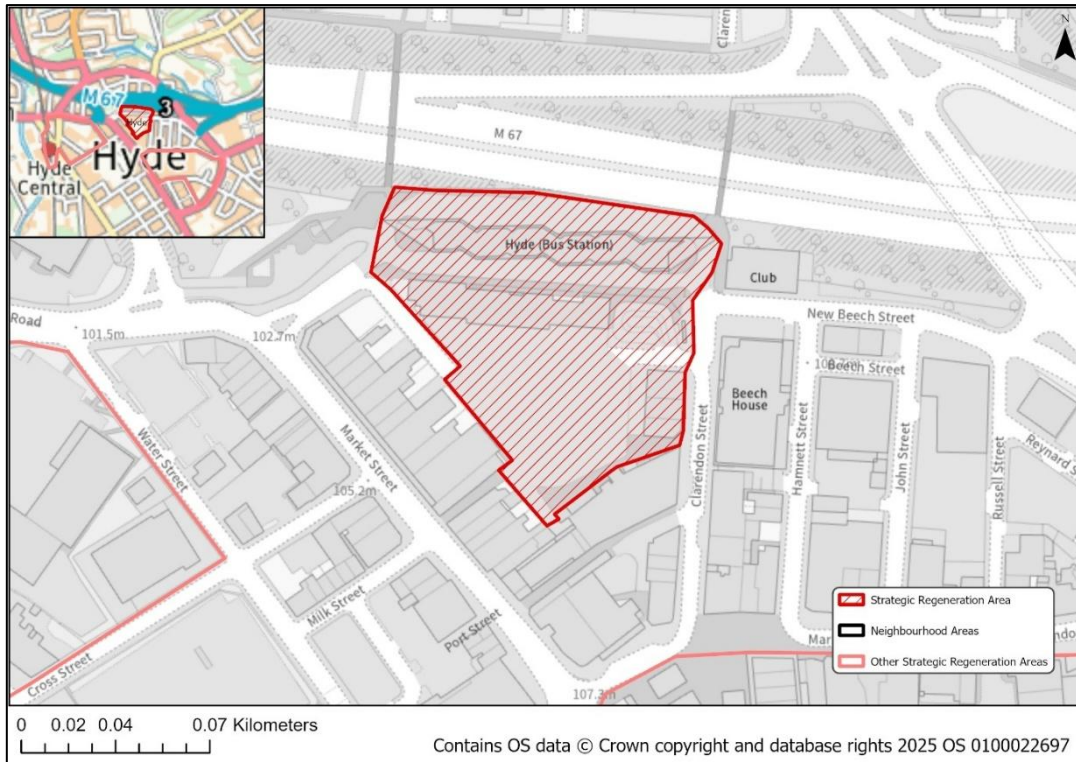


HSP S2I: Allocation 6: Flowery Field Station (1.4 hectares): for around 98 new homes

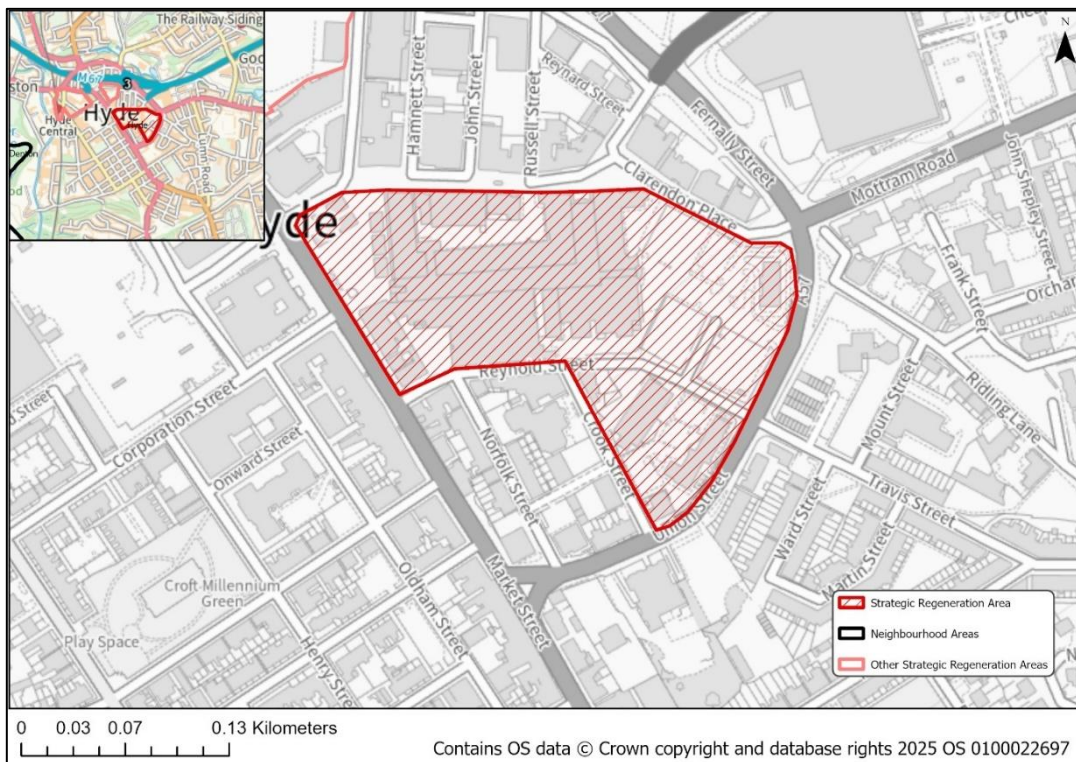
5.158 Strategic Regeneration Areas



HSP S2I: Strategic Regeneration Area 1: Hyde West



HSP S2I: Strategic Regeneration Area 2: Hyde North



HSP S2I: Strategic Regeneration Area 3: Hyde Central

Policy HSP S2J Longdendale

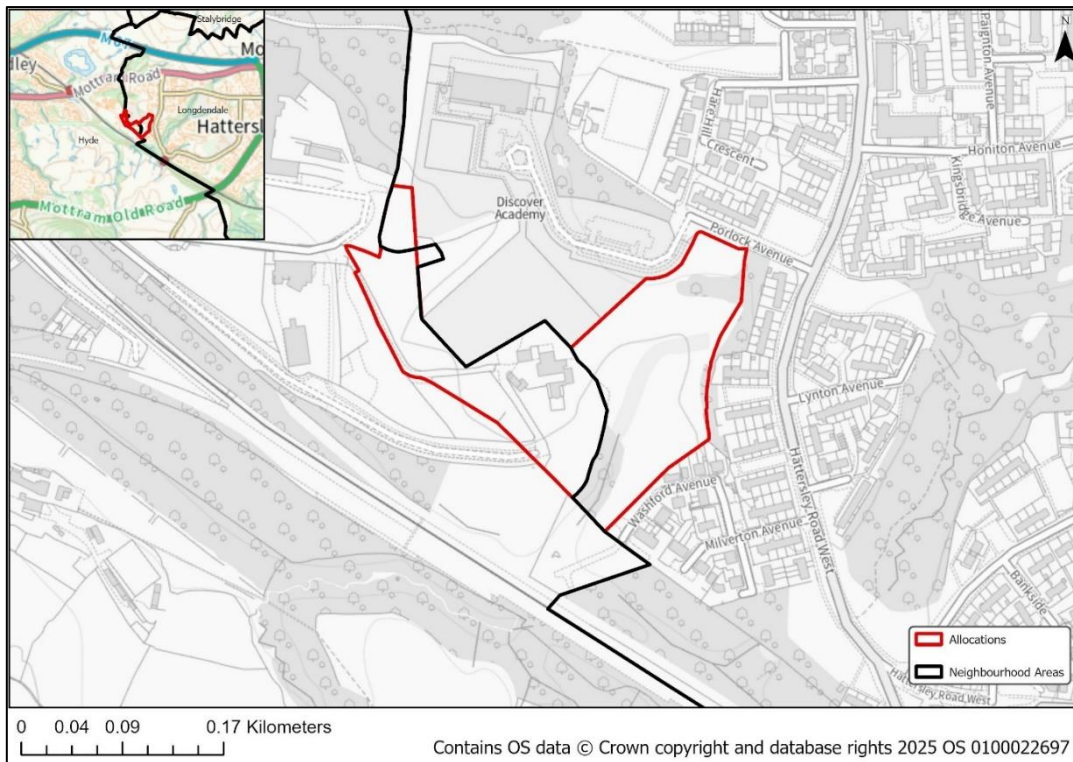
The vision for the Longdendale neighbourhood up to 2042 is to:

- 1. Promote, maintain and enhance the distinct character and identity of the villages of Longdendale as places to live, work and visit, improving the quality of village and district centres, broadening choice and making them safer and easier to access by foot, cycle or public transport.**
- 2. Deliver a net increase of around 180 new homes across Longdendale.**
- 3. Support the completion of the approved and committed Mottram Bypass (A57 link road project) currently under construction.**
- 4. Maximise the benefits of the A57 de-trunking in Mottram, delivered through the A57 Link Roads Project (formerly the Trans-Pennine Upgrade), by enhancing the public realm and improving infrastructure for walking, cycling, and equestrian use.**
- 5. Support the potential delivery of a Hollingworth and Tintwistle bypass to alleviate air pollution and improve resident quality of life within those villages along a strategically significant east west transit corridor.**
- 6. Protect and enhance assets, buildings and sites of historic and environmental value, including the Grade II Listed Mottram Old Hall and Grade II St Mary's Church.**
- 7. Support the final phase of the relocated Hattersley District Centre, as defined by the revised town centre boundary and potentially accommodating a replacement health facility in the Hattersley area to serve local needs.**
- 8. Enhance and promote access to key river walks, such as the River Etherow and key walking, cycling and equestrian trails such as the Trans Pennine Trail for improved health and well-being.**
- 9. Ensure safe and accessible connections between Hattersley and the proposed Godley Green Garden Village, including any associated sports, educational facilities, or services, through the provision of a multi-user bridge at Hattersley Station.**
- 10. Continue to promote community involvement in local initiatives such as Lymefield Site, Broadbottom and the Hattersley Community Garden and café, offering opportunities for volunteering, skill development and training to support social isolation and strengthen community cohesion.**

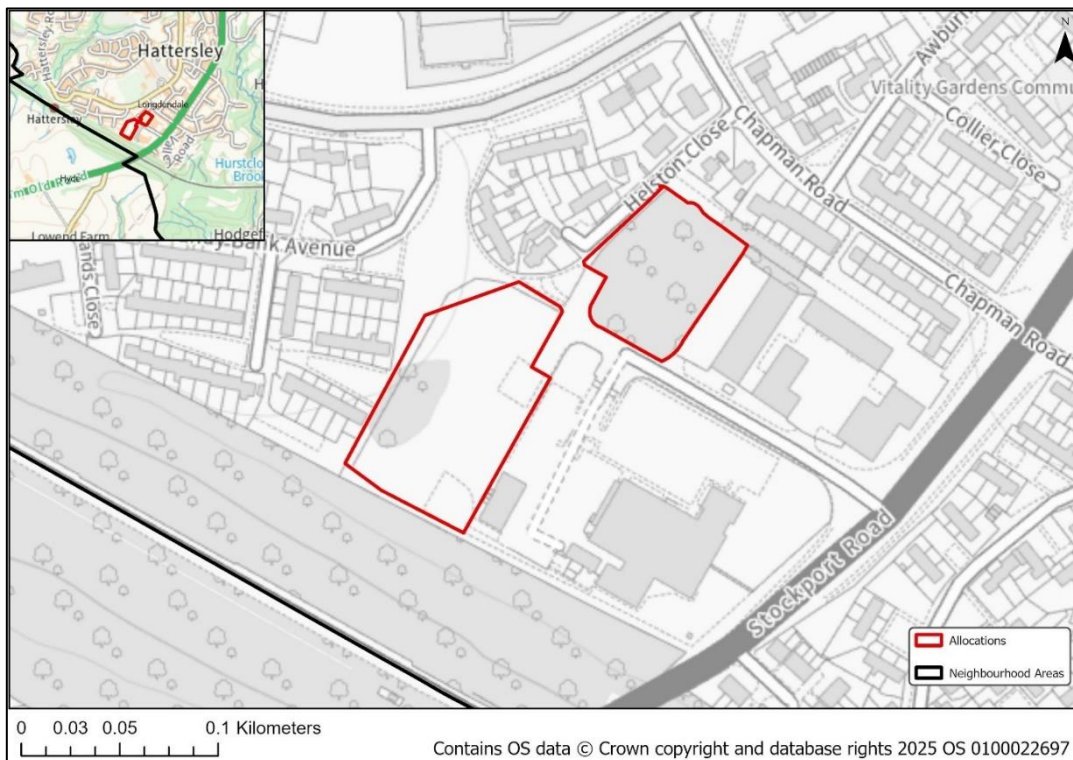
5.159 Reasoned justification

- 5.160 Longdendale is an area of significant historic and environmental value, with origins dating back to the 13th century. Its unique character is defined by a high-quality built environment and an exceptional natural landscape. A key priority is the protection, conservation, and enhancement of Longdendale's distinct heritage, ensuring that historic assets, buildings, and sites of environmental importance are safeguarded for future generations.
- 5.161 The area comprises three village centres - Mottram, Broadbottom, and Hollingworth alongside the more significant and more recently developed settlement of Hattersley. Improving transport connectivity is critical to unlocking Longdendale's environmental quality. While the area benefits from strategic links via the M67, A628, and A57, it is blighted by noise, congestion and air quality issues along some of these key corridors.
- 5.162 The A57 link roads nationally significant infrastructure project, being delivered by National Highways has the ability to transform the centre of Mottram, significantly reducing levels of standing traffic which have blighted the village centre for many years. This provides the opportunity to re-imagine this space at the heart of village life, enhance the public realm and give greater priority to people and village life over and above vehicle movements. However, for the village of Hollingworth these issues would persist and are not addressed by the currently under construction National Highways project and a need therefore exists to consider options to address these issues consistent with ambitions within the council's Local Transport Plan.
- 5.163 There is a need to also enhance bus frequency and connectivity, which will in turn widen access to leisure and employment opportunities for residents across Tameside and other locations within Greater Manchester.
- 5.164 Longdendale and its surrounding villages offer exceptional places to live, set within a picturesque environment close to the Pennine Hills and the edge of the Peak District National Park. These communities maintain a strong sense of identity, reinforced by local initiatives and community pride.
- 5.165 Alongside the village centres, developer Maple Grove is currently working with Onward Homes to complete the final phase of relocating the Hattersley District Centre. This will include an Aldi store, a Costa drive through and a parade of trade counter units. This is reflected by an updated town centre boundary for Hattersley, reflecting the move of the centre, the former site of which has been redeveloped for a range of housing and supported living accommodation.

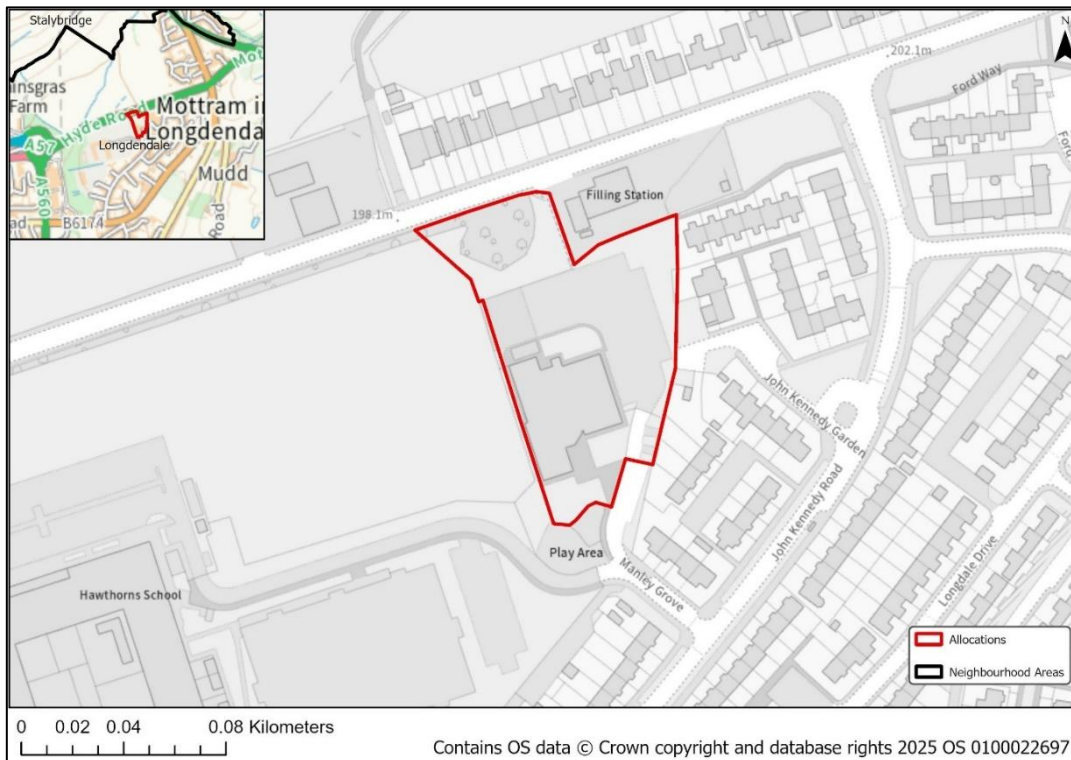
5.166 *Development allocations*



HSP S2J: Allocation 1: Kerry Way (3.62 hectares): for around 14,480 sqm of employment uses



HSP S2J: Allocation 2: Stockport Road (1.21 hectares): for around 4,709 sqm of employment uses



HSP S2J: Allocation 3: Manley Grove (0.74 hectares): for around 26 new homes

Policy HSP S2K: Mossley

The vision for the Mossley neighbourhood up to 2042 is to:

- 1. Support the TransPennine rail upgrade programme and the opportunities it provides to the wider neighbourhood: improving connectivity; catalysing support for emerging food and beverage uses and enhancement of shop frontages.**
- 2. Strengthen the uniqueness of Mossley’s market town selling point, securing a positive future for the town’s market square through small scale public realm interventions to increase footfall and economic activity on event days and encourage sustained informal use of the space throughout the year.**
- 3. Deliver a net increase of around 870 new homes across Mossley.**
- 4. Support improvements to the pedestrian environment along Manchester Road and Stamford Street, seeking opportunities to lessen car dominance, improve the high street and create a safer and more pleasant environment.**
- 5. Support the regeneration of Bottom Mossley, specifically through the use of derelict mills to provide new high-density residential accommodation.**

6. **Seek opportunities to enhance connectivity and linkages between Top and Bottom Mossley, mindful of gradients and the potential need for resting places.**
7. **Improve active travel links via upgrading the permeability of the canal and river corridors.**
8. **Maximise the positive opportunity to reuse the former Mossley train station buildings resulting from the TransPennine upgrade programme.**

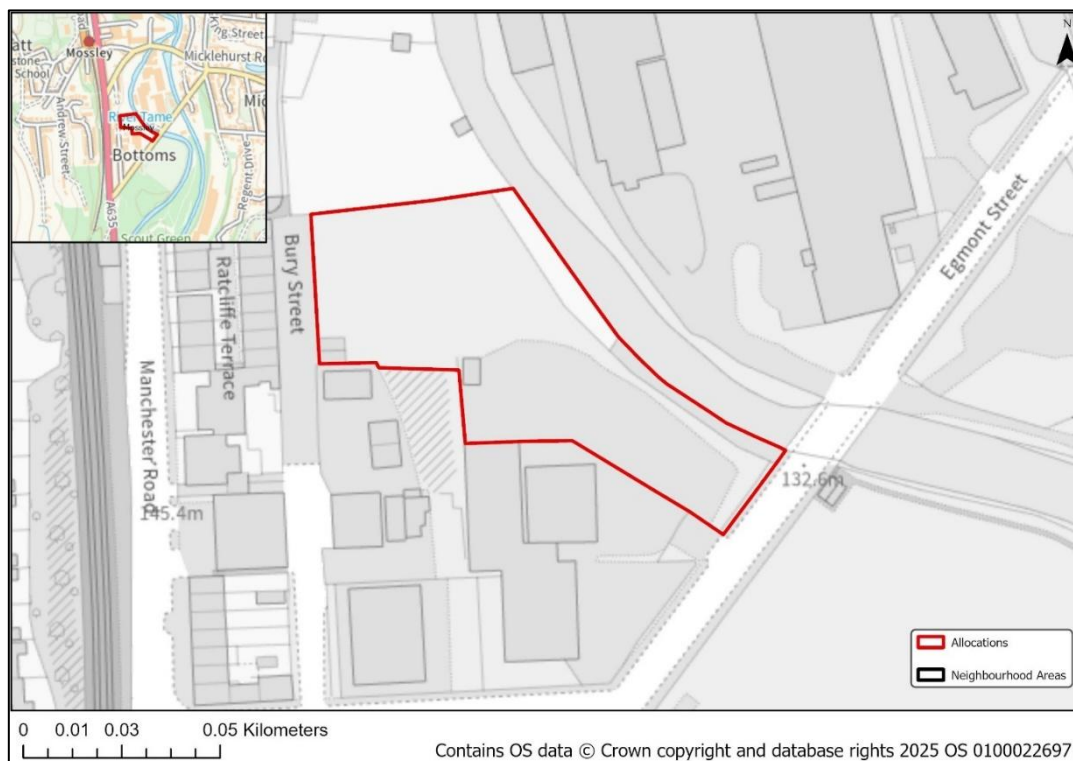
5.167 *Reasoned justification*

- 5.168 Mossley is a unique and distinctive town located within the steep valley of the River Tame, adjacent to the Pennine Hills and the Peak District National Park. The town's industrial heritage and unique character provide a strong foundation for place-making, regeneration and a distinct pride amongst its residents. This heritage offers opportunities to repurpose existing buildings, enhance the quality of the built environment, and strengthen Mossley's identity as an attractive place to live.
- 5.169 Mossley's retail provision is currently split between two local centres - Top Mossley and Bottom Mossley, which for the first time has been reflected in a town centre boundary which recognises both locations. Shop frontages and public realm are in some instances of poor quality, reducing the overall attractiveness of the centres and there is significant potential to improve street design for pedestrian safety, strengthen connections between the two centres, and diversify the retail offer. Enhancements to the evening economy, food and beverage sector, and capitalising on the area's strengths in creative industries will further support tourism, employment, and local income generation.
- 5.170 The town's housing stock reflects its industrial past, with some listed properties contributing to its character. However, while the local housing market is strong it lacks diversity, being dominated by terraced properties, with limited affordable options for first-time buyers, growing families and older residents. Future development should deliver a balanced mix of housing types and tenures, while respecting Mossley's historic character through design codes and adherence to Green Belt policy. Opportunities exist to redevelop older industrial sites and riverside land, exploring the potential to repurpose buildings like Britannia Mill and Queens Mill for residential-led mixed-use schemes, including modern workspaces and flexible offices to support start-ups and entrepreneurs.
- 5.171 Mossley's workforce is predominantly commuter-based or remote-working due to more limited local employment opportunities. Expanding mixed-use development and improving town centre vitality will create additional jobs.

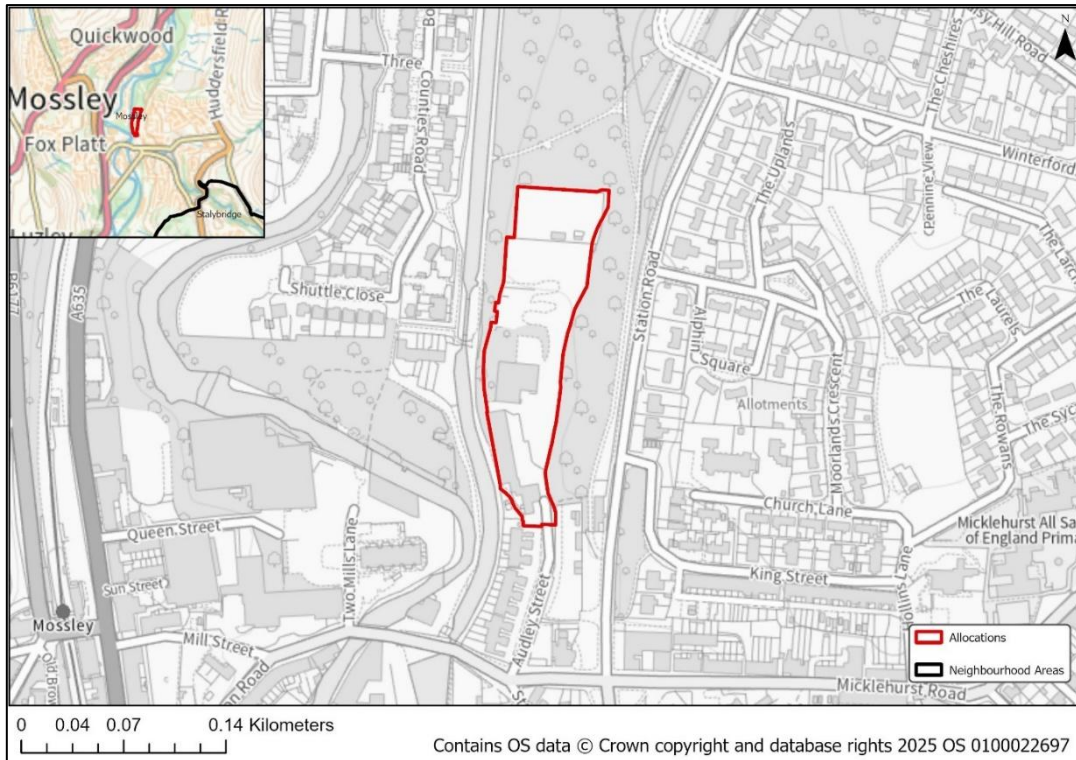
The town's proximity to open countryside also presents opportunities to grow the rural economy.

- 5.172 Topography and valley constraints limit active travel and weaken walking, cycling, and wheeling networks. Improving public realm connections, particularly along the River Tame and Huddersfield Narrow Canal, will enhance accessibility and community cohesion. Public transport improvements are essential, including more frequent bus services and better integration with Mossley's rail station. Future TransPennine rail upgrades, enhancing Mossley train station and relocating it, will change the dynamic of the town but pose the positive opportunity to strengthen connectivity to Greater Manchester and beyond.
- 5.173 Mossley benefits from extensive open space and access to strategic routes such as the Tame Valley Trail and Pennine Bridleway. However, there is a need for robust management and conservation strategies to protect these assets. A comprehensive flood risk and river management strategy is required to safeguard residential areas and infrastructure.

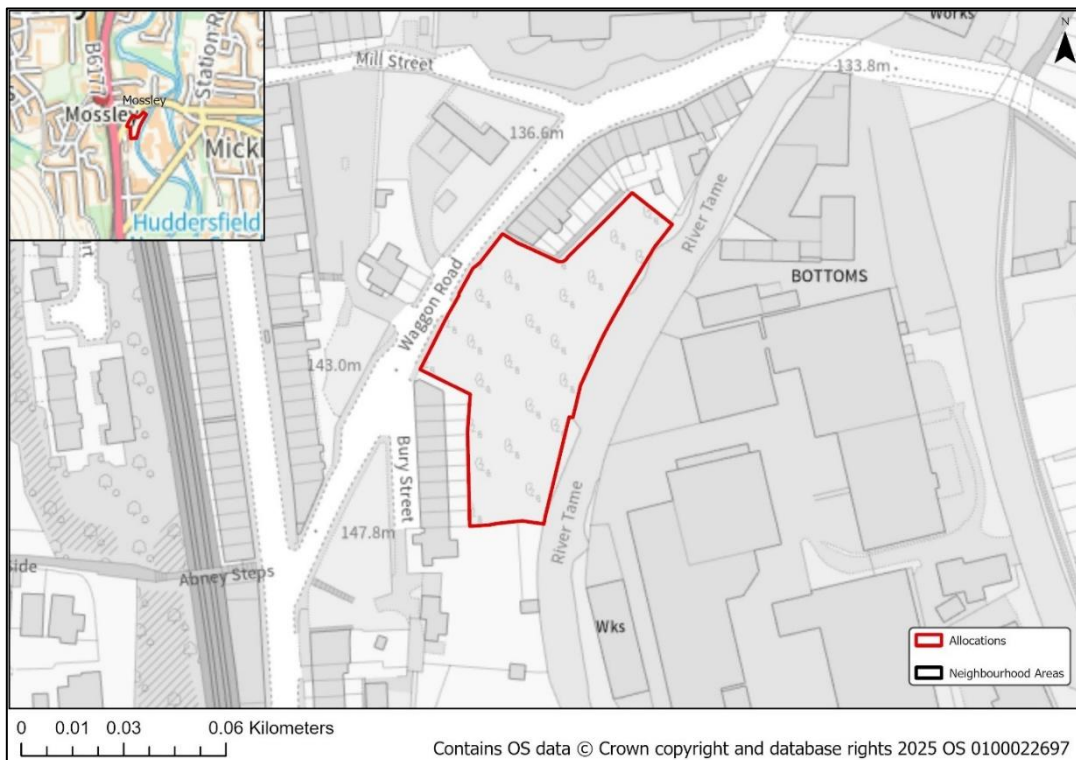
5.174 **Development allocations**



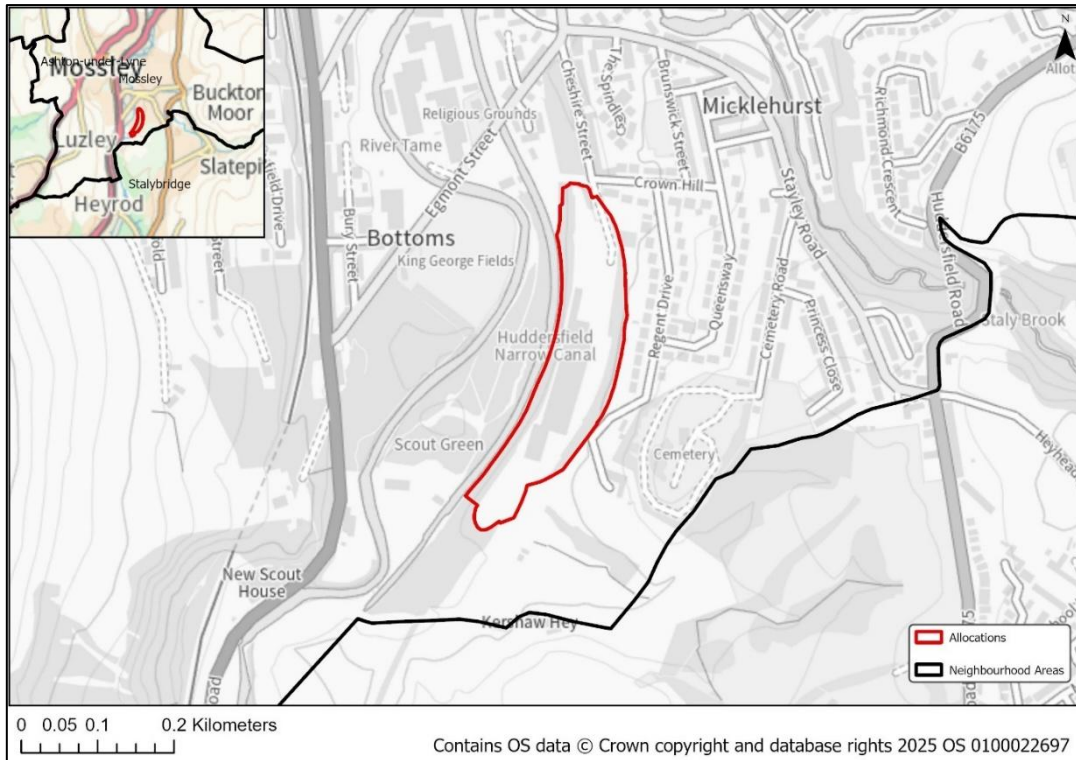
HSP S2K: Allocation 1: Egmont Street (0.46 hectares): for around 1,840 sqm of employment uses



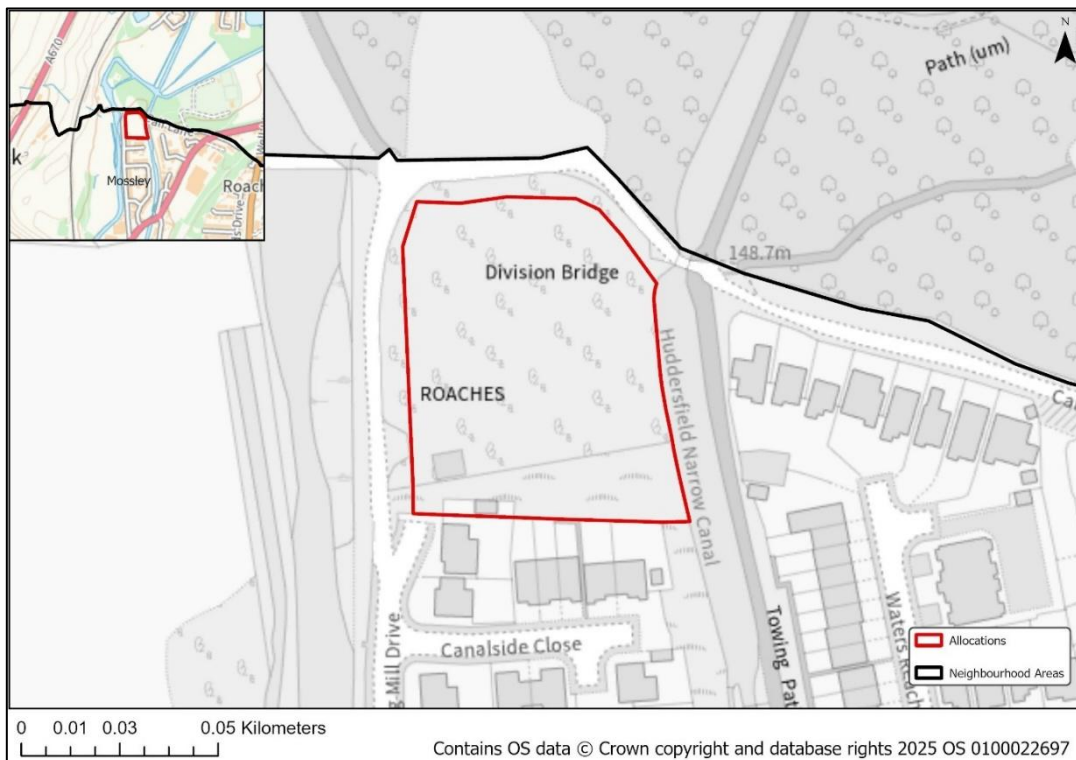
HSP S2K: Allocation 2: Audley Street (1.12 hectares): for around 2,200 sqm of employment uses



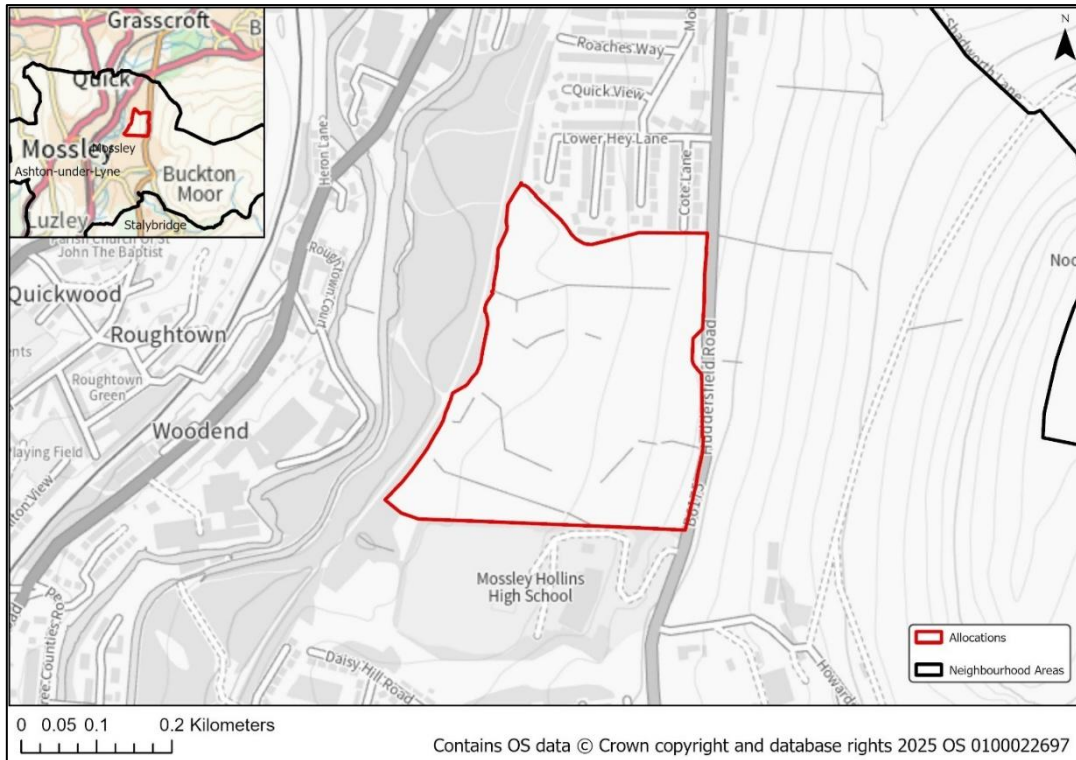
HSP S2K: Allocation 3: Waggon Road (0.33 hectares): for around 23 new homes



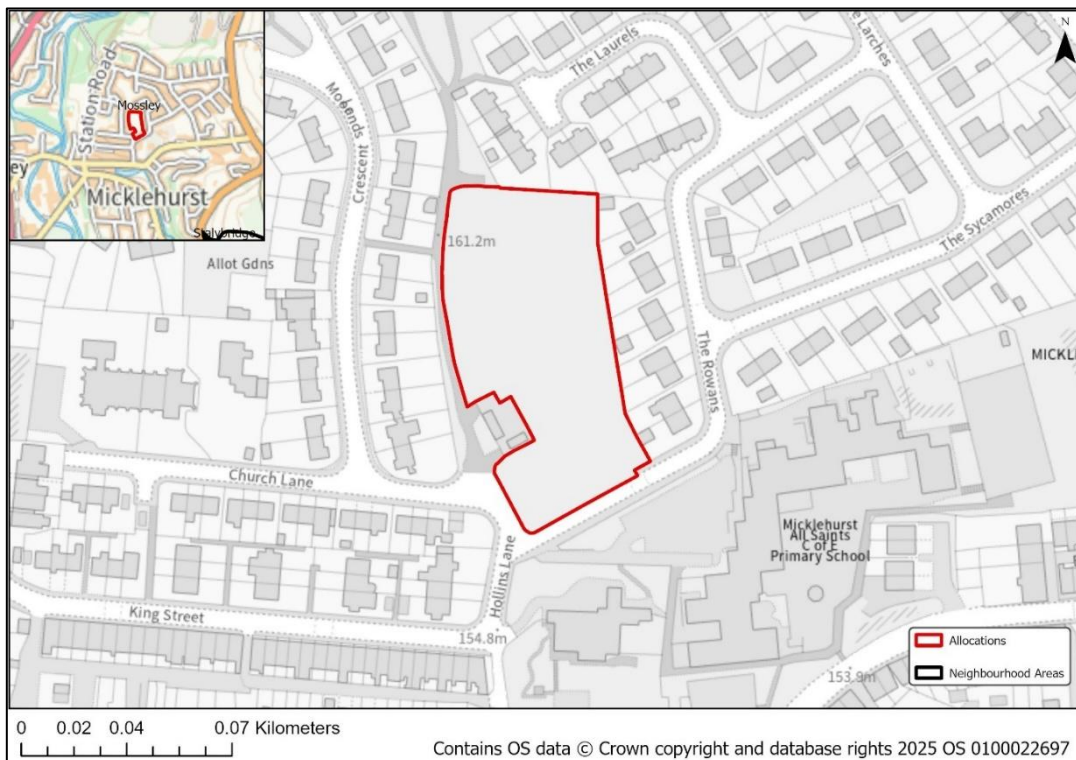
HSP S2K: Allocation 4: Cheshire Street (3.74 hectares): for around 187 new homes



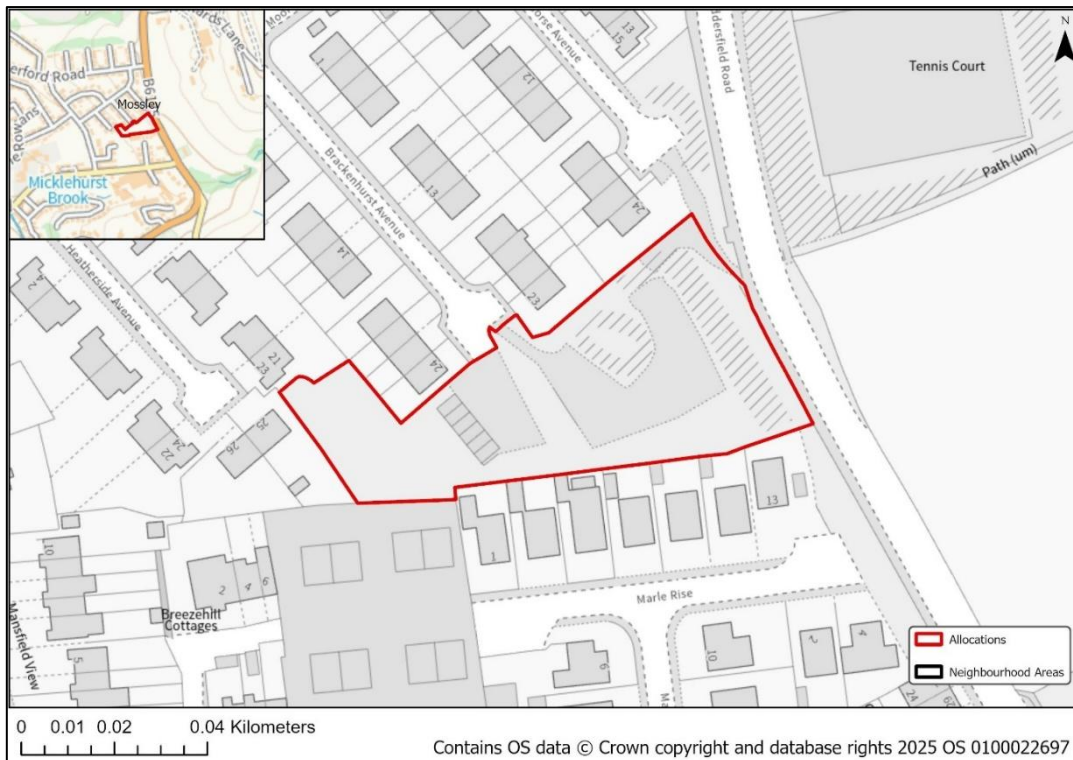
HSP S2K: Allocation 5: Roaches (0.51 hectares): for around 18 new homes



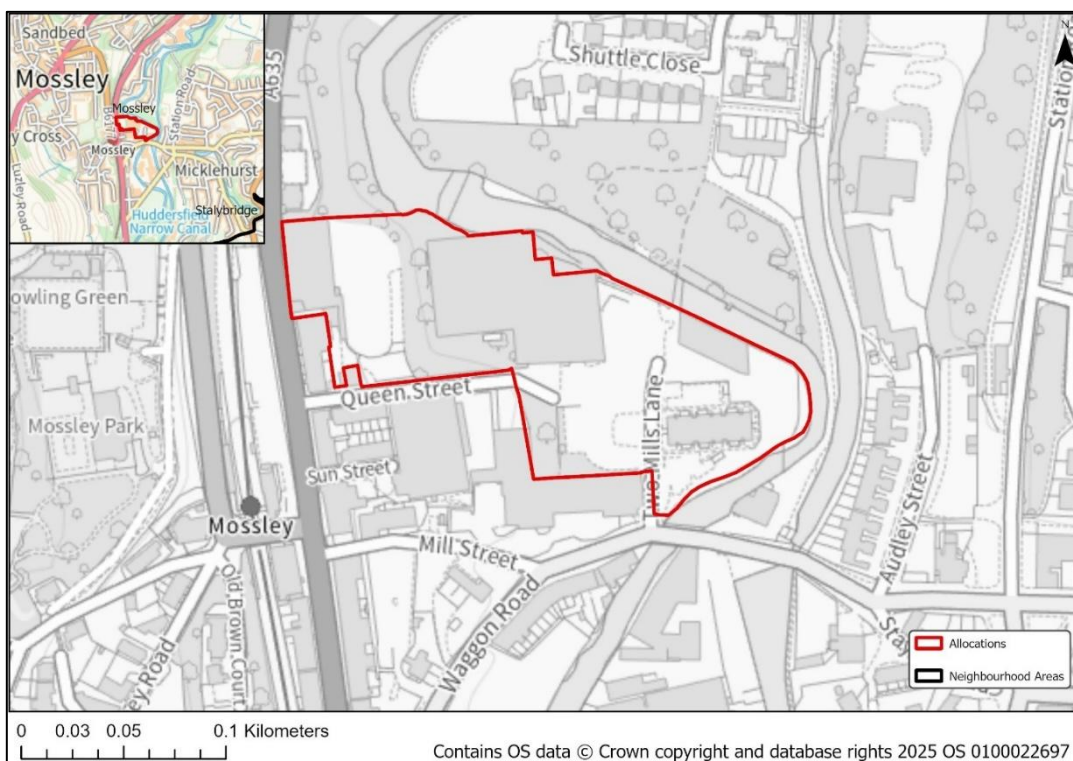
HSP S2K: Allocation 6: Huddersfield Road (12.77 hectares): for around 175 new homes



HSP S2K: Allocation 7: Hollins Lane (0.52 hectares): for around 26 new homes



HSP S2K: Allocation 8: Brackenhurst (0.34 hectares): for around 12 new homes



HSP S2K: Allocation 9: Queen Street (1.97 hectares): for around 136 new homes

Policy HSP S2L: Stalybridge

The vision for the Stalybridge neighbourhood up to 2042 is to:

- 1. Accelerate the ongoing regeneration of Stalybridge to enable the town to meet its full potential taking full advantage of its heritage, canal and riverside setting, growing the evening economy, cultural offer and access to national rail services.**
- 2. Deliver a net increase of around 1,200 new homes across Stalybridge.**
- 3. Deliver new town centre living including a significant focus on delivering apartments within Stalybridge Town Centre, boosting the resident population.**
- 4. Support delivery of the residential-led Stalybridge West masterplan, delivering a vibrant new, high-density community.**
- 5. Conserve and enhance the distinctive heritage assets of the town centre and its conservation area which recognises the Grade II listed Stalybridge Civic Hall, Victoria Market and Astley Cheetham Art Gallery and Library as a vibrant Cultural Quarter for the Town Centre.**
- 6. Be supportive of positive strategies which protect, enhance and deliver the sensitive restoration and long-term future of the Grade II Listed Oakwood Mill, as heritage which is at risk due to its poor condition.**
- 7. Deliver transport infrastructure improvements around Stalybridge train station, enable the redevelopment of the existing bus station site for new uses with bus services better integrated with other transport modes, providing improved gateways into the Town Centre to attract additional users.**
- 8. Support the continued growth of the evening economy and high-quality food and drink offer, including through improvements to the public realm creating environments to dwell, spend time and encourage businesses to spill into.**
- 9. Grow the leisure, tourism and recreational roles of the Stalybridge parks and proximity to countryside in a manner that recognises their existing offer and connections with adjacent communities.**
- 10. Unlock the full potential of the canal and river network through Stalybridge with accessibility and environmental improvements.**

5.175 *Reasoned justification*

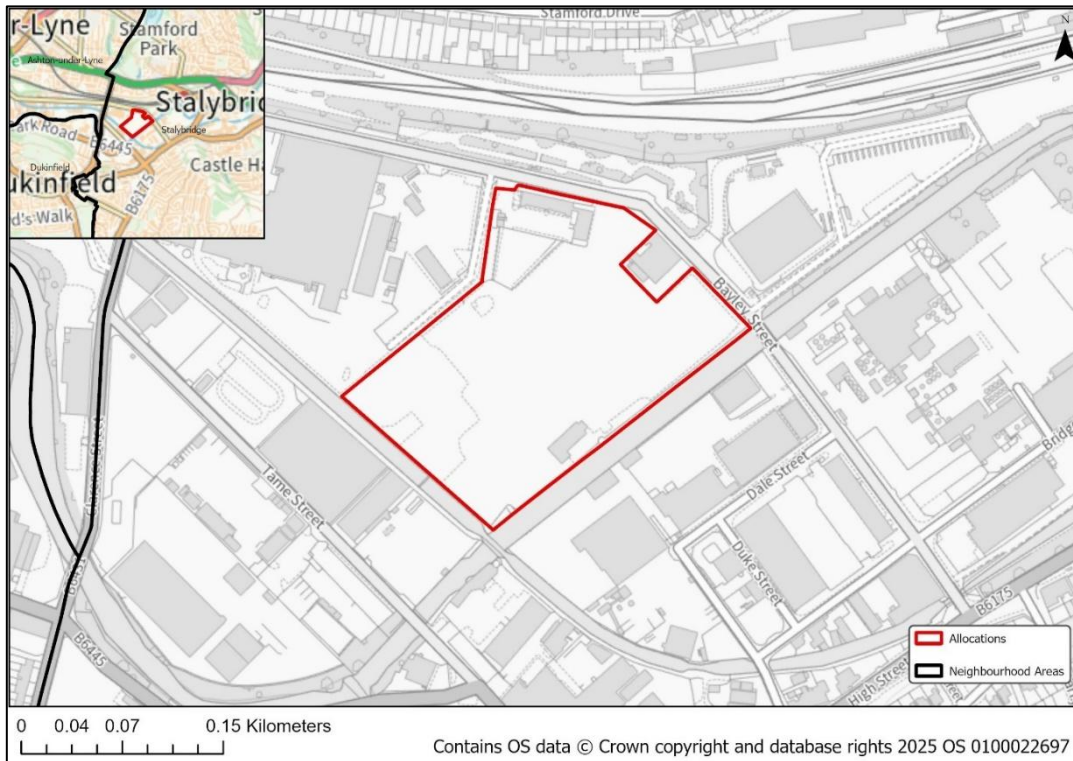
- 5.176 Stalybridge represents a major opportunity for regeneration and place promotion, driven by its distinctive heritage, historic textile manufacturing, civic architecture, and strategic connectivity to Greater Manchester and

beyond. The town centre was designated as a Conservation Area in 1991 in recognition of its strong historic character and Pennine setting, and in 2020 Historic England reaffirmed its significance by identifying Stalybridge as a High Streets Heritage Action Zone. The town benefits from exceptional access to the surrounding countryside, including Stalybridge Country Park, Dove Stone Reservoir, Chew Valley, and the wider Pennines. These natural assets provide scope to strengthen tourism and leisure activity, building on successful initiatives such as Stalybridge Street Fest.

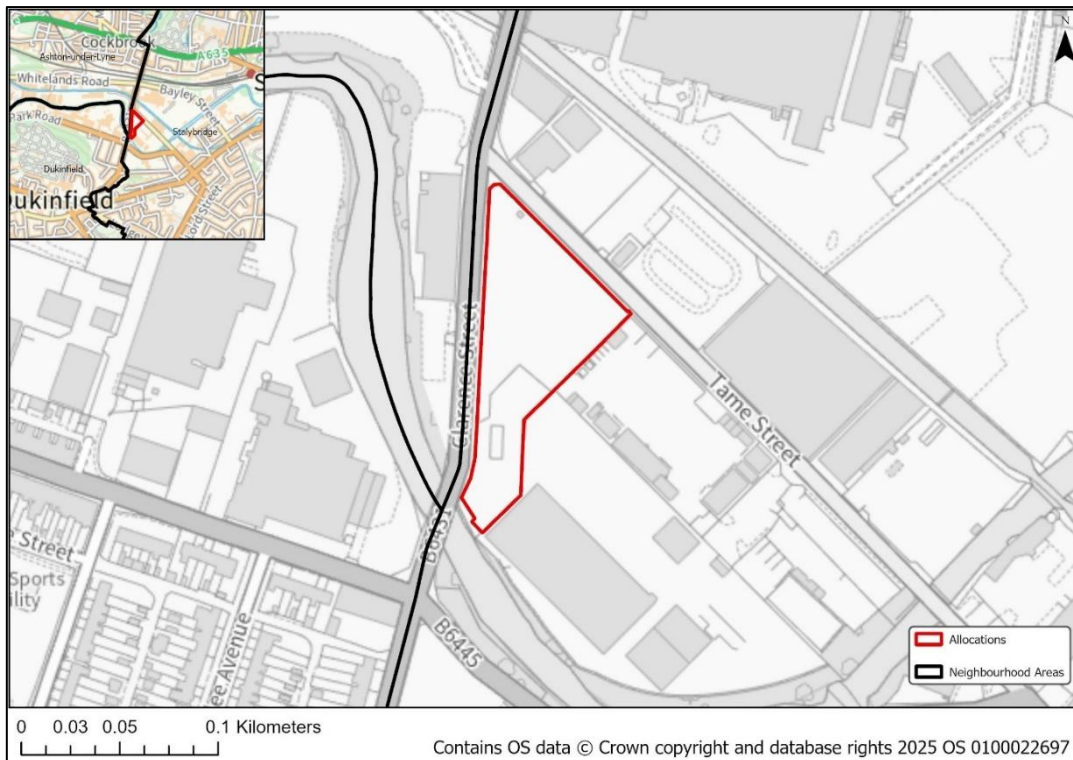
- 5.177 However, despite retaining an independent high street offer and hosting regular social events, challenges remain as the public realm is weakened by poor shop frontages, vacant and privately-owned units and conservation at risk of decline. To address these issues, the Stalybridge West Town Centre Masterplan was launched in 2024 following extensive consultation. This plan sets out a framework to regenerate the western edge of the town centre and deliver a vibrant urban quarter through enabling infrastructure, public realm and active travel improvements, and the creation of a Cultural Quarter. Enhancing gateways into the neighbourhood, improving the Tame Valley Loop, and increasing canal and river access are also central to this vision.
- 5.178 Regeneration and conservation priorities centre on the restoration of key heritage assets, including the Grade II Stalybridge Civic Hall/Victoria Market and the Astley Cheetham Art Gallery and Library. In parallel, proposals will explore the reconfiguration of underutilised industrial sites adjacent to Stalybridge railway station. These interventions aim to strengthen local identity by fostering civic pride, community engagement, and enhancing the town's visual and functional appeal. A strategic emphasis is placed on diversifying Stalybridge's leisure offer and supporting the evening economy, thereby accelerating economic growth and positioning the town as a distinctive destination within the region.
- 5.179 To support delivery, Stalybridge has secured £19.9 million in Capital Regeneration Project funding, with completion scheduled by March 2027. Key proposals include a new pedestrian and cycle bridge across the River Tame, a multi-level car park at Waterloo Road, and safer walking routes through upgraded pavements, crossings, and traffic management. While the town benefits from strong active travel, bus, and rail links, enhancements are needed to improve efficiency and connectivity, such as those proposed by discussions around the TransPennine rail upgrade.
- 5.180 Housing supply remains a critical challenge. Despite Stalybridge having one of the highest commuter populations in Greater Manchester, there is insufficient housing. The development of key sites such as at Millbrook Sidings and Oakwood Mill, delivering a mix of tenure, type, and size, to

complement delivery at density within the heart of the town will be important. Town centre developments will primarily focus on apartments, driven by the residential-led Stalybridge West masterplan, which will utilise brownfield sites and strengthen commuter connectivity.

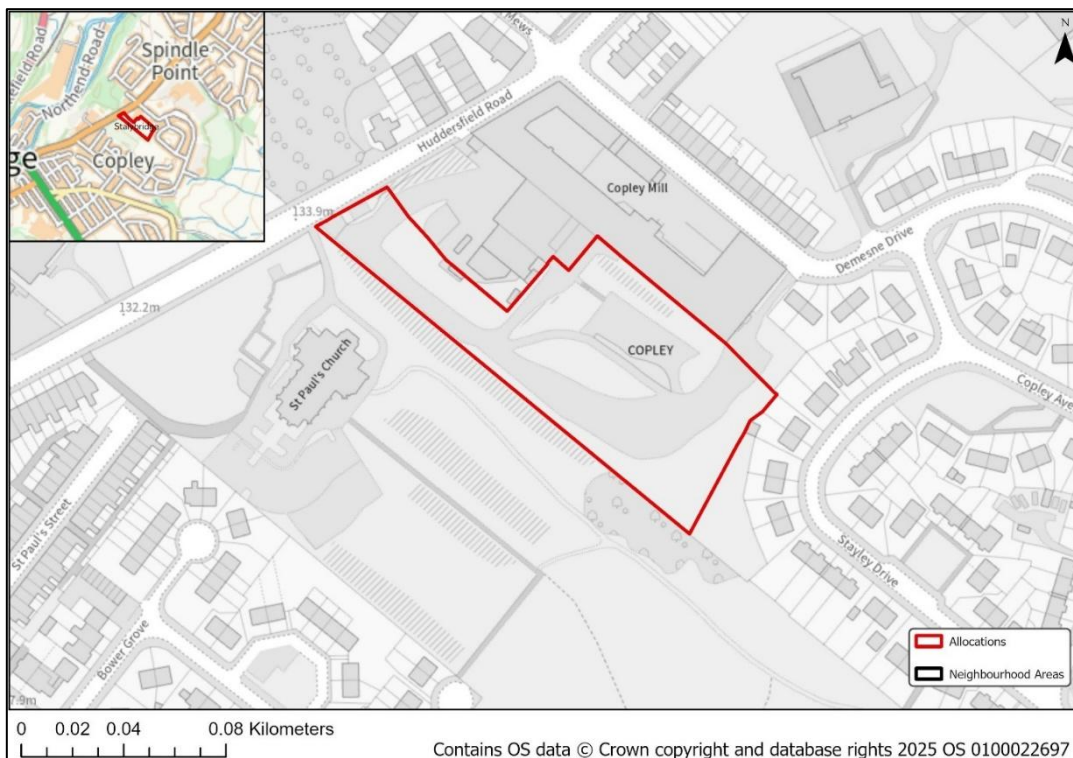
5.181 Development allocations



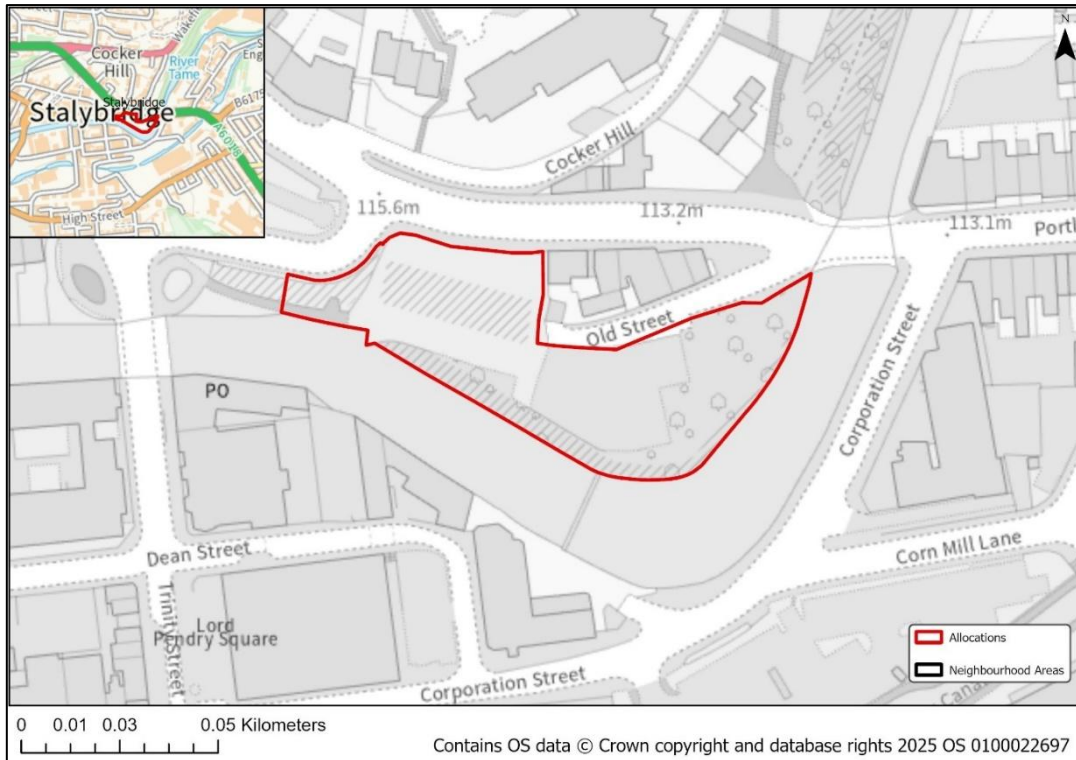
HSP S2L: Allocation 1: Bayley Street (3.8 hectares): for around 15,200 sqm of employment uses



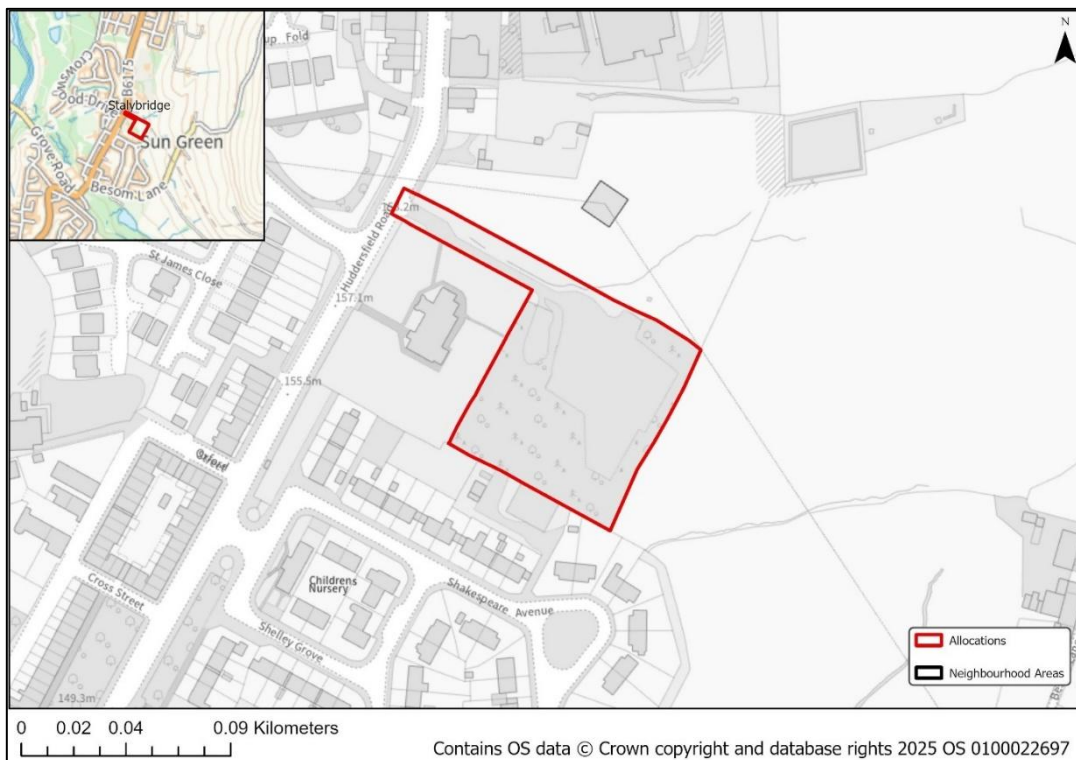
HSP S2L: Allocation 2: Clarence Street (0.66 hectares): for around 2,640 sqm of employment uses



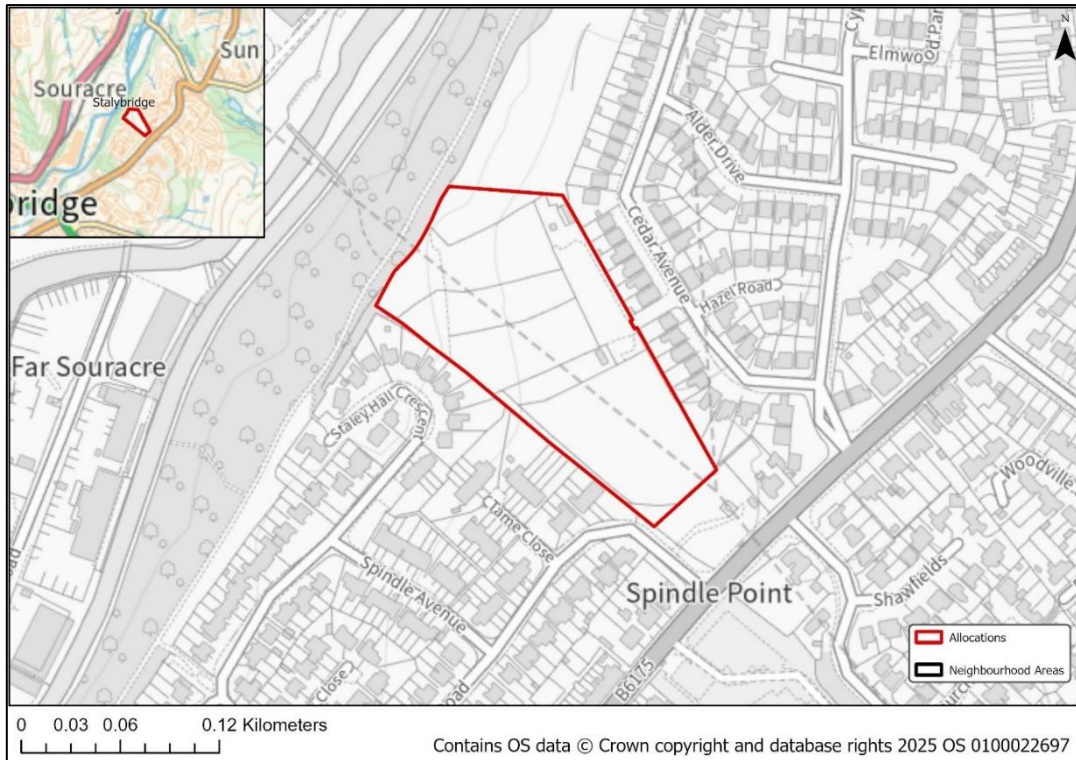
HSP S2L: Allocation 3: Copley Mill (0.86 hectares): for around 3,440 sqm of employment uses



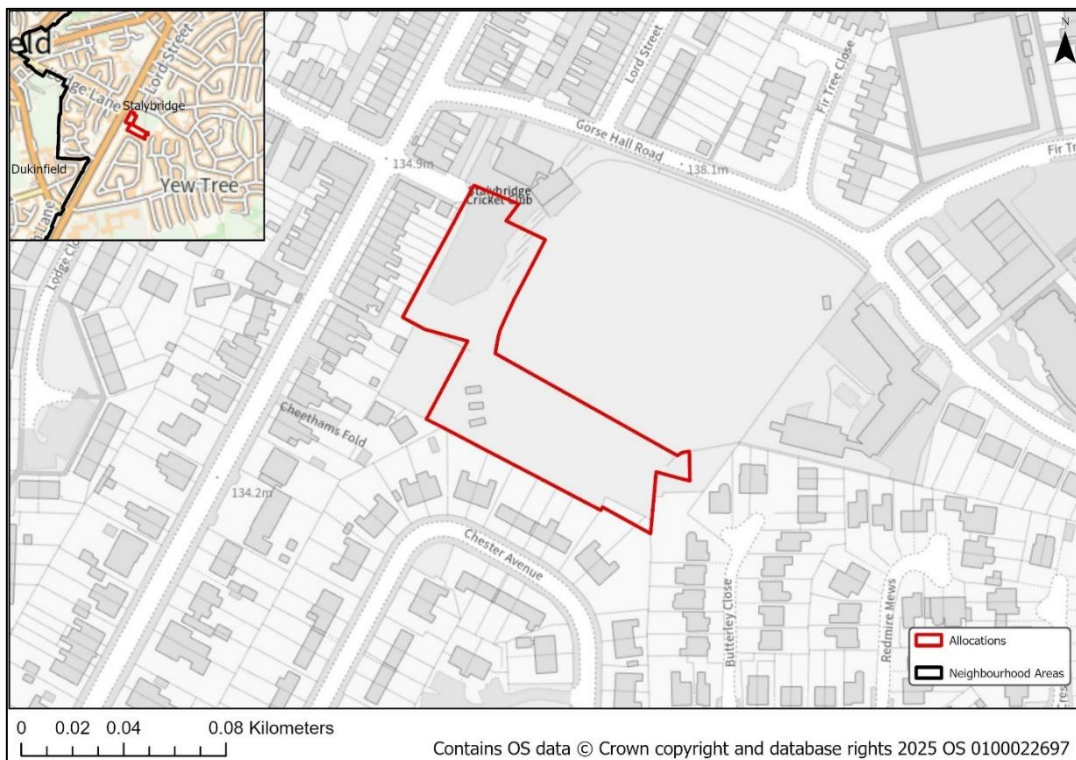
HSP S2L: Allocation 4: Old Street (0.39 hectares): for around 78 new homes



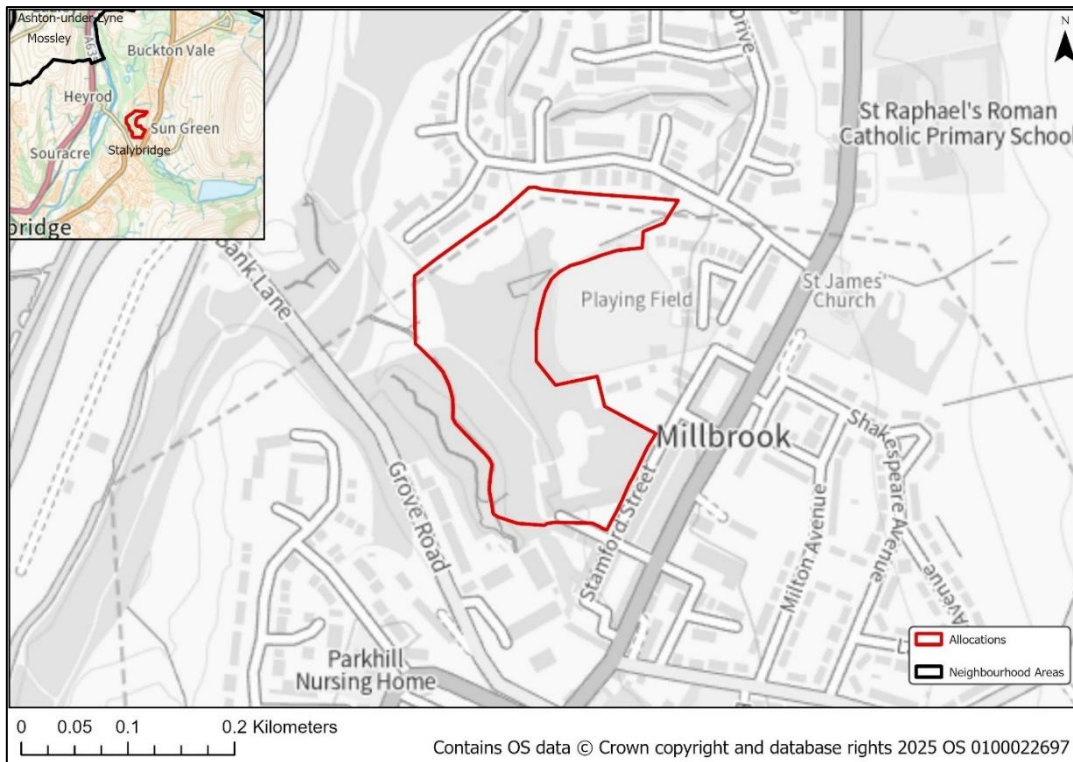
HSP S2L: Allocation 5: Huddersfield Road (0.77 hectares): for around 23 new homes



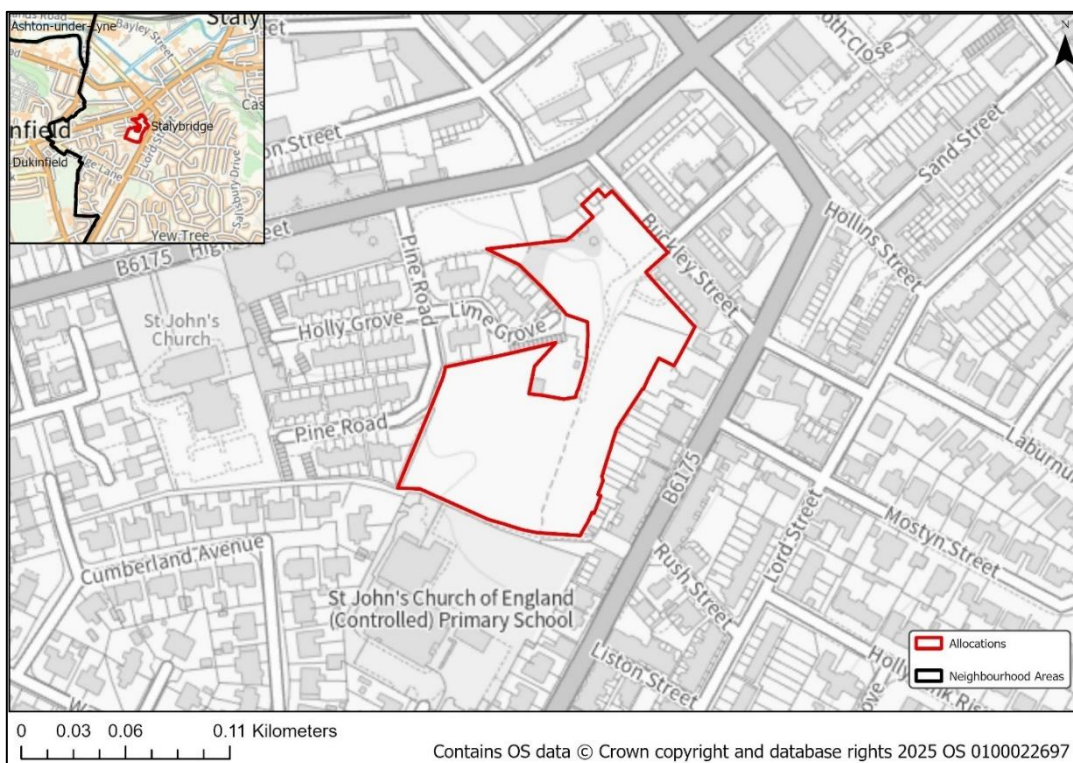
HSP S2L: Allocation 6: Cedar Avenue (2.03 hectares): for around 35 new homes



HSP S2L: Allocation 7: Stalybridge Cricket Club (0.52 hectares): for around 18 new homes

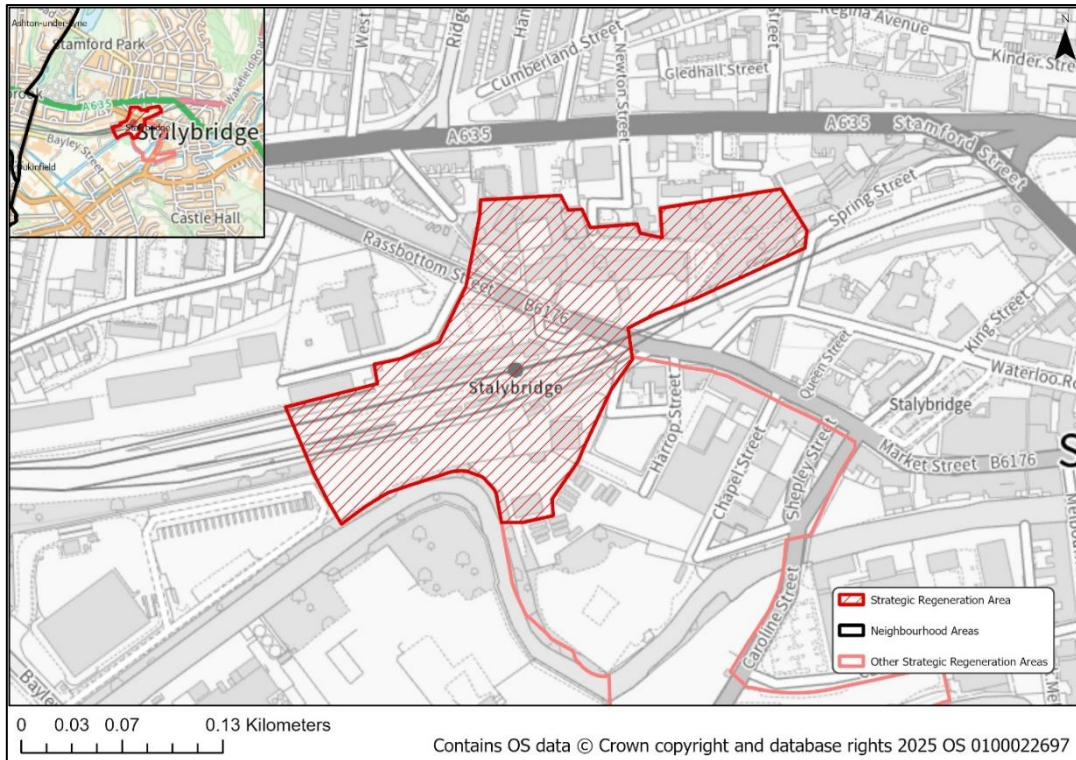


HSP S2L: Allocation 8: Millbrook (4.2 hectares): for around 110 new homes

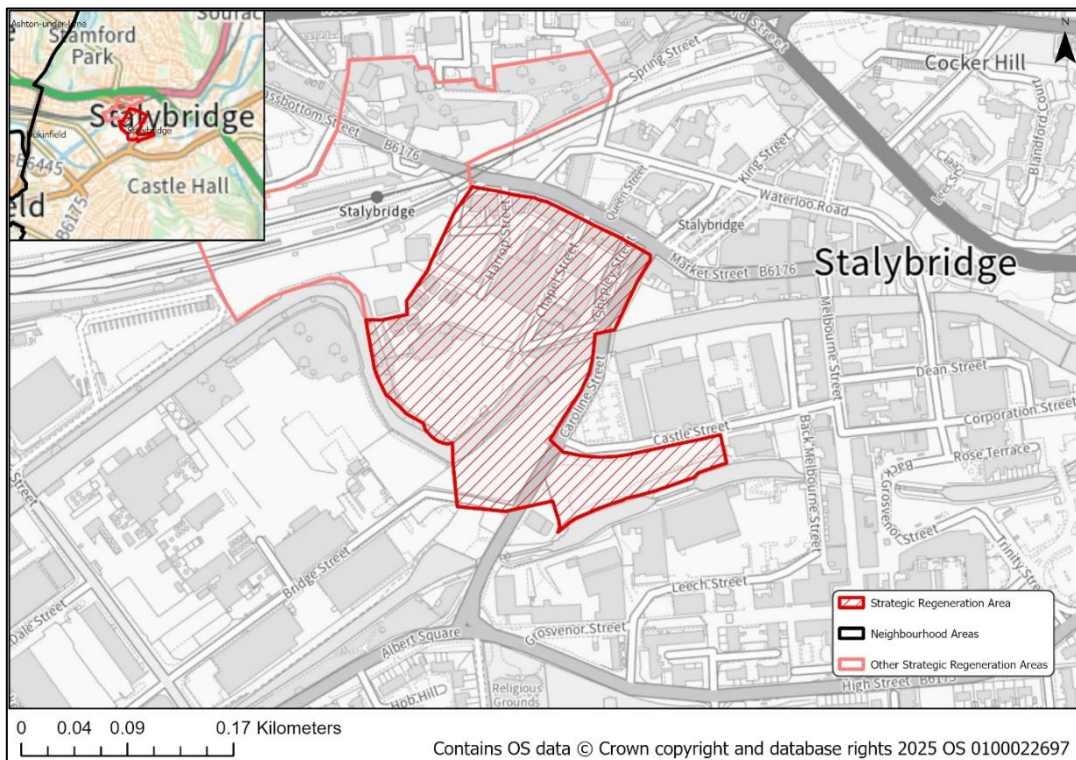


HSP S2L: Allocation 9: Buckley Street (1.3 hectares): for around 46 new homes

5.182 Strategic Regeneration Areas



HSP S2L: Strategic Regeneration Area 1: Stalybridge North



HSP S2L: Strategic Regeneration Area 2: Stalybridge West

6 Centres

6.1 Introduction

- 6.2 Tameside's main centres are Ashton-under-Lyne, Denton, Droylsden, Hyde, Hattersley, Mossley and Stalybridge. They provide a unique and complementary offer and are crucial components to the economic, environmental and social success and wellbeing of the borough. They are locations for businesses to grow and residents and visitors to access shops, services and facilities.
- 6.3 Like many towns and high streets across the country, Tameside's centres have been hit by the long-term decline in traditional retail. The rise of online shopping and out of town retail parks has reduced footfall in high streets, leaving vacant units and weakening the retail core. Retail has been an industry under significant stress, as many retailers find themselves squeezed between rising costs and the increasing volume of sales over the internet. Such difficulties have, of course, been exacerbated by the Covid-19 pandemic and the cost-of-living crisis associated with rising energy prices and rising inflation. While Ashton-under-Lyne remains the borough's principal centre, smaller centres such as Stalybridge and Droylsden have a more limited retail offer, serving mainly local catchments. This creates a challenge in maintaining vibrancy and economic viability across all centres. Tameside's centres must evolve by diversifying their offer and introducing new uses, such as residential development to remain relevant, vibrant and active destinations.
- 6.4 As consumer spending accounts for around 60% of GDP, the financial health of households and their willingness to spend are crucial factors in determining an economy's performance. Traditionally, consumer spending is the driving force behind GDP growth in the UK. In recent years, however, this has not been the case. First, the Covid-19 pandemic and associated lockdowns resulted in temporary large drops in spending and big changes to spending patterns (such as a greater share of spending on goods and less on services). Then, just as spending had recovered to its pre-pandemic level, the period of high inflation in 2022 and 2023 squeezed household budgets, resulting in stagnant spending in real (inflation-adjusted) terms.
- 6.5 Despite the growth of online shopping, physical retail stores will continue to play a vital role, particularly in the sale of convenience goods, as online orders are often fulfilled directly from store shelves. In respect of comparison goods, there is a need for the offer to become more 'experiential' to encourage shoppers onto the high street, and to ensure that shopping is viewed as a pastime and leisure activity. The shopping

experience needs to evolve and diversify both to attract footfall and convert increased activity into sales. Independents clearly have an important role to play in adding interest and in providing differentiation between shopping venues. By embracing a broader mix of activities and encouraging people to live in and engage with Tameside's centres, these areas can become active, attractive destinations that support both daytime and evening economies.

- 6.6 NPPF paragraph 86 advises that local authorities should adopt a proactive approach to supporting the growth and evolution of town centres. This involves establishing a clear network and hierarchy of centres and promoting their long-term vitality and viability through diversification (such as introducing housing), while respecting the unique character of each centre. It also requires defining the boundaries of town centres and primary shopping areas, as well as setting a range of uses that will be permitted within them.
- 6.7 Policy JP-STRAT12: Main Town Centres within PfE recognises the nine districts' principal town centres as key economic drivers and focal points for office, retail, leisure and cultural activity serving their wider areas. These centres are also important locations for delivering inclusive growth and as major transport hubs. The plan emphasises that development must be carefully managed to preserve and enhance the distinct character of each centre while safeguarding natural and historic assets protected. PfE further requires districts to define the role and hierarchy of centres, drawing on robust evidence to support local plan policies.

Policy HSP C1: Network, Hierarchy and Designation of Centres

The council will maintain and enhance the role of Ashton-under-Lyne as the borough's main town centre in accordance with PfE policy JP-P4, Denton and Hyde as town centres, Stalybridge, Droylsden and Hattersley as district centres and Mossley as a local centre. Boundaries for the centres are as shown on the Policies Map. The network of centres will meet the majority of everyday needs of Tameside's residents for shops and other main town centre uses.

In accordance with national planning policies, the designated centres will be protected and strengthened, supporting thriving communities relative to their size, role and unique character, delivering a diverse range of uses that support their vitality and viability. They will be the main locations for investment with an emphasis on making them safe,

inclusive and welcoming places which are able grow and diversify in a way that can respond to change, including through new standalone high-density homes, and above active ground floor uses in centres.

6.8 Reasoned justification

- 6.9 National policy highlights the important role that town centres play at the heart of local communities. Places for Everyone recognises town centres as local economic drivers, with Ashton-under-Lyne designated as a Main Town Centre in policy JP-P4, New Retail and Leisure Uses in Town Centres. The policy requires that Ashton-under-Lyne be maintained and enhanced in accordance with national planning policy.
- 6.10 PfE is clear in policy JP-P4 that the boundaries of the centres and detail of other centres at lower levels of the hierarchy are defined through district local plans such as this Plan, consistent with the NPPF, that requires local authorities to identify a network and hierarchy of centres to promote their long-term vitality and viability, to allow them to grow and diversify.
- 6.11 HSP needs to positively plan for the long-term vitality and viability of Tameside's centres. To ensure vibrancy, they need to evolve as community hubs, offering a mix of employment, homes, leisure, community facilities and services, where retail is increasingly a smaller part of a wide range of complementary uses, under-pinned by quality places and spaces. Residential provision is also a vital part of this, as it provides footfall and increases the sense of safety in centres.
- 6.12 Whilst maintaining Ashton-under-Lyne as the borough's principal centre, evidence presented in the 2025 Tameside Retail and Leisure Study (TRLS) recommends adjustments to the network and hierarchy of centres as shown in Table 6.0 below. The proposed hierarchy recognises the role of Ashton as a Main Town Centre, as defined within PfE policy JP-P4 and the growth and changing roles of other town centres such as Denton and Hyde. Denton's broader catchment area is influence by its diverse retail offer; particularly the range of comparison shops at Crown Point Shopping Park. In contrast, Hyde has strengthened its role in convenience shopping, with several supermarkets meeting local needs.
- 6.13 The district centres of Stalybridge, Droylsden and the emerging district centre at Hattersley have a more limited retail offer, serving immediate residential catchments and are therefore designated as district centres. However, Droylsden's unique advantage is its close proximity to Manchester and excellent accessibility with Metrolink and high-frequency bus routes. Allied to this, many centres have notable opportunities for new residential and mixed-use developments on key sites. Hattersley's district centre is currently led by Tesco and the Hattersley Hub (library and

community facility) with the former district centre having been redeveloped for housing. A second phase of development including a discount supermarket, drive-through coffee shop and a range of trade counters located South of Ashworth Lane are also included in this centre. With the potential addition of health services and improved connectivity for pedestrians through public realm improvements, Hattersley centre has been designated as a district centre.

6.14 Mossley is defined as a local centre and is made up of both Top Mossley and Bottom Mossley, both parts are compact, walkable and offer a good range of shops with many independent outlets. Lower Mossley is located in close proximity to the existing rail station and public transport links.

6.15 Reflecting the above, Tameside’s network and hierarchy of centres is set out below:

Table 6.0 Network and Hierarchy of Tameside’s Centres.

Centre	Hierarchy of Centres
Ashton-Under-Lyne	Main Town Centre
Hyde	Town Centre
Denton	Town Centre
Stalybridge	District Centre
Droylsden	District Centre
Hattersley	District Centre
Mossley	Local Centre

6.16 The purpose of defining the Primary Shopping Area and town centre boundaries is to identify relevant areas for applying the sequential and impact tests to new retail and leisure developments. These boundaries are shown on the Policies Map and detailed in Appendix B. The centre boundaries have been refined to focus on the core areas where most main town centre uses occur, in line with the definition of town centres set out in NPPF (Annex 2 Glossary). It is important to note that the centre hierarchy excludes Tameside’s out-of-centre retail parks and standalone food stores. While these locations do contribute to the borough’s economy and accommodate comparison (bulky goods) retail and other main town centre uses, they are not considered to be ‘centres’ for planning purposes.

6.17 The ongoing popularity of internet shopping is evident in the TRLS 2025, which estimates a continued increase in online shopping as a proportion of overall shopping. This has clear implications for the viability of our physical town centre stores and subsequently the footfall in centres. Over time, this has resulted in a reduction in ‘in-store’ purchases and footfall, which has resulted in the North-West having the highest concentration of retail and

leisure vacancies (15.1%) with persistent vacancies of 7%, compared to 4.5% across the UK in 2024.

- 6.18 Tameside's centres are anchored by convenience retailers within and around them and Tameside's grocery market is relatively self-contained with good retention rates as a whole. Discount foodstore operators (namely Lidl and Aldi) are now a more attractive proposition and are competing directly with the 'Big Four' supermarket operators, with larger stores fulfilling a wider range of customers' needs and a wider range of products. Encouraging retail (both convenience and comparison retail) and leisure into defined centres will continue to be key to sustaining footfall and expenditure in the borough's centres.
- 6.19 The larger centres such as Ashton and Hyde have lost a number of well-known high street retailers, such as Marks and Spencers and Wilkinsons over the several years, with significant repercussions, such as reduced footfall and expenditure. In Tameside, a rise in retail vacancies is evident in many of the town centres, with Droylsden's retail and leisure vacancies reaching a third of shop units in 2025, followed by Ashton at 21.8% and Hyde at 18.2% (higher than national average of 14.1% GOAD, 2025). A high level of persistent vacancies or continual turnover of businesses can lead to a rundown environment due to lack of property maintenance. In addition, Tameside's out of town retail parks continue to offer significant competition to town centres, with the advantages of free parking, and easy access to main roads within the borough. These trends have long term implications for Tameside's centres.
- 6.20 Tameside aims to adopt a holistic approach to place management in order to ensure that centres support an experiential offer and are able to attract visitors to linger throughout the day and into the evening. This approach will increase flexibility in centres, which need to be adaptable in order to address changing needs. The emphasis will therefore be on a wider range of uses to encourage visitors in, and to lengthen 'dwell-time'.
- 6.21 Tameside's town centre regeneration projects focus on strengthening the town centres' connectivity's, enhancing footfall, and attracting a wider demographic. By improving accessibility, expanding offerings, and celebrating the town centres' heritage and catchment areas, the initiatives will support the long-term economic viability of the centres whilst creating a more engaging and dynamic environment for residents and visitors alike.
- 6.22 This policy provides sufficient flexibility to support a diverse mix of town centre uses beyond traditional retail and acknowledges the need to repurpose historic and outdated retail premises to accommodate new residential, leisure and community uses.

Policy HSP C2: Primary Shopping Areas

To manage and concentrate retail development, promote the vitality of town centres and encourage access to a range of shops and services, Primary Shopping Areas (PSAs), as shown on the Policies Map, are designated in two of Tameside's centres:

- 1. Ashton-under-Lyne**
- 2. Hyde**

It is important that the shopping, leisure, business and service functions of these areas is maintained to support the overall vitality and viability of that centre. Centres can evolve over time and changes to the role and function of primary shopping areas should be guided by a masterplan or comprehensive redevelopment strategy.

In centres where there is no separately defined primary shopping area, the entirety of such a centre is the primary shopping area, as defined in Annex 2 of the NPPF¹⁹.

6.23 Reasoned Justification

6.24 The TRLS 2025 provides recommendations in relation to the definition and review of Primary Shopping Areas (PSAs), which are defined areas where retail development is concentrated. National Planning Policy directs that policies should define the extent of primary shopping areas and in doing so aid the effective and consistent application of the sequential test in driving investment of town centre uses into preferable locations. Additionally for the purposes of applying the sequential test for retail purposes, edge of centre locations are those well connected to, and up to 300m from, the primary shopping area. Only Ashton-under-Lyne and Hyde are to have separately defined PSAs.

6.25 Tameside's Town Centre Retail and Leisure Study (TRLS 2025) recommends that Ashton and Hyde are the only centres with PSA to help distinguish between the main retail core and rest of the town centre. In Ashton, the PSA will be focused on Ashton Market Square, the Arcades Shopping Centre and the Ladysmith Shopping Centre; which represents the heart of retail activity and is clearly distinguished from the wider town centre which accommodates a broader range of uses. In Hyde, the PSA is focused on Clarendon Square Shopping Centre, Market Place and the

¹⁹ Annex 2 of the NPPF defines primary shopping area is the "Defined area where retail development is concentrated"

adjoining retail frontages, reflecting the concentration of retail activity in this part of the town centre. The designation creates a clear distinction between the retail heart of the town and wider town centre.

- 6.26 Proposals for town centre uses will need to be subject to a sequential approach as set out in the National Planning Policy Framework. Although significant population growth is projected in Tameside, the scale and extent of various centres designated in policy C1 is considered sufficient to accommodate the vast majority of retail and leisure required, along with retail commitments at Godley Green Garden Village and Hattersley's replacement District Centre. Retail will be primarily focused within the primary shopping areas of centres to maximise their vitality.
- 6.27 It is therefore essential that new retail floorspace and other main town centre uses are directed to Tameside's designated centres. The first priority in Ashton and Hyde should be within the PSA, followed by suitable sites within other sequentially preferable locations. Out-of-centre sites should only be considered if no suitable alternatives exist. Where development is proposed on the edge of a centre, it must be well connected to the existing retail core and within easy walking distance for all users.
- 6.28 The TLRS has considered both the quantitative and qualitative needs of Tameside to meet future retail needs. Although there is no identified quantitative need for new foodstores, additional provision could enhance consumer choice in some locations. Any such development should support growth in line with the council's aspirations and established retail hierarchy. Furthermore, in accordance with national planning policy and guidance, retail applications exceeding the locally set threshold in HSP Policy C5 and outside of the designated centres must follow the sequential approach and undertake an impact test accordingly.
- 6.29 Out-of-centre and out-of-town retail parks offer a broad range of stores, including those selling bulky goods that are often challenging to accommodate within town centres. The TLRS recognises that the out of centre floorspace in the authority area has an important role to play in serving residents of Tameside borough in terms of providing retail and leisure facilities but also has a much wider role and draw from an extensive catchment. The current offer at the out-of-town destinations do not provide for a 'traditional' town centre mix and range of uses. As set out in Annex 2 of the NPPF, existing out of centre developments, comprising or including town centre uses, do not constitute town centres. To safeguard the vitality and viability of town, district, and local centres, further retail development in out-of-town locations will not be supported in accordance with the policies within both this plan and national planning policy.

Policy HSP C3: Development and Change of use in designated centres

The role of Tameside's centres in meeting a wide range of local needs is important and a strong shopping function will seek to be retained within them. However, it is also important to recognise the positive change which a range of complementary services, community uses and leisure opportunities can support.

While many changes of use do not require planning permission, those which do constitute development within designated centres, will be carefully managed to ensure they enhance, rather than undermine, the role of centres in meeting local needs. The positive use of underused and vacant floorspace, particularly on upper floors of properties will be encouraged, including for residential uses.

All proposals should:

1. **Contribute positively to the vitality, viability, and diversity of the centre.**
2. **Avoid unacceptable impacts on daytime footfall.**
3. **Support the centre's role in providing a broad range of retailing and other essential day-to-day services.**
4. **Enhance the character and appearance of frontages.**
5. **Maintain the continuity of active ground floor frontages to promote vibrancy.**
6. **Be of a scale and type appropriate to the size and function of the centre.**

6.30 Reasoned Justification

6.31 National policy requires councils to positively plan for centres for their growth, management and adaptation (paragraph 86) and to ensure vitality and vibrancy of centres through the provision of a range of social, recreational and cultural facilities that serve community needs (paragraph 93 of NPPF). This policy seeks to protect and strengthen the role of Tameside's centres in meeting diverse local needs. Changes of use and redevelopment in designated centre will be carefully managed to ensure that uses support the function of Tameside's centres and ensure that they continue to meet local needs. This policy allows the flexibility for established shops and services to develop and modernise, whilst retaining uses for the benefit of the community.

6.32 This policy aims to ensure that changes of use are appropriate to the scale, function of each centre and offer a balance of uses for the day-to-day use of local communities. The policy also requires new development to positively contribute to and enhance the street scene by being visually attractive and distinctive. It should provide active ground floors uses to create vibrant places, along with clear, legible entrances to shops and services. The National Design Guide²⁰ provides examples of well-designed development which consider the height, scale, massing, identity and character of place.

Policy HSP C4: Local Shopping Areas and Parades

The council will support local shopping areas and parades as shown on the Policies Map, which are defined as containing 4 or more adjacent or closely associated units. Development requiring changes of use from E Class use (main town centre uses) in those locations to other uses, will need to demonstrate that:

- 1. The current use is no longer viable,**
- 2. The day-to-day needs of the local population can still be met from other facilities in the area, and**
- 3. The introduction of the proposed alternative use would reduce the extent of vacant properties and have a positive impact on the local environment.**

6.33 Reasoned Justification

6.34 National planning policy recognises that the planning system can play an important role in supporting healthy and inclusive communities and that there is a need to guard against the unnecessary loss of valued local facilities and services including shops. Councils should plan positively for the provision and use of community facilities and local services to enhance the sustainability of communities, to align with NPPF paragraphs 92 and 93. The council recognises a need to strike a balance between retaining facilities to meet valuable community needs and avoiding long term vacancies which lead to decay and become a blight upon areas.

6.35 A network of smaller scale local shopping parades therefore has an important role in providing shops, services and community facilities to the residents of Tameside outside of designated centres. These are the smallest clusters of highly accessible shops and services, often including newsagents, post office, small food stores, takeaways, pharmacies and laundrettes for example, and are places where communities interact and

²⁰ [National design guide.pdf](#)

meet. They serve an incredibly localised catchment, with most trips made by foot, are supportive of making fewer journeys by car and are relied upon by people who are less mobile. Strong street layouts and easy pedestrian and cycle connections as well as active street frontages and clear, legible entrances all contribute to a well-designed place, and are important considerations for any new proposals.

Policy HSP C5: Development Involving Main Town Centre Uses

1. Sequential approach

In accordance with national planning policy, proposals for main town centre uses not within an existing centre shall be supported by a Sequential Assessment in accordance with the following priority-based approach:

- a. Within designated centres (in centre)**
- b. In locations on the edge of designated centres (edge of centre)**
- c. Accessible sites which are well connected to a designated centre**
- d. Other locations that are accessible by walking, cycling and public transport.**

Proposals in sequentially less preferable locations will only be supported where it can be demonstrated that suitable sites or premises in sequentially preferable locations are not available and that a flexible approach to scale and format has been applied.

2. Impact Assessment

An impact assessment will be required for proposals for retail and leisure main town centre uses (including mezzanine floorspace and variations to restrictive conditions) where proposed development is not located in a defined centre and is over the following minimum gross external floorspace thresholds:

- a. In excess of 500 sqm gross; or**
- b. Located within 800m of district centre and over 300sqm gross; or**
- c. Located within 800m of local centre and in excess of 200sqm gross.**

The relevant threshold to apply will be identified in consultation with the council and will be determined by:

- d. The location and the identification of nearest centre(s) by road or foot (rather than as the crow flies), and**
- e. The identification of centre(s) for which the proposal could affect in terms of investment and impact on vitality and viability, as detailed within the NPPF.**

For the purposes of applying the impact assessment, leisure development includes for example, cinemas, restaurants, drive-through restaurants, bars and public houses, nightclubs, casinos, health and fitness centres, indoor bowling and bingo halls.

6.36 *Reasoned Justification*

- 6.37 Proposals for town centre uses that are to be located in an edge of centre or out of centre location are to be accompanied by a Sequential Assessment. This should demonstrate that other more suitable sites have been considered. The first preference in Ashton and Hyde will be the PSA, with suitable locations within the district or local centres, and then second preference to edge of centre locations. Only if no suitable sites are available in these locations will out of town locations be considered. In the instance where a new development is considered to be appropriate on the edge of a centre it should be well connected and accessible to the existing retail area and be easy walking distance to it for all.
- 6.38 Retail and leisure development proposals outside of Tameside's designated centres, which meet the thresholds set out in HSP Policy C5, must be accompanied by an assessment of their potential impact on existing centres within the borough. As set out in NPPF, this should include the impact the proposal is likely to have on:
- 1. Existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - 2. On town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment (as applicable to the scale and nature of the scheme).
- 6.39 The TLRS 2025 considers the relatively small size of centres with smaller shop unit sizes, vacancy rates and the potential susceptibility to alternative 'out-of-centre' retail provision. It concludes that the impact threshold should be set below the default threshold set out in the NPPF paragraph 90 and take a 'tiered approach' approach i.e. a range of thresholds according to the centre, to protect particularly the smaller centres. These thresholds should be applied to not only new development, but changes of use and

variations in conditions to remove or amend restrictions on how units operate or trade in practice.

- 6.40 The TLRS concludes that generally, development of a scale greater than these thresholds could have a 'significant adverse' impact on centres and may merit refusal in accordance with national policy. Where development is not located within a defined centre but is greater than 500 sqm GEA then an impact assessment is required, or if located within 800m of a district centre and is greater than 300 sqm or within 800m of the local centre and greater than 200 sqm GEA then an impact assessment is required. This is considered a proportionate local policy approach for Tameside's centres. Small shops and leisure developments below 300sqm are more likely to serve the day-to-day needs of residents in their immediate locality and those above the threshold would serve more than day-to-day needs and should be therefore, be located within designated centres. The distance of 800 metres is broadly commensurate with the potential catchments of smaller centres and identified in Guidelines for Providing Journeys on Foot (Institute of Highways and Transportation, 2000) as being the 'preferred maximum' acceptable walking distance to a centre.
- 6.41 Where an impact assessment is required, the applicant should agree the scope with the council at an early stage to ensure that it is proportionate to the scale of the proposed development and provides the required information to identify the effects of the development in the nearby centres.

Policy HSP C6: Markets

The council will seek to retain and enhance existing markets and where appropriate introduce new ones, including creating spaces and places within centres through improved public realm, to encourage community events, activities and temporary markets. Development that would be prejudicial to the operation and setting of established markets would not be supported.

6.42 *Reasoned Justification*

- 6.43 Tameside's markets play an incredibly important role in the distinctiveness of towns. Temporary food and drink markets such as Stalybridge Street Fest, Mossley Farmers Markets and other pop up artisan markets and permanent markets including those at Hyde and Ashton help make the towns distinctive and broaden the attractiveness and offer of centres to shoppers and visitors. Investment in markets such as within Ashton Market Hall and the associated market square are critical to enhancing vibrancy, as well as a centres brand and identity.

- 6.44 NPPF paragraph 86c) requires councils to ‘retain and enhance existing markets and, where appropriate re-introduce or create new ones’. Councils can hold outdoor markets without planning permission, a measure that was made permanent in December 2021 to boost high streets post pandemic with changes to the permitted development rights introduced in 2020 and as mentioned above there are several pop up and permanent markets which operate across the borough.
- 6.45 The Tameside Retail and Leisure Study (2025) paragraph 2.29 highlights the significance of independent retailers and modern food markets, which often feature food and drink operators. It also recognises the role of the nighttime economy, including pop-up food and drink markets and successful events such as Stalybridge ‘Street Fest’, family friendly Christmas celebrations and festivals, and seasonal artisan market events. Retaining spaces for those events, enhancing evening safety, and managing these areas effectively are priorities supported by this policy approach.

Policy HSP C7: Healthier Food Environments

Healthier food and drink options will be encouraged through Healthy Menu schemes run by the council and other organisations, with the aim of improving the borough’s health and well-being.

Proposals for hot food takeaways will only be supported where they:

- 1. Are Within designated centres defined by policy HSP C1, and:**
 - a. Do not result in a clustering of more than 10% of ground floor commercial premises in a shop frontage, to the detriment of the character and function of the designated centre, or would have an adverse impact on amenity for occupants of adjoining land and buildings; and**
 - b. Do not result in two or more adjacent units in any one length of frontage being a hot food takeaway.**
- 2. Are outside of designated centres defined by policy HSP C1, and:**
 - a. are not located within wards where there are 10% or more reception pupils or 15% or more of Year 6 pupils classified as obese (including severely obese) based on latest National Child Measurement Programme; and**

- b. are not located within a Local Super Output Area (LSOA) which falls within the 30% most deprived areas in England i.e. Index of Multiple Deprivation Deciles 1, 2 and 3; and**
- c. are not located within 400 metres of a school, sixth form college, or other area where young people congregate, unless opening hours are restricted to avoid for example school start, lunch, and closing times.**

6.46 Reasoned Justification

- 6.47 Across the borough, Tameside generally has poor health outcomes and health inequalities, with higher-than-average levels of obesity, including childhood obesity, heart disease and lower than average life expectancy. Tameside's Health and Well-being Board is committed to delivering healthier places as one of the key priorities for residents.
- 6.48 In 2024, the Tameside Healthy Places Strategic Framework was adopted which aims to adopt a whole system approach to addressing some of the health challenges and supporting local action to improve the health and wellbeing of anyone who lives, works or is educated in Tameside. The Healthy Places Partnership aims to promote and create healthier food environments, working with partners, in a way that impacts individuals positively, ensuring employability, reducing demand on social care and the NHS and health services.
- 6.49 Collaborating with Public Health on healthy food initiatives and supporting businesses to offer healthier menu options will contribute to creating healthier food environment through a whole systems approach. Protecting existing allotments and encouraging new opportunities for community food growing will also improve access to nutritious food and help reduce health inequalities, in line with NPPF paragraph 92 c). HSP Policy PE1 supports this policy by requiring certain proposals to demonstrate their consideration to health impacts through the submission of a Health Impact Assessment (HIA).
- 6.50 Childhood obesity continues to be an issue in areas of Tameside and for Year 6 (ages 10-11 years) pupils, only 62% are a healthy weight. National research shows that children living in most deprived areas are at the highest risk of obesity. Public Health England (PHE) and the Local Government Association have provided a briefing note on regulating the growth of hot food takeaway outlets acknowledging the complexity of the ways the environment promotes obesity and explains the actions that can be taken by local authorities to reduce levels locally. It acknowledges that a direct causal link between the hot food takeaways and obesity is

challenging to establish, however there is evidence of associations between obesity and availability of fast food.

- 6.51 Tameside has the eighth highest density of Hot Food Outlets per 100,000 head of population in England, with 151 takeaways per 100,000 residents, higher than the average in England of 96.1 per 100,000 residents (OHID, 2024). This data includes HFTs and restaurants selling certain types of fast food. There is strong evidence linking the density of fast-food outlets and the regular consumption of fast food with levels of those living with obesity in an area.
- 6.52 An assessment of the number of takeaways within the borough has been undertaken and the hot food takeaways and fast food outlets are generally concentrated in electoral wards with the highest levels of multiple deprivation, such as the wards of Ashton St Peter's (5.29 outlets per 1,000 population) and Denton North East (3.42 outlets per 1,000 population)(FEAT, November 2025).
- 6.53 The Use Classes order defines hot food takeaways as “for the sale of hot food where consumption of that food is mostly undertaken off the premises” and of Sui Generis use. The over-concentration of hot food take-aways can have a detrimental impact on vitality and viability of centres and achieving a balance of uses within a centre should continue to be priority; ensuring that centres provide a good mix of both day and nighttime economies to create safe and attractive environments. Should a proportion of takeaways increase significantly within centres, then the balance of mix of uses and provision of amenities to meet the catchments' needs could decrease considerably, and residents could look elsewhere to meet their day-to-day retail, service and leisure needs.
- 6.54 The policy ensures that Tameside retains control over future planning applications for hot food takeaways. The objective is to prevent the excessive clustering of such establishments, which can contribute to negative cumulative impacts on the local environment and community, such as closed shutters during the day, anti-social behaviour and litter. To assess this, applicants may use the Food Environment Assessment Tool (FEAT) developed by the MRC Epidemiology Unit, which maps the distribution of hot food takeaways across Tameside wards. Alternatively, applicants can conduct a site survey or mapping exercise to identify the density of takeaway units surrounding the proposal. In terms of health data, this can be accessed at Department of Health and Social Care public health data Fingertips webpage: <https://fingertips.phe.org.uk>.

Policy HSP C8: Food, Drink and Leisure Uses in Centres

The council will support proposals which contribute positively to cultural and creative activities and stimulate vibrancy, vitality to daytime and evening economies and promote diversity in designated centres, whilst minimising potential amenity impacts such as noise, public safety and servicing arrangements.

The use of outdoor areas, including rooftops, forecourts and pavements, for food, drink and leisure purposes will be supported where it does not result in unacceptable harm to the amenity of residential properties or impede on safe and convenient pedestrian access.

The agent of change principle will be applied to proposals which would introduce residential and other sensitive uses such as care homes, schools or nurseries within close proximity of established licensed premises or venues. Applicants will need to identify any impacts and demonstrate that they can be mitigated appropriately.

6.55 *Reasoned Justification*

- 6.56 As reflected within The Greater Manchester Night Time Economy Strategy (2022-2024)²¹ the food, beverage and leisure sector is an incredibly important element in the regeneration of towns. Aligned with this, Tameside is committed to fostering a vibrant mix of cultural and creative activities such as restaurants, pubs, bars, cinemas, theatres, and music venue that contribute to the vitality and viability of its centres.
- 6.57 Initiatives include Purple Flag status for safer towns, late night transport, Alive After Five (linked to extending trading hours) and light nights help to support this sector which play a key role in enhancing the evening economy, which is vital to the diversification and broader regeneration of our towns, in line with NPPF paragraph 86 that encourages the growth and adaptation of centres. In addition to enriching the social and cultural fabric, they also offer valuable employment opportunities and support local economic development. However, there is also a recognition of the challenges of creating a vibrant evening and nighttime offer, such as public safety, anti-social behaviour, litter and noise.
- 6.58 Changes of Use between uses in many instances within E Class do not require planning permission, which limits the scope of this policy, however, the council may impose conditions to restrict further change of use that could compromise the viability and vitality of the town centre. Further, the

²¹ [Night Time Economy Strategy - Greater Manchester Combined Authority](#)

council's premises licensing system under the Licensing Act 2003 complements this policy. The regime aims to reduce the impact of pubs, bars and restaurants by controlling the alcohol licencing, the scale and nature of proposals, how they are managed (security) and through the regulation of their opening hours and noise levels.

7 Environment

7.1 Introduction

7.2 Tameside has many green and blue spaces that contribute to the borough's character and which provide wide-ranging benefits including for people and the environment. The borough's parks, woodlands, nature reserves and other locally designated sites make up some of the 55% of Tameside that remains undeveloped and green in nature. The council is committed to protecting and enhancing Tameside's natural environment, to mitigating the impacts of climate change, to improving air quality and protecting development from flooding and pollution.

7.3 Background and context

7.4 The council is already applying the policies within PfE and the NPPF to, amongst other things, protect the natural environment, support sustainable development, adapt to climate change and mitigate flood risk. The policies in this chapter should be read alongside the requirements of the NPPF and other documents that comprise Tameside's local plan, including PfE. Where policies in these plans already address strategic issues or requirements for development, they are not repeated by policies in this chapter; the details of such issues are provided below.

7.5 Climate change

7.6 Addressing climate change is a cross-cutting theme throughout this plan, with policies in all chapters contributing to either mitigating or adapting to climate change impacts. In determining planning applications, development proposals will be required to comply with PfE Policies JP-S2 and JP-S3. These policies set the approach, consistent with the NPPF, which the council will take in relation to renewable and low carbon energy schemes, requirements for energy efficiency in new developments, and the consideration of the opportunities presented by heat and energy networks.

7.7 Flood risk

7.8 In managing flood risk from all sources, when considering proposals for development the council will apply a risk-based approach, applying the sequential and then exceptional test in accordance with PfE Policy JP-S4, consistent with the NPPF.

7.9 Environmental impacts

7.10 The NPPF is clear that planning policies and decisions should prevent new and existing development from being put at unacceptable risk from, or

being adversely affected by, unacceptable levels of soil, air, water or noise pollution. Development should, where possible, help to improve local environmental conditions, consistent with the NPPF, which is further supported by PfE Policies JP-S1 and JP-S5.

7.11 **Biodiversity**

7.12 The council will continue to protect biodiversity, geodiversity, trees and woodland in accordance with the NPPF and through the application of PfE Policies JP-G7 and JP-G8. The Environment Act 2021 introduced a mandatory scheme of Biodiversity Net Gain which came into effect in April 2024. Qualifying developments must provide a minimum 10% net gain in biodiversity, as measured by the DEFRA metric. The council will seek a net gain in biodiversity in accordance with the national requirement and PfE Policy JP-G8.

Policy HSP E1: Renewable and Low Carbon Energy

The council will take a positive approach to proposals for renewable and low carbon energy sources in accordance with PfE policies JP-S2 and JP-S3 and other relevant policies in this plan. Developers are encouraged to incorporate renewable and low carbon energy infrastructure into their schemes where possible.

In addition to the district heating network areas shown through PfE policy JP-S3, the broad opportunity areas in Tameside most suitable, based on technical considerations, for ground mounted solar PV and small scale hydroelectric are shown on the policies map.

Solar

All developments are encouraged to maximise opportunities for onsite electricity and heat production from solar technologies, where extensive roof surfaces provide readily available opportunities for large scale commercial or industrial developments.

Hydroelectric

The development of hydro power schemes shall protect and take opportunity to enhance the ecological interest, biodiversity and geodiversity of the waterway in which they are installed. Developers should engage with the Environment Agency, Canal and River Trust and the Greater Manchester Ecology Unit at the earliest opportunity.

Decommissioning

Proposals for temporary renewable and low carbon energy generation will be required to provide full details for the decommissioning and removal of the technology upon cessation of generation and for the restoration of the site to its original use or acceptable alternative use.

7.13 *Reasoned Justification*

- 7.14 Paragraph 152 of the NPPF requires plans to support the transition to net zero, taking account of climate impacts including overheating, water scarcity, storm and flood risks and coastal change. The NPPF at paragraph 155 states plans should provide a positive strategy for energy from renewable and low carbon energy and heat. Renewable energy is defined in the NPPF and includes energy from the wind, the fall of water, the movement of the oceans, the sun, and from biomass and deep geothermal heat.
- 7.15 In 2020 Tameside council, in association with the other Greater Manchester boroughs, declared a climate emergency which included a commitment to reduce the borough's carbon impact to 'net zero' by 2038. In 2021, the council adopted its Climate Change and Environment Strategy which set a framework to determine actions the council could take in response to the climate emergency. This included an action to consider, through the local plan, identifying suitable areas for renewable technologies and low carbon energy sources. Increasing the amount of energy from renewable and low carbon sources can also bring wider benefits including reducing the borough's greenhouse gas emissions, improving air quality and increasing energy security.
- 7.16 In support of PfE policies JP-S1 and JP-S2, the transformation needed across the borough to become carbon neutral by 2038 has been identified in the Tameside Local Area Energy Plan (LAEP). A study to determine the areas of land suitable for renewable technologies including ground mounted solar PV, small scale hydroelectric and wind turbines was carried out as part of the LAEP. The study found substantial opportunities for solar, limited opportunities for hydro and none for wind. However, this does not preclude individual sites coming forward for these or other renewable or low carbon technologies.

Policy HSP E2: Surface Water and Water Efficiency

Development shall manage surface water in a sustainable way across the whole site and as close to source as possible, in accordance with PfE Policy JP-S4.

Development proposals must demonstrate that a 50% reduction in surface water run-off will be achieved, or that run-off is limited to greenfield run-off rates, whichever allows for the greater discharge rates. Run-off rates should not exceed the conditions on site prior to the development.

Development proposals are required to follow the drainage hierarchy and prioritise the use of natural flood management and sustainable drainage systems (SuDS).

Proposals for new residential development, including new build and conversions, should demonstrate how they will achieve the optional water efficiency standard set out in the Building Regulations 2010 Part G (or any subsequent update to it), achieving a maximum water consumption of 110 litres per person per day.

All other forms of development are encouraged to minimise water use as far as practicable by incorporating rainwater harvesting, water efficiency and recycling measures where possible.

7.17 *Reasoned Justification*

- 7.18 A key element of managing flood risk and the impact on the water environment is the sustainable management of surface water. Surface water flooding, unlike other forms of flooding, is much harder to predict and can often happen in places where it is not expected. Sustainable Drainage Systems (SuDS) are designed to control surface water runoff close to where it falls, combining a mixture of built and nature-based techniques not only providing benefits for water quantity but also wider benefits to water quality, biodiversity and amenity. The Flood and Water Management Act 2010 introduced a mandatory requirement for the use of SuDS in developments more than 100sqm in area. The NPPF at paragraph 169 and PfE Policy JP-S4 also set an expectation that development sites will include SuDS to control flow rates and reduce volumes of runoff.
- 7.19 PfE Policy JP-S4 requires developments to manage surface water runoff through SuDS and achieve greenfield runoff rates unless it is demonstrated to be impractical. The policy states district local plans should consider setting more detailed surface water discharge rates such as in areas with critical drainage issues.
- 7.20 Surface water flows are larger than foul flows and have a greater impact when discharged to the public sewers, increasing the likelihood of sewer overflows and consequential impacts on water quality. Given the risk surface water flooding poses to parts of Tameside, it will be important to

minimise the amount of runoff and discharge from development sites across the borough.

- 7.21 In addition, the effects of climate change and population growth will continue to put pressure on water resources. Reducing the amount of water used in new development will help alleviate demand and reduce discharge to the sewer network. PfE Policy JP-S4 requires development to meet, as a minimum, the mandatory water efficiency standard of 125 litres/person/day with local authorities, through development of their local plan, able to set tighter standards if such an approach is justifiable.

Policy HSP E3: Biodiversity and Geodiversity

Development proposals will be expected to conserve and enhance biodiversity, avoiding any adverse impacts on priority habitats and species and irreplaceable habitats.

Development proposals will be expected to avoid any adverse impacts on internationally, nationally and locally designated sites, as shown on the policies map. The weight afforded to the protection of these sites will be commensurate with their status in order of the following hierarchy, with greatest weight listed first:

- **Special Areas of Conservation and Special Protection Areas**
- **Sites of Special Scientific Interest**
- **Local Nature Reserves**
- **Sites of Biological Importance**
- **Regionally Important Geological Sites**

Development will be expected to follow the mitigation hierarchy in accordance with PfE Policy JP-G8 such that where an adverse impact is demonstrated to be unavoidable, this shall be mitigated as far as possible, then appropriate compensation provided for any remaining adverse impacts.

7.22 *Reasoned Justification*

- 7.23 Biodiversity is the variety of all life on Earth. It includes all species of animals and plants, and the natural systems that support them. Biodiversity matters because it supports the vital benefits we get from the natural environment. It contributes to our economy, our health and wellbeing, and it enriches our lives. The council, through the application of other policies in this plan, will continue to ensure adequate access to natural spaces for all residents, however it is also important to ensure adequate space for nature

too. The UK has experienced a significant loss in biodiversity and is now one of the most nature-depleted countries on earth. To address nature loss the UK has set legally binding targets through The Environment Act 2021 and subsequent regulations to increase species abundance and create and restore more wildlife-rich habitats.

7.24 Around 15% of Tameside is protected for nature conservation across a variety of designations from a local to an international level. Protected sites in Tameside currently include:

- 11 Local Nature Reserves
- 56 Sites of Biological Importance (SBI)
- 3 Sites of Special Scientific Interest (SSSI)
- 1 Special Area of Conservation (SAC) and Special Protection Area (SPA)

7.25 Tameside also contains several Regionally Important Geological Sites (RIGS) that are designated for their geological or geomorphological importance.

7.26 The council will continue to work in partnership with the Greater Manchester Ecology Unit to conserve and enhance designated wildlife sites and seek opportunities to expand the network of such sites, to which this policy approach will apply. Regard will be had to the Greater Manchester Local Nature Recovery Strategy (LNRS) to inform opportunities for nature recovery, which will also be a material consideration in the determination of planning applications.

8 Homes

8.1 Introduction

8.2 Housing plays a central role in achieving Tameside's corporate vision to enable residents to 'start well, live well and age well.' Policies in this plan will seek to support the choice of safe, well-designed homes that meet the housing needs of all groups in Tameside. New homes, alongside an existing housing stock that is fit for purpose, are an important part of ensuring that Tameside is able to meet the housing needs of existing and prospective residents, better matching residents' changing housing needs.

8.3 Background and context

8.4 To achieve this plan's objective, 'To ensure sufficient new housing is provided against the PfE requirement, providing a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.', alongside the potential re-purposing of existing stock, the council needs to have a clear understanding of the sites and broad locations in the borough that can accommodate new homes. It achieves this through the preparation of its Strategic Housing and Economic Land Availability Assessment (SHELAA).

8.5 The 2025 SHELAA identifies a range of sites deemed to possess residential development potential. In accordance with PfE Policy JP-S1, the council will continue to make as much use as possible of suitable previously developed brownfield land and vacant buildings to meet development needs as set out earlier within this plan.

8.6 It will also continue to be important to make the most of the borough's existing stock. Vacant homes and suitable vacant and underutilised buildings that have been unattended for an extended period can result in neglect, lower property values, blight and anti-social behaviour. Therefore, returning empty and underutilised homes and buildings back into use is not only a sustainable way of meeting local housing need, but can also benefit the local community by reducing the negative impacts that often surround empty homes.

8.7 Approximately 2.5% of all dwellings in Tameside are vacant at any one time. However, it is also important to note that a functional transactional vacancy rate of around 3%²² is relatively normal, to allow for movement within the housing market and so there will always be a number of vacant properties in the borough at any one time, known as 'market churn'.

²² Arc4 (2017) Tameside Housing Needs Assessment

- 8.8 Ensuring sufficient homes come forward, the council will boost the supply of well designed and adaptable homes in accordance with PfE Policy JP-H3 requiring new dwellings to be built to both the nationally described spaces standards and applying the accessible and adaptable standard in Part M4(2) of the Building Regulations. Alongside this, the council will, in accordance with PfE Policy JP-H2, seek to maximise the delivery of additional affordable homes through policies within this plan, setting targets for their provision. And in accordance with PfE Policy JP-H3 this plan will also ensure housing is provided to meet the needs of specific groups of people.
- 8.9 However, the delivery of new homes cannot be achieved in isolation. The council will continue to support the delivery of new homes by strengthening strategic partnerships and delivery vehicles with registered providers, developers, Homes England, and other stakeholders to improve delivery rates and develop proactive measures that will unlock barriers to development; particularly on challenging brownfield sites, stalled sites, and surplus publicly owned land.

Policy HSP H1: Housing Size, Type, Mix and Tenure

The council will support individual applications for new residential developments that positively contribute to the provision of an appropriate, broad mix of dwellings, covering a range of size, type, number of bedrooms and tenure, addressing identified local housing needs within the area, having regard to the following policies and evidence:

- **Places for Everyone Policies JP: H1, H2, H3 and H4;**
- **Homes, Spaces, Places Policy H2; and**
- **The most up to date Housing Needs Assessment.**

Applicants must demonstrate this as part of a submitted planning statement. The current Housing Needs Assessment recommends a broad mix of homes, as summarised in Table 8.0 below. This evidence may be updated during the lifetime of the plan and therefore applicants should refer to the latest published evidence, to ensure the housing mix reflects identified needs.

Table 8.0 The mix of homes as recommended by the current Housing Needs Assessment

Number of bedrooms	% Overall dwelling mix	House Type	% Overall Dwelling Mix
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1	5-10	House	65-70
2	30-35	Apartment	5-10
3	40-45	Bungalow/ Level-access	20-25
4+	15-20		

The council will permit an alternative appropriate mix of housing size, type, bedroom number, and tenure from that identified in the most up-to-date housing needs assessment where either:

- 1. there is clear evidence that the alternative mix would better meet specifically identified local needs; or**
- 2. specific site circumstances prevent delivery of the identified mix. Examples include location, flood risk, character, design, or viability considerations.**

8.10 Reasoned Justification

- 8.11 Providing an appropriate mix of housing types, sizes, and tenures is essential to meeting the diverse needs of Tameside’s communities and supporting sustainable growth. National planning policy and Places for Everyone (PfE) policies JP-H1, JP-H2, JP-H3 and JP-H4 require local plans to ensure that housing provision reflects local needs, including for different household types, ages, and life stages. Homes, Spaces, Places Policy H1 builds on this by setting out a clear expectation that new development will contribute positively to delivering a balanced housing market.
- 8.12 The council is committed to supporting a housing market that provides the right size, type and tenure of homes, in appropriate locations. The choice of where people live depend on a range of factors, including proximity to employment, social connections, age, income, household size and access to schools and services. Unmet housing need often arises from a mismatch between the location, size, type and tenure of available dwellings and the requirements of the household. This policy therefore seeks to ensure that residents, both now and in the future, have access to a choice of property to meet their needs throughout different stages of life.
- 8.13 Tameside most up to date Housing Needs Assessment (HNA 2025) estimated that across the borough there are 105,548 dwellings and 99,527 households, with a vacancy rate of 2.5%, close to the national average. The borough’s housing stock is dominated by houses (77.8%), with flats making up 15.7% and bungalows 6.5%. Most homes have two or three

bedrooms, with 10% having one bedroom, 38% two bedrooms, 44% three bedrooms, and 8% four or more bedrooms. In terms of tenure, 61% of homes are owner-occupied, 18% are private rented, and 22% are affordable, including social and shared ownership. Much of Boroughs housing stock is relatively old, with 42% built before 1945 and 38% between 1945 and 1982. Around 18% of dwellings are considered non-decent.

- 8.14 Population and household projections indicate significant growth over the plan period, with the population expected to rise from 232,806 in 2022 to 253,813 by 2042, and households increasing by 10.3% to 110,363. The largest increases are expected among older age groups (75+), alongside growth in one-person households and households with two or more adults. These trends, combined with evidence of affordability pressures and an ageing population, underline the need for a housing mix that includes family homes, smaller properties to right size into, and accessible homes for older people and those with disabilities.
- 8.15 The HNA, 2025 also provides robust evidence of the mix required across the borough, recommending a broad range of homes based on type and bedroom number to allow for flexibility. The indicative mix set out in the policy (such as 40–45% three-bedroom homes and 30–35% two-bedroom homes, alongside a proportion of bungalows and apartments) reflects the HNA's findings and responds to demographic trends, including an ageing population and the need for accessible homes. This mix will help address issues of overcrowding, under-occupancy, and affordability, while supporting inclusive communities.
- 8.16 Applicants should therefore demonstrate how their proposals contribute to meeting these needs through a planning statement. While the policy provides a benchmark mix, it also allows for flexibility where there is clear evidence that an alternative mix would better meet local needs or where site-specific reasons justify a different approach. This ensures that the policy is applied pragmatically, balancing the need for consistency with the realities of individual sites.
- 8.17 All applications for new residential development will be assessed against the latest evidence and recommendations in the council's Housing Needs Assessment, which will be regularly reviewed to reflect changing circumstances. Developers and applicants must ensure they refer to the most up-to-date evidence when preparing planning applications for residential development.
- 8.18 By requiring developments to have regard to PfE policies, Homes, Spaces, Places Policy H1, and the latest HNA, this policy ensures that housing

delivery is evidence-led, adaptable, and aligned with strategic objectives. It will help create sustainable, inclusive neighbourhoods that meet the needs of current and future residents, contributing to the overall vision for Tameside as a place where everyone can live well throughout their lives.

Policy HSP H2: Meeting Affordable Housing Needs

A significant improvement in the availability of affordable housing in Tameside will be delivered through a combination of public funding, investment by registered providers and developer contributions, enabling people to find a home at a cost they can afford. The council will therefore generally be supportive of residential development applications that maximise the delivery of additional affordable homes.

All market-led residential developments of 10 or more new homes or on sites greater than 0.5 hectares irrespective of the number of dwellings shall deliver:

- 1. At least 15% of the total number of homes as affordable housing.**
- 2. At least 50% of the total number of homes as affordable housing when located on sites in the Green Belt.**

The provision of affordable housing at higher levels than the minimum requirements of this policy will be strongly encouraged.

All affordable housing requirements shall be rounded to the nearest full dwelling once the relevant proportion has been applied. Where there is evidence that a site or development has been artificially split in order to avoid the policy requirement by being below the dwelling or site size threshold, the council will consider if it would be appropriate to apply the policy to each of the smaller proposals individually to secure the delivery of affordable homes in accordance with this policy.

Tenure

The affordable housing tenure should accord with the definition of affordable housing within Annex 2 of the National Planning Policy Framework and shall deliver the following tenure split to ensure there is a diverse range of new affordable homes:

- 60% social rented**
- 15% affordable rented**

- **25% affordable home ownership.**

A different affordable housing tenure mix from the above may be acceptable where there is clear evidence this would help to better meet specifically identified local needs. Exemptions to this tenure mix will apply where the proposed development is:

- 3. Solely for specialist accommodation including for people with specific needs, for example older people, vulnerable adults or looked after children; or**
- 4. Individuals or community groups who wish to commission and build their own homes; or**
- 5. Is exclusively for affordable housing.**

Delivery

Affordable housing contributions should be secured through a section 106 legal agreement and provided in perpetuity. As a starting point it will be assumed that sites have been purchased at a price which reflects all known constraints and policy requirements, including the requirements of this affordable housing policy.

However, the council may accept a reduced contribution where there are clearly evidenced viability constraints which would otherwise prevent delivery of the site. In such circumstances, the council will normally seek to apply an overage arrangement to consider if any viability issues are resolved over the lifetime of the delivery of the site, particularly where this will be delivered in multiple phases.

On site vs off site

Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant off site contributions. Off-site contributions should provide the number of homes that would have been delivered on site.

Contributions should be in the form of homes erected off site, the provision of land to build homes or as a last resort, be in the form of a financial contribution

Type and size

Residential developments must deliver an appropriate mix of market and affordable homes, varying in size, type and number of bedrooms, to meet identified local housing needs, having regard to the most up-to-date Housing Needs Assessment. The affordable housing provision should generally reflect the mix and range of house types and sizes that are proposed on a site.

The Tameside Housing Needs Assessment (2025) recommends a broad mix of homes based on type, tenure and bedroom number, as summarised in Table 8.1 below. Regard should be had to this or subsequent updates through refreshed needs assessments when developing major residential developments within the borough.

Table 8.1 The broad mix of homes as recommended by the Tameside Housing Needs Assessment 2025

Dwelling type/size	Market	Affordable/ Social Rented	Affordable home ownership	Total
Overall % split	85%	11%	4%	100%
1/2 Bedroom House	15-20%	15-20%	20-25%	15-20%
3 Bedroom House	30-35%	20-25%	40-45%	30-35%
4+ Bedroom House	15-20%	2-5%	10-15%	15-20%
1 Bedroom flat	2-5%	5-10%	0-2%	2-5%
2+ Bedroom flat	2-5%	5-10%	5-10%	2-5%
1/2 Bedroom Bungalow/level access	10-15%	30-35%	15-20%	15-20%
3+ Bedroom Bungalow/level access	5-10%	5-10%	0-2%	5-10%
Dwelling type	Market	Affordable/ Social Rented	Affordable home ownership	Total
House	65-70%	45-50%	70-75%	65-70%
Flat	5-10%	10-15%	5-10%	5-10%
Bungalow/level-access	20-25%	35-40%	15-20%	20-25%
Number of bedrooms	Market	Affordable/ Social Rented	Affordable home ownership	Total
1	5-10%	25-30%	5-10%	5-10%

2	30-35%	35-40%	35-40%	30-35%
3	40-45%	30-35%	40-45%	40-45%
4+	15-20%	2-5%	10-15%	15-20%

Design

Within mixed tenure developments affordable housing should be integrated and dispersed within development sites unless there are site specific circumstances which justify an alternative approach. Affordable housing should be indistinguishable from market housing and be built to the same house types where relevant, unless there are clear and justifiable reasons not to.

8.19 Reasoned Justification

8.20 Affordable Homes

8.21 The delivery of affordable housing is a critical priority for Tameside to address identified housing needs and ensure that all residents have access to a decent home at a price they can afford. National planning policy requires local authorities to plan for a mix of housing types and tenures to meet the needs of different groups within the community, including those who require affordable housing. This approach is consistent with national policy objectives to create sustainable, inclusive communities and ensure housing is accessible to all. This policy will continue to support the ongoing delivery of affordable housing and diversify the affordable products available to local residents to reflect identified needs in accordance national planning policy, guidance, Places for Everyone policy JP-H2: Affordability of New Housing and relevant local evidence.

8.22 New housing proposals must use the latest Tameside Housing Needs Assessment, which is updated regularly. The current iteration of the HNA (2025) shows that while Tameside's house prices and rents are lower than nearby areas, they are still unaffordable for many. In 2024, lower quartile house prices were £155,000 and median prices £200,000. Lower quartile rents averaged £802 per month, and median rents £923. To afford these, households need incomes of around £38,500 - £38,600, but many earn far less. Key workers and single earners often spend over 30–40% of income on rent, and buying a home usually costs more than 3.5 times income. Affordability pressures are highest in Audenshaw, Denton, and Droylsden. This evidence shows the need for genuinely affordable housing based on local incomes, using the 25% rent-to-income rule and a 3.5 income multiple for purchase.

- 8.23 While Table 8.1 in the policy sets a benchmark mix, flexibility is allowed where evidence or site-specific constraints justify an alternative approach. This ensures pragmatic application while maintaining consistency with strategic objectives and housing delivery is evidence-led, adaptable, and aligned with Tameside's vision for sustainable, inclusive neighbourhoods where everyone can live well.

Policy HSP H3: Meeting Specific Housing Needs

The council will support applications that aim to maximise the delivery of a broad range of new homes to meet the needs of different groups within Tameside's community. This includes, but is not limited to, single person households, families, people of different ages, those with disabilities, individuals with diverse life experiences and individuals or community groups who wish to design and build their own homes.

Housing for older people and people with disabilities

In addition to delivering the requirements of PfE Policy JP-H3 this will be achieved through:

- 1. Ensuring 5% of new homes meet the optional Building Regulation Part M4(3) Category 3: Wheelchair user dwellings standard, except where it can be clearly demonstrated that this is impracticable due to site specific constraints.**
- 2. Supporting measures that enable people to stay within their existing homes, such as through physical adaptations and other enabling measures that help people living with disabilities or health-related conditions to remain in their own homes and live independently.**
- 3. Support the improvement of existing and development of new specialist accommodation including supported living accommodation, sheltered housing, extra care housing, nursing homes and residential care homes.**

New residential accommodation specifically for older and disabled people should:

- 4. Be designed to reflect relevant best practice focusing on creating a safe, accessible, flexible and socially engaging**
- 5. Be integrated within the wider neighbourhood and offer easy access to community facilities, local services and public transport**

6. Provide sufficient parking, having regard to the parking policy within this plan for both intended occupants and potential visitors
7. Where appropriate, provide a range of tenures
8. Specialist housing will be assessed against evidence of need (including the most up to date Tameside Housing Needs Assessment), viability and a consideration of site-specific factors.

Given the borough's generally ageing demographic and the expected increased scale of demand, alongside the need to ensure mixed, sustainable and stable communities, the incorporation of homes, specifically for older people and people with a disability within new wider residential developments will be strongly encouraged.

Supporting Children in Care and Care Leavers

The council will support residential development for looked after children and care leavers. It will seek to ensure that every child and young person has access to a high-quality, safe, and nurturing home in an appropriate location. An appropriate amount and type of accommodation will be supported to meet local needs enabling children, young people and care leavers to remain within the borough and stay close to their communities and family.

In determining applications for new children's homes and Ofsted regulated semi-independent supported accommodation, the council will seek to ensure that new provision:

9. Is in a suitable, sustainable location and appropriate premises
10. Does not result in the clustering or overconcentration of provision for looked-after children in any particular area of the Borough;
11. Gives priority to children and young people from Tameside in the first instance, in line with local needs.

Custom Build, Self Build and Community Design and Build

A supply of suitable opportunities for prospective custom, self build and community led housing will be achieved through:

12. Favourably considering applications for custom, self build and community-led housing where this is consistent with other policies within the development plan
13. Encouraging developers of larger sites to make plots available for custom, self-build and community-led housing as part of their development having regard to evidence of local need and the nature of the development proposed.

Where it can be demonstrated that there is no demand for the provision of self-build plots after having been made available in serviced form at a realistic price and marketed appropriately over a continual 6-month period, consideration will be given to these plots being provided as shell homes or affordable housing in the first instance, or the developer's standard product as a last resort.

The council is committed to promoting high-quality, sustainable design in all residential schemes. Policy HSP PL8 sets out the detailed design expectations that developers must meet to ensure that new housing contributes to the creation of attractive, safe, and inclusive neighbourhoods. Compliance with this policy will be a key consideration in the determination applications for new homes and accommodation.

8.24 Reasoned Justification

8.25 Where people choose to live depends on many factors, including, proximity to employment, social connections, income, household size, and access to schools and services. Unmet housing need often arises from a mismatch between the location, size and tenure of affordable dwellings and household requirements, leading to issues such as overcrowding, sharing facilities and affordability pressures. Consequently, the council will seek to ensure that people living in Tameside now and in the future have access to a choice of property sizes, types and tenures to meet their needs. throughout different stages of life, in line with the national policy and the latest Housing Needs Assessment (Assessment 2025).

8.26 Age Related

8.27 The council recognises that housing needs vary significantly across different age groups and life stages, and that these needs influence the size, type and design of homes required. Whilst singles, couples and families with children currently drive demand for housing in Tameside, the number of older households of people aged 65+ is projected to increase proportionately the most over the plan period. This demographic shift will result in a significant rise in demand for specialist accommodation, including Extra Care housing, assisted living and residential care spaces for people aged over 75.

8.28 Current evidence shows there are approximately 3,678 units or bedspaces of specialist older persons' accommodation in Tameside, comprising 1,976 specialist housing units (C3 use class), 247 Extra Care units (C2/C3 use class) and 1,455 residential care bedspaces (C2 use class). However, the Assessment 2025 concludes that a broader housing offer for older people is required to meet future demand. The precise nature of specialist housing

should remain flexible, as national guidance recognises that developments may include a mix of different types of accommodation.

8.29 To achieve this, the plan will support a range of quality homes of varying sizes and types to meet the needs of all age groups within the community. Particular emphasis will be placed on accommodation for older people, including increased provision of age exclusive housing, retirement or sheltered housing, Extra Care housing, care homes and housing that is dementia-ready. The plan will also promote age-friendly design standards, to enable older residents to live independently and safely in their own home for as long as possible, or to move to more suitable accommodation when needed. These measures will ensure that new housing responds to demographic change, supports inclusive communities, and meets the needs of older people in line with national policy and best practice.

8.30 **Health Related**

8.31 The council recognises the need to plan for housing that meets the requirements of people with disabilities and those whose health and mobility needs change over time. As people age, limitations on normal day-to-day activities often increase. Data gathered from the Assessment (2025) and the 2021 Census shows that 6.6% of Tameside residents reported bad or very bad health, compared to 5.2% across England, and around 20% of residents report being disabled under the Equality Act definition. Current estimates suggest that 22.6% of Tameside's population (approximately 52,663 people) live with a disability, projected to increase to nearly 60,000 by 2042.

8.32 Recognising this position, the council will support new residential developments which provide appropriate housing for people with disabilities, enabling them to remain in the borough and live safely and independently. This includes specialist and supported housing, as well as general housing designed to be accessible and adaptable. To achieve this, planning policies will require new homes to meet nationally recognised accessibility standards:

- M4(1): Visitable dwellings (minimum standard);
- M4(2): Accessible and adaptable dwellings;
- M4(3): Wheelchair user dwellings.

8.33 Based on evidence set out in the most-up-to-date Assessment (2025), it is expected that at least 5% of new dwellings should meet the M4(3) wheelchair-accessible standard, with all remaining new dwellings built to M4(2) standards to align with the requirement in Places for Everyone policy JP-H3: Type, Size and Design of New Dwellings. This approach ensures

that homes can be occupied or visited by people with mobility needs and supports inclusive communities. These measures will help address demographic change, improve housing choice, and meet the needs of older and disabled residents in line with national policy and Planning Practice Guidance.

8.34 Life Experience Related

8.35 There is a need for housing to support those with life experience, including looked after children, care leavers, armed forces veterans and their families and those wishing to commission and build their own homes.

8.36 The council recognises its statutory duty under the Children’s Act 1989 to provide accommodation for children in need in specific circumstances and to ensure that looked-after children have access to safe, secure, and appropriate housing. This duty is reinforced by national planning policy, which requires local authorities to assess and plan for the housing needs of different groups in the community, including looked-after children.

8.37 Providing suitable accommodation for looked after children and young people, is a critical priority for Tameside’s Housing Strategy and is central to the council’s Children’s Social Care Improvement Plan vision: *“all children, young people and families to have the best start in life, to grow, thrive and achieve their best outcomes.”* The council also pledges to support young people in care to remain in foster placements beyond the age of 18 and up to 21, where appropriate.

8.38 To achieve these objectives, the council will plan for and support the delivery of accommodation to meet the needs of looked after children and care leavers. This includes homes in a family environment, located close to schools, training and employment opportunities, enabling children and young people to remain within their communities, and maintain meaningful relationships.

8.39 Evidence from the council’s *Excellent Homes and Families – Sufficiency Strategy for Cared for Children 2022–2025* highlights the scale of need: in March 2023, 666 children were looked after by the council, with approximately 60% in foster care and around 100 in secure accommodation, children’s homes, or semi-independent accommodation. While some placements are made outside the borough under “Out of Area Placements” procedures, the council’s priority is to ensure sufficiency of placements close to home, improve quality and variety of options, support permanence and stability, and link housing provision with wider services to meet holistic needs.

- 8.40 This approach aligns with government priorities to ensure every child has a loving, secure home close to their community and reflects the NPPF requirement for local plans to address the housing needs of all groups. By planning for appropriate accommodation for looked-after children and care leavers, the council will help deliver safe, inclusive communities and improve outcomes for some of the borough's most vulnerable residents.
- 8.41 Life experience related housing also extends to include armed forces veterans and their families.
- 8.42 Life experience-related housing also extends to armed forces veterans and their families. The University of Salford's 2017 report on Meeting the Housing Needs of the Armed Forces Community in Tameside, highlights that many ex-service personnel face difficulties transitioning to civilian life, with housing identified as a key area of need. Support is required to help for veterans and service leavers to access longer term housing options, including social housing, home ownership and supported housing for vulnerable veterans.
- 8.43 Tameside Council is a signatory to the Armed Forces Covenant, which ensures that service personnel, veterans, and their families are not disadvantaged in accessing housing, particularly social housing and homelessness assistance. Applicants are prioritised for social housing allocations, exempt from local connection requirements, and supported under the Homelessness Reduction Act 2017, which places veterans in priority need if vulnerable as a result of service. Additional flexibility is encouraged, such as early access to properties and tailored tenancy arrangements.
- 8.44 The most-up-to-date Tameside Housing Needs Assessment (2025) identified that across Tameside there are approximately 6,628 veterans within 6,451 households. Of these, 68.7% are homeowners, 19.2% are social renters, and 12.1% are private renters. Around 34% are disabled under the Equality Act, with 17.4% reporting that their day-to-day activities are limited a lot. Nearly half (48.1%) are aged 65 and over, and only 44% are in employment, with 54.5% economically inactive. These figures underline the need for housing that is accessible, adaptable, and located in sustainable places, alongside targeted support for vulnerable veterans.
- 8.45 By planning for these groups, the council will help deliver safe, inclusive communities, meet statutory obligations, and ensure that housing provision reflects the diverse needs of Tameside's population in line with national policy and best practice.
- 8.46 **Custom, Self-build and Community Led housing**

- 8.47 National planning policy supports self-build and custom house building, as an alternative housing option, enabling individuals to design and construct their own homes to better suit their needs. Community led housing offer another route, where residents collectively take a lead role in the delivery of their new homes. These approaches can help people access housing that is more affordable, tailored to their requirements, and distinctive in character, whilst also diversifying the borough's housing market.
- 8.48 The council will therefore support individual custom, self-build and community led housing developments by actively identifying sites where there is demonstrable demand for this type of housing.

Policy HSP H4 Build to Rent

The council will support applications for Build to Rent (BTR) homes that address identified local housing needs, where the development will:

- 1. Meet the definition of 'Build to Rent' and 'Other affordable housing for rent' in Annex 2 of the NPPF, including:**
 - **100% private rented homes;**
 - **Tenancy agreements of three years or more offered to tenants; and**
 - **Professionally managed stock under single ownership and management control.**
- 2. The proposed BTR site is located within a town centre and/or is identified for residential development in the Local Plan.**
- 3. Build-to-Rent (BTR) developments of 10 or more homes, or on sites larger than 0.5 hectares regardless of dwelling numbers, must provide:**
 - a. A minimum 20% of homes as Affordable Private Rent. Rents should be set in accordance with Government policy for Affordable Rent or at least 20% below market rent (including service charges).**
 - b. Affordable Private Rent homes must be secured in perpetuity through a legal Section 106 agreement.**
 - c. Affordable private rented homes should be distributed throughout the development and indistinguishable from market rent homes in terms of quality, size, type and design.**
 - d. The process for managing affordable private rent units should be set out in a section 106 agreement This should set**

out the parameters of the lettings agreement, the rent levels, apportionment of the homes across the development, a management and service agreement, and a marketing agreement setting out how their availability is to be publicised.

- 4. Change of tenure from affordable private rent will be permitted only where:
 - a. It is clearly impracticable to retain dwellings as Affordable Private Rent (e.g. conversion to owner-occupation); and**
 - b. The full value of the subsidy is recycled, potentially via a commuted sum to the council, for reinvestment in affordable housing provision in Tameside.****

- 5. Design of the proposed development meets the requirements of Local Plan policy HSP PL8 Design and Amenity.**

8.49 *Reasoned Justification*

- 8.50 National planning policy requires Build to Rent (BTR) schemes to include affordable housing in the form of Affordable Private Rent, managed alongside market rent homes by a single BTR landlord. The standard expectation is that 20% of homes in a BTR scheme should be Affordable Private Rent and secured in perpetuity through a Section 106 agreement. This agreement should set out rent levels, how affordable homes are distributed across the development, and the management and marketing arrangements to ensure transparency and quality.
- 8.51 Affordable Private Rent homes must be offered at a minimum 20% discount to local market rents, applied at the start of each tenancy and renewal, with rent increases following the same pattern as market units. These homes should be indistinguishable from market rent properties in terms of design, size, and quality.
- 8.52 There is growing demand for BTR homes in Tameside, particularly from households unable to buy. Current evidence shows no operational or planned single-family BTR schemes locally, despite affordability pressures and declining homeownership. The private rented sector makes up 16% of the housing market and has grown by 39% in the past decade, mainly through conversions rather than purpose-built homes. This reinforces the need for well-designed, high-quality BTR developments—both family-focused and higher-density—to provide a more resilient and affordable rental offer.

Policy HSP H5: Houses in Multiple Occupation (HMO)

Proposals for the conversion of existing buildings, the construction of new buildings for use as Houses in Multiple Occupation (HMOs), or the extension of existing HMOs will only be supported where they meet both the functional and locational criteria set out below:

- 1. Functionally – proposals must demonstrate that they provide high quality accommodation by:**
 - a. Implementing a management plan to ensure efficient operation and tenant welfare.**
 - b. Meeting the following minimum bedroom size, in accordance with nationally prescribed space standards:**
 - **Single bedroom floor area of at least 7.5sqm and is at least 2.15m wide.**
 - **Double bedroom floor area of at least 11.5sqm and at least 2.55m wide**
 - c. Providing habitable rooms that are served by clear glazed windows and are not solely reliant on roof lights or light wells, to enable sufficient access to natural light, ventilation and have an adequate outlook.**
 - d. Including appropriate internal communal facilities, internal storage space and functional outdoor amenity space relative to the intended number of occupants.**
 - e. Ensuring dedicated areas for waste and recycling storage are provided to the side or rear of dwellings which do not detract from the street scene. Where this is not possible an appropriately designed store may be considered acceptable to property frontages, although these should not visually dominate or detract from the street scene. In all instances the area shall be large enough to store and manoeuvre all bins required by the development and should not hinder resident amenity by covering windows.**
 - f. Providing secure and covered cycle storage for residents and sufficient car parking provision for the intended number of occupants consistent with the requirements of Policy HSP T8 Parking (Appendix C).**

- 2. Locationally – proposals must ensure that they:**
 - a. Are no more than 400m to the nearest bus stop and 800m to the nearest rail station or tram stop.**
 - b. Do not result in three or more adjacent residential properties in a continuous frontage within the street scene being in use as HMOs.**

- c. Do not sandwich a C3a family dwellinghouse or C2 residential institution between two HMOs.
- d. Do not result in the proportion of properties in use as HMOs being more than 10% of all residential properties within a 50-metre radius.
- e. Are not within an area where the proportion of HMOs already exceeds more than 10% of all residential properties within a 50-metre radius.

For the purposes of applying this policy, a continuous frontage is a consistent line of buildings within the street scene, without clear and distinct separation such as provided by a side road. Properties being semi-detached or detached in nature does not mean that they cannot form a continuous frontage.

8.53 Reasoned Justification

8.54 Houses in Multiple Occupation (HMOs)

8.55 Houses in multiple occupation (HMOs) are properties, occupied by at least three individuals, forming more than one household, who share facilities such as a kitchen or bathroom.

8.56 In 2010, the Town and Country Planning (Use Classes) (Amendment) Order introduced a new class for HMOs:

- Use Class C4: Small shared homes occupied by three to six unrelated individuals, as their only or main residence, basic amenities such as a kitchen or bathroom. This excludes social housing, care homes, children's homes, bail hostels and small religious communities and properties containing the owner and up to two lodgers.
- Sui Generis - Larger shared homes, which occupy seven or more individuals became part of the Sui Generis Use Class.

8.57 While some HMOs are purpose-built, in Tameside they are often created through the conversion of larger, older properties. These are typically clustered around the borough's town centres and along key transit corridors such as the Metrolink line and other routes into Manchester city centre.

8.58 Planning Context and Licencing

8.59 As of 2025, the council is aware of approximately 188 HMOs through the process of mandatory licencing, these are HMOs with five or more tenants. However, this figure is likely an underestimate of the total number of HMOs.

8.60 The Role of HMOs and Amenity Impacts

8.61 HMOs play an important role in Tameside's housing market by providing low-cost private rented accommodation for:

- Students
- Individuals with limited housing options
- Those seeking temporary accommodation.

8.62 However, issues can arise from:

- Poor management
- Over intensification of dwellings,
- Substandard living conditions
- High concentrations of HMOs in certain areas.

8.63 These factors can negatively affect residential amenity through increased noise, parking pressures, strain on local services, and reduced social cohesion due to transient nature of occupants.

8.64 **Article 4 Direction**

8.65 Ordinarily permitted development rights allow the change of use from C3 dwellinghouse to C4 house in multiple occupation without the need to apply for planning consent. Only those larger HMOs which fall within the Sui Generis use class normally have to apply for planning permission. However, the council introduced a boroughwide, immediate, Article 4 Direction on 2 October 2025, to address a number of challenges as evidence within reporting associated with the direction²³. This removed permitted development rights that previously allowed the conversion of a C3 dwellinghouse into a C4 HMO without planning permission.

8.66 The Article 4 Direction ensures that all future proposals for small HMOs are subject to full planning control, enabling better regulation and monitoring. Importantly, this does not mean that all applications for change of use will be refused, it simply means that planning permission is now required, allowing the council to assess each proposal on its merits

Policy HSP H6: Gypsy, Traveller and Travelling Showpeople

- 1. High quality new sites to meet the needs of gypsies, travellers and travelling showpeople will only be supported in sustainable locations where they:**
 - a. Are in areas with a flood risk lower than 1 in 100-years.**

²³ <https://www.tameside.gov.uk/planningandbuildingcontrol/a4d>

- b. Take account of local environmental quality (e.g. noise and air quality) and safeguard the wellbeing of residents.
 - c. Have convenient access to local facilities and services including health and education establishments.
 - d. Are designed and laid out in accordance with best practice, including adequate provision for parking, servicing and turning of vehicles and or equipment.
 - e. Are serviced with the necessary utility infrastructure.
 - f. Have safe and convenient access to the strategic highway network.
 - g. Promote integration with the local community and protect the amenity of residents both on the site and in the surrounding area.
2. Gypsy and traveller pitches should:
- a. Have a minimum pitch size of 25m by 25m, capable of accommodating a twin-unit chalet or mobile home, a tourer, drying space for clothes and parking for at least one vehicle. Larger pitches (e.g., 25m x 30m) may also be considered for extended families.
 - b. Ensure residential units are located a minimum of 2m from the pitch boundary and a minimum of 6m apart.
3. Travelling Showpeople plots should be a minimum size of 0.2ha to provide space for residential accommodation, equipment storage and business needs.

8.67 Reasoned Justification

- 8.68 In line with national planning policy, local authorities must assess and plan for the housing needs of all groups within the community, including Gypsies, Travellers, and Travelling Showpeople. These needs should be reflected in planning policy and inform decision-making.
- 8.69 The Planning Policy for Traveller Sites (2024) defines Gypsies and Travellers as ‘persons of nomadic habit of life, including those who have ceased to travel temporarily or permanently for reasons such as health, education, or old age, but excluding Travelling Showpeople and circus people’. Travelling Showpeople are defined as ‘members of a group organised for the purposes of holding fairs, circuses, or shows, including those who have ceased to travel temporarily or permanently for similar reasons’.
- 8.70 While many Gypsies, Travellers, and Travelling Showpeople live in settled accommodation, travelling remains an important part of their cultural

identity. The council will plan to meet existing and future needs based on evidence and in accordance with national policy.

- 8.71 The Gypsy and Traveller and Travelling Showperson Accommodation Assessment (GTAA) 2025 Addendum identifies a minimum need for two additional Gypsy and Traveller pitches and five additional Travelling Showpeople plots in Tameside over the plan period to 2042. This need is primarily driven by household formation within existing authorised sites. Current evidence suggests these needs can be met within existing sites; however, additional need may arise during the plan period, for example, from households moving into the borough.
- 8.72 The above policy sets out the key locational criteria that will be used to determine applications across the borough. Existing permitted sites are able to accommodate anticipated future need, subject to potential further applications for planning permission. The policy reflects the need to ensure that sites are in sustainable locations where occupants can access a range of facilities and services that would normally be enjoyed by members of the settled community.
- 8.73 **Pitch and Plot Size Guidance:**
- 8.74 For the purposes of this policy, a 'pitch' refers to pitch on a Gypsy and Traveller site, whereas a 'plot' refers to a mixed-use pitch on a Travelling Showpeople site (often called a yard), which combines residential accommodation with space for equipment storage.

9 Jobs

9.1 Introduction

9.2 Tameside's employment areas are distributed across the borough, with notable concentrations along the Tame Valley, M60 corridor and around the borough's town centres. They play a vital role in the economic prosperity and social wellbeing of Tameside and provide employment opportunities for many residents. However, over several decades the distribution of employment has been subject to change, including contraction in traditionally strong employment sectors, such as manufacturing, textiles and food processing. This shift has led to the regeneration of many longstanding employment areas for residential development, particularly where industrial premises were located in predominantly residential areas.

9.3 This shift has altered the pattern of employment opportunities in the borough, in some cases converting areas from a traditional mix of land uses to being predominantly residential in character. Concurrently, employment development has become increasingly concentrated in specific locations, driven by investor preference for highly accessible sites that offer strong connectivity to the motorway network and strategic advantages for new development.

9.4 Despite the ongoing contraction in traditional employment sectors, manufacturing continues to provide significant levels of employment, with around 10,000 employed in 2023 - 14.1 percent of total employment, across approximately 590 businesses. The clear intention of Government policy is to support the key sectors identified in the UK Modern Industrial Strategy (The Industrial Strategy 8 sectors or IS-8) and research indicates that in Tameside 3,039 businesses employing nearly 11,000 fell into the IS-8 Sectors, with Advanced Manufacturing as particular strength. While automation and efficiency gains may reduce employment in manufacturing, demand for land and premises is expected to remain strong, alongside sustained productivity.

9.5 Background and context

9.6 A decline in the quantum of industrial and warehousing floorspace in the borough has been consistent over the two decades from 2003. According to Valuation Office Agency data for industrial floorspace there was 2,085,000 sqm in 2003, 1,702,000 sqm in 2013 and 1,576,000 sqm in 2023, a loss of over half a million sqm (24%) over a 20 year period. During the same period office floorspace has grown from 109,000 sqm to 131,000 sqm, a gain of 22,000 sqm (20%).

- 9.7 However, when compared to job density within the borough over a similar period there appears to be little correlation between the significant loss of industrial floorspace and the number of jobs:

Table 9.0 Job Density in Tameside, the North West and Great Britain

Year	Tameside	Tameside (density)	North West (density)	Great Britain (density)
2002	80,000	0.59	0.77	0.80
2012	76,000	0.54	0.75	0.78
2022	79,000	0.55	0.84	0.87

- 9.8 What the table does however show is that although the total number of jobs in the borough has only declined marginally, the job density has declined more significantly. This can be explained by growth in the borough's working age population over the same period, while the number of jobs has remained relatively static. Concerningly, there has also been a continued divergence of the job density recorded in the borough when compared to both North West and Great Britain levels over this same period. Consistent with the PfE objective to boost northern competitiveness, there is a need to reverse this trend to ensure that the borough provides greater economic opportunities, which in turn supports wage growth, education and skills attainment.
- 9.9 Not including recent completions, the existing employment land supply in the borough totals around 261,000 square metres and has been significantly boosted through the adoption of Places for Everyone and the allocation of land at Ashton Moss West for employment development (Policy JP Allocation 27). This allocation has significantly boosted the amount of land available for employment development in Tameside. It is ideally located to deliver a significant quantum of employment generating floorspace and is within the Ashton Mayoral Development Zone. In tandem with policies aimed at protecting existing employment areas the boosted land supply will help to address the decline in available floorspace, support economic growth, Tameside's existing sectoral strengths, generate jobs and therefore support an improvement of the job density for Tameside.

Policy HSP J1: Existing Employment Areas

To support business investment, economic growth, and the modernisation of existing employment areas, the council will apply the following policy approach:

- 1. General Support – The council will support proposals that:**

- a. **Promote business investment and job creation.**
 - b. **Improve the environmental quality and infrastructure of existing employment areas.**
 - c. **Contribute to the regeneration and sustainable development of these areas.**
- 2. Supported Uses - Within designated existing employment areas, the following uses will be supported:**
- a. **Industry, warehousing, and other employment uses that are of a similar nature, including:**
 - **Research and Development (Use Class E(g)(ii))**
 - **Light Industrial (Use Class E(g)(iii))**
 - **General Industrial (Use Class B2)**
 - **Storage and Distribution (Use Class B8)**
 - **Sui Generis commercial uses with similar characteristics to industrial and warehousing uses.**
 - b. **Office Uses, where:**
 - **They are ancillary to the main employment use**
 - **They do not compete with or undermine the role of the borough's designated centres as the primary locations for office activity (Use Class E(g)(i))**
 - c. **Training facilities and similar uses that are ancillary to existing employment uses.**
 - d. **Waste Management Facilities, provided they:**
 - **Promote re-use, recycling and resource recovery**
 - **Meet high environmental standards**
 - **Are consistent with the relevant policies in the Greater Manchester Joint Waste Development Plan Document or any subsequent version of that plan.**
- 3. Location Clarification – this policy applies to:**
- **existing employment areas identified on the policies map**
 - **smaller employment areas or individual premises not shown on the policies map, but that are recognised through local evidence and planning history.**

9.10 Reasoned Justification

9.11 The purpose of this policy is to identify the areas and types of employment development that will be acceptable in principle in order to support investment, innovation, and job growth in the Borough. This policy supports Places for Everyone Policy JP-P2 by encouraging and promoting employment development and aligns with the recommendation in the Employment Land Study (ELS) that existing employment areas are to be

retained. Of the 82 Employment Areas assessed through the ELS 76 were identified as being well occupied and of at least moderate physical quality and able to continue meeting business needs over the long term. This has been taken as the starting point for identifying Existing Employment Areas for the HSP Policies Map.

- 9.12 The amount of industry and warehousing employment floorspace in Tameside has long been in decline, with a net loss of over 500,000 sqm in the borough since 2003. To some extent the degree of loss has been tempered by the delivery of new floorspace, and data from the council's annual monitoring indicates that in excess of 187,000 gross sqm of industry and warehousing floorspace has been delivered since 2004. The degree of floorspace loss over this period has been primarily driven by the development of numerous larger single occupier employment sites to residential redevelopment.
- 9.13 The policy recognises areas where employment development is acceptable in principle to support the development of new employment premises, and to promote the retention, renewal and improvement of existing employment areas and premises. The priority is to support existing jobs and to create new employment opportunities in order to improve the number of employee jobs within the borough.

Policy HSP J2: New Employment Development

The council will adopt a positive approach when considering proposals for new employment developments, including office uses, that contribute to innovation, economic growth and diversity within the borough's economy.

Support will be given to developments that are located outside of existing employment areas identified on the policies map, provided they do not conflict with other planning policies or raise material concerns.

Proposals should demonstrate compatibility with surrounding uses, contribute to sustainable development, and avoid significant adverse impacts on infrastructure, the environment, or local amenity.

9.14 *Reasoned Justification*

- 9.15 There is potential for employment development or mixed-use development to take place in areas outside of existing employment areas. These opportunities have the potential to nurture economic growth and

employment in areas where it may have become less prominent or even disappeared. Therefore, the policy aims to support new employment development that will help to address spatial inequalities in the provision of flexible new employment space that creates new employment opportunities, boosts economic growth and job creation.

- 9.16 For instance, while the quantum of office floorspace has increased over the past 20 years by around 20% in Tameside, this has been from a relatively low base, as despite efforts to boost the office sector through the redevelopment of the St Petersfield area of Ashton-under-Lyne, there is still not a significant commercial office market in Tameside. Economic activity and job growth would benefit from greater success in building a broader office market. It would enable support of growth sectors and support town centre regeneration.

Policy HSP J3: Assessing the Loss of Employment Land or Accommodation

The council will not permit non-employment proposals within existing employment areas, or at individual employment sites or premises not shown on the policies map, unless a detailed market appraisal demonstrates that there is no current or likely future demand for the site or premises.

Market appraisals must include:

- 1. A clear explanation of why the land or premises are no longer suitable for employment use;**
- 2. Evidence that existing business occupiers cannot be retained or replaced;**
- 3. Detailed consideration of refurbishment or redevelopment potential;**
- 4. Evidence of an active, extensive and realistic marketing exercise for employment use over a minimum period of 12 months; and**
- 5. An assessment of the impact of the proposed loss on the economic health of the wider employment area.**

Where it is clearly demonstrated that retention of the employment land or accommodation is not feasible, the council will require:

- Partial retention, where practicable that part of the land or buildings is retained for future redevelopment for employment purposes; or**

- **A financial contribution to support the development or the improvement of employment premises elsewhere in Tameside.**

9.17 Reasoned Justification

- 9.18 The purpose of this policy is to set criteria by which proposals for non-employment development uses in existing employment areas (including those not shown on the policies map) will be assessed and determined. There is a clear need to maintain a diverse range of types and geographical distribution of sites to facilitate both the retention and expansion of employment opportunities across a wide area of the borough. This approach supports the aims of PfE Policy JP-J2: Employment Sites and Premises, which recognises that there is a need for a varied portfolio of employment sites and premises, ranging from modern buildings in highly accessible locations to more affordable premises that support start-ups and businesses working on tighter margins.
- 9.19 Maintaining and enhancing a range of sites and premises is important to the delivery of the council's Corporate Strategy aim to provide the opportunity to learn and earn. In particular, the proposed approach aims to maintain the ability of local businesses to grow and therefore create job opportunities alongside promoting entrepreneurship and business growth.
- 9.20 For the purposes of applying this policy, non-employment uses are considered to be any use other than those defined in Policy HSP J1, which are Egi (Office), Egii (Research and Development, Egiii (Light Industrial), B2 (General Industrial), and B8 (Storage or distribution) and Sui Generis commercial uses, assessed on a case by case basis, with similar characteristics to industrial and warehousing uses.

Policy HSP J4: The Visitor Economy

The council will support the growth of Tameside's visitor economy by protecting and enhancing the borough's key tourism assets, including cultural, historical, and natural features.

Tameside is well placed to benefit from its proximity and excellent transport connections to major attractions, particularly in east Manchester, including the Etihad Stadium and Campus, Co-op Live Arena, and the National Cycling Centre.

The council will work with partners to promote local attractions, improve visitor infrastructure, and strengthen the borough's role in the wider regional tourism offer.

9.21 Reasoned Justification

- 9.22 Tameside has many visitor and cultural attractions, such as Portland Basin Museum, Ashton-under-Lyne Market, Cheetham's Gallery, Stamford Park, Cheetham Park, Trans-Pennine-Trail, Pennine Bridleway, Huddersfield Narrow Canal, Peak Forest Canal and the river valleys. These existing attractions underpin the current visitor economy, but there is potential for them to generate more jobs and investment. Town centre regeneration has the potential to provide additional cultural attractions and showcase the cultural heritage of the borough's towns. The Borough is also well placed to capitalise on the proximity of the accessible natural environment through enhancing the public rights of way network and other recreation routes, such as the canal network.
- 9.23 Further, creating linkages with destinations in Manchester also has the potential to generate jobs and investment. This could be particularly relevant to the Metrolink corridor between Manchester and Ashton-under-Lyne. This route allows access to multiple tourist and cultural destinations and therefore the council is considering how these can bring investment into the Borough.

10 People

10.1 Introduction

- 10.2 Tameside's Healthy Places Strategic Framework (March 2024), informed by the Joint Strategic Needs Assessment and other strategies around physical activity, obesity and health inequalities identify a need to improve health and reduce inequalities for the borough's residents. National advice and planning practice guidance states that this is done working closely with the advice and support of Public Health, NHS and other health partners (Tameside Health and Well-being Board).
- 10.3 Developments can have a detrimental effect on physical and mental health and well-being, particularly if located in areas of health concern and in high concentrations. NPPF paragraph 92 states that planning policies should aim to achieve healthy, inclusive and safe places which enable and promote social interaction, support healthy lifestyles and are safe and accessible. It provides a range of examples of how the built environment can meet these aims through the provision of safe and accessible green infrastructure, sports facilities, local shops and access to healthier food, allotments, layouts that encourage walking and cycling.
- 10.4 The built and natural environments are major determinants of health and wellbeing, and planning has an important role to play in supporting healthy behaviours and lifestyles through good patterns of development, access to open space, sports and recreation, quality urban design and access to local health and education services and facilities. NPPF paragraph 98 emphasises the importance of a network of high-quality open spaces and opportunities for sport and physical activity for health and wellbeing of communities.
- 10.5 PfE policies JP-G2 (Green Infrastructure) and JP-G6 (Urban Green Space) establish a strategic framework for open space provision across the nine PfE districts. These policies set out overarching principles, with detailed implementation to be determined through individual Local Plans, informed by a robust evidence base. PfE policy JP-P6 (Health) requires development proposals to actively contribute to reducing health inequalities improving health outcomes. Where appropriate, based on scale and nature of proposal, applicants must undertake Health Impact Assessment (HIA) to identify and address potential health impacts.
- 10.6 The People policies within this chapter complement the aforementioned PfE policies on other policies within this plan, particularly HSP C7 Healthier Food Environments, supporting the creation of healthier places where

healthier foods and lifestyles are encouraged to help improve the physical and mental wellbeing of communities.

10.7 Background and context

- 10.8 Issues of health and wellbeing in Tameside are complex and as the population grows, ages and changes, so do demands on health and care services. People are now living longer and Tameside is committed to enabling people to live in good health. A range of social and environmental determinants influence this health and wellbeing. Tameside's most deprived areas are more likely to experience multiple health conditions, engage less in physical activity, and not only have a lower life expectancy, but will suffer with more health issues. Demographic changes have significant implications for health service demand, the size of the working-age population, and overall ability to live healthy lives.
- 10.9 Tameside is a diverse borough and home to people of many nationalities and cultures, with different languages, races and faiths. Within this context, over 9% of the population are from black or ethnic minority populations (ONS) concentrated in pockets across the borough. Certain ethnic groups experience higher rates of specific health conditions (higher rates of cardiovascular disease and diabetes) and were, for example, disproportionately affected during the pandemic. A number of council initiatives seek to address disparities through targeted health interventions; planning policies form a part of this whole council approach to health.
- 10.10 Tameside Council will continue to work with partners towards a Healthy Places Strategic Framework to fully understand the specific health and well-being needs of those that live, work and are educated in Tameside. The integrated approach is to support the creation of healthy, safe and inclusive places that support healthy lifestyles protecting and enhancing recreational, cultural and community spaces and health facilities. Policies will ensure that children have the best start in life and that there are ample school places for the borough's growing population.
- 10.11 A key priority is supporting the provision of education and health services in Tameside. In line with PfE Policy JP-D1 Developer Contributions and the council will continue to work with infrastructure providers including the Greater Manchester Integrated Care Partnership and the NHS, to promote the collaboration and align investment plans to enable sustainable growth. Working collaboratively with education providers to ensure new development is supported, to secure sufficient school places and that the provision of new schools or their expansion is enabled to meet local needs.

Policy HSP PE1: Development and Healthier Environments

Development must contribute positively to the health and wellbeing of both existing and future communities and help to reduce health inequalities by:

- 1. Minimising adverse impacts on health.**
- 2. Contributing to a healthy environment.**
- 3. Supporting healthy lifestyles.**
- 4. Ensuring good access to a full range of health, education and social facilities.**

In support of PfE Policy JP-P6 Health, whereby all developments must be supported by a Health Impact Assessment (HIA) which are required to be screened for an Environmental Impact Assessment, or are considered to potentially have an impact on health and wellbeing due to their location, nature or proximity to sensitive receptors, the council will require:

- 5. For residential developments of over 100 dwellings, or major mixed-use schemes that could impact on health and wellbeing of different groups, to be supported by a comprehensive HIA clearly considering the following topics:**
 - Housing quality and design**
 - Air quality**
 - Access to healthcare services and social infrastructure**
 - Access to open space, play and nature**
 - Accessibility and active travel**
 - Crime reduction and community safety**
 - Access to healthy food**
 - Neighbourhood facilities and social connection.**
- 6. A Rapid Health Impact Assessment Matrix for:**
 - a. All residential developments of 50 dwellings or more.**
 - b. Any developments due to their nature, location or proximity to sensitive receptors, including containing the following uses:**
 - Hot food Takeaway (Sui Generis) or hybrid uses incorporating such uses**
 - Off-licences**
 - Betting shops, amusement arcades and payday loan shops**
 - Uses that encourage smoking.**

HIAs should be undertaken as early as possible in the planning process, with early engagement with Tameside Public Health and NHS partners.

The council will work with its health partners to maintain, and where practicable improve access to the full range of health services, including the co-location of health facilities with other community facilities, open space and sports facilities through multi-purpose buildings.

10.12 Reasoned Justification

- 10.13 New development in the borough can positively support physical activity, promote healthy weight and address health problems associated with obesity and other health issues. The design of developments can promote healthy behaviours, active travel and healthy food opportunities, as well as provide open spaces and sports facilities. In addition, new development such as new homes puts additional pressure on existing health, social care and education provision.
- 10.14 Places for Everyone policy JP-P6 Health aims to tackle health inequalities which are having a significant impact on the ability of people to enjoy opportunities across Greater Manchester and to make a positive economic contribution. Obesity, smoking and alcohol are significant issues and the proportion of older people will exacerbate these pressures over time. The policy requires new development to maximise its positive contribution to health and wellbeing and minimise its negative impact. One key tool that councils can use to assess this are Health Impact Assessments and policy suggests that in addition to those proposals that require an Environmental Impact Assessments screening, councils should identify other proposals that due their location (e.g. areas of multiple deprivation) or their nature are likely to have a notable impact on health and wellbeing.
- 10.15 For certain proposals, applicants must demonstrate to the council's satisfaction that the proposal will not, either individually or cumulatively harm health and well-being. Such negative impacts include contributing to adults and children being overweight or obese, antisocial behaviour, alcohol and tobacco harm, gambling addiction and debt. In assessing the impacts, the council will consider national, local evidence which it considers to be relevant and may require a short Health Impact Assessment (Rapid HIA Matrix) or a comprehensive HIA, as outlined in the policy. Measures may be required to mitigate any negative effects which are identified or development may be subject to controls on their operation e.g. conditions around opening hours, with the aim to minimise negative impacts.

- 10.16 Betting shops and amusement arcades have been included in the list that may require an HIA as gambling is an increasingly important health issue in Tameside. It is estimated that there are over 3,000 adults who are experiencing harm from gambling in the borough. This figure is on the increase and it is estimated that more Tameside residents are at risk of gambling harm. The Gambling Commission have undergone a number of studies relating to betting across the UK with their assessment, highlighting that 30 percent of 11- to 17-year-olds had spent their own money on gambling activities, with boys (34 %) more likely to gamble than girls (27%). The Tameside Safeguarding Children Partnership has raised concerns about problematic gambling among young people, with 14% of those aged 11-16 having spent money on gambling in the previous week²⁴. Most common types of gambling were arcade machines, followed by betting shops, however like many sectors of the economy, there is a significant shift to the online sector. According to the Tameside's Citizen's Advice, some 18% of online gamblers in Britain are in debt, owing an average £10,000. Research by Local Government Association²⁵ and Public Health England²⁶ showed that prevalence of gambling venues increases gambling activity and problem gambling and this is linked to poor health and mental health, as well as higher rates of crime, deprivation and debt. The research concluded that any actions to control the density of premises should be part of a whole council approach, including planning controls.
- 10.17 These measures form part of a broader council strategy to address the complex and multifaceted issues of health and wellbeing. This involves a strategic partnership-based approach to promoting healthy lifestyles and improving health across the borough, working collaboratively with Public Health, Licensing and other internal and external partners.

Policy HSP PE2: Protection and Enhancement of Open Spaces

The council will seek to protect and enhance publicly accessible open spaces, as shown on the Policies Map, to meet the needs of the borough's communities and to functionally benefit them. These include the following:

- **Parks and Formal Gardens**
- **Country Parks and Publicly Accessible Countryside**

²⁴ [Young People and Gambling 2025: Official statistics](#)

²⁵ [Gambling-related harms evidence review: summary - GOV.UK](#)

²⁶ Tackling gambling related harm: A whole council approach, LGA/ PHE, November 2018

- Amenity Greenspace and recreation grounds
- Play Provision for Children and Teenagers (equipped play space)
- Civic Spaces
- Churchyard, Cemeteries and Graveyards
- Allotments and community growing spaces
- Green and Blue Corridors

Within the open space areas, as shown on the Policies Map, proposals for alternative uses will only be supported, where:

1. The proposed development is ancillary to the principal use of the green space for recreation or amenity and does not adversely affect its use.
2. The green space will be replaced with an equivalent or better quality and quantity, in a suitable location and subject to equivalent or better management arrangements, prior to commencement of development.
3. It can be clearly demonstrated that loss of the open space in its existing format would not lead to a local deficiency of open space, taking account of the standards within this plan and the wider environmental and community value. Nor is the site capable, in an alternative format, of helping to meet any of Tameside's other open space standards which are deficient.
4. The site has been allocated for alternative purposes in the development plan.

This policy will also apply to similarly used areas of land that are not marked on the Policies Map, potentially because they are too small to be shown, may have come into existence since the adoption of this Plan for example or are located within the Green Belt for example.

These are the open spaces within Tameside which are publicly accessible and considered vital for recreation, leisure and cultural activities and events (including festivals), healthy lifestyles and mental well-being, many will also contribute positively to the borough's biodiversity and nature.

10.18 Reasoned Justification

- 10.19 National policy emphasises the importance of access to a network of high-quality open spaces for sport and physical activity for the health and well-being of the community. Open Spaces are a critical component of sustainable communities, providing opportunities for recreation, leisure and cultural activities, as well as supporting healthy lifestyles and mental well-

being. They also play an essential role in enhancing biodiversity, improving air quality and mitigating impacts of climate change.

- 10.20 This policy seeks to safeguard publicly accessible open spaces identified on the Policies Map, and similarly used land that may not be mapped, to ensure they continue to meet the needs of the borough's communities. These spaces include parks and formal gardens, country parks and accessible countryside, amenity greenspaces and recreation grounds, civic spaces, play spaces and teenage equipped provision, churchyards, green and blue corridors and allotments and community growing spaces. Collectively they contribute to the borough's character, visual amenity and ecological network.
- 10.21 Development pressures can threaten the availability of open spaces. Therefore, the policy sets out clear criteria to manage proposals for alternative uses to ensure that development does not compromise the primary function of a recreational area; and development does not result in a deficiency of open space when considering local standards and wider environmental and community value.
- 10.22 HSP PE2 aligns with the strategic approach set out in PfE policy JP-G2 Green Infrastructure which seeks to protect, manage and enhance the Green Infrastructure (GI) network across Greater Manchester. This approach reflects National Planning Policy Framework paragraphs 91-92 and 98-103 around open space provision. The approach aligns with the National Framework of Green Infrastructure Standards, which emphasises qualitative principles to ensure green spaces are multi-functional, accessible and well-managed.
- 10.23 Tameside faces a complex mix of challenges and opportunities. While some communities benefit from strong connectivity and high-quality living environments, others experience high levels of deprivation, health inequality, and limited access to well-maintained open space. By applying the above policy, open space should remain integral to the borough's green infrastructure network, supporting health and wellbeing and environmental resilience.

Policy HSP PE3 Open Space Provision in New Developments

To address local green space needs, residential development proposals shall contribute to the achievement of the following open space standards and the management and maintenance of spaces for

at least a 20-year period, proportional to the additional demand that they would be expected to generate. This should be set out within an applicant's Planning or Design and Access Statement, submitted with their proposal.

Local Open Space Standards

The required type of and amount of provision of new or enhanced open space shall be calculated in accordance with the council's current local open space standards set out in Table 10.0, having regard to the council's latest Open Space Assessment.

Table 10.0 Open Space Standards

Type of Open Space	Size requirements	Quantity: quantity of open space per 1, 000 population	Accessibility Standard: Walking distance
Local Area of Play (LAP)	100sqm	0.55	100m
Equipped Play (LEAP)	400sqm	0.55	400m (10 minutes)
Neighbourhood Play Space (NEAP)	1000sqm	0.55 (under 15)	1000m (10-12 minutes)
Public amenity space (informal play space)	Local Greenspace: Over 2ha Small greenspace: Less than 0.5ha	0.60	Local Greenspace 300m (5 minutes) Small Greenspace 200m (less than 5 minutes)
Parks and Recreation Grounds	Neighbourhood Park: 0.4-2ha	0.80	Neighbourhood Park 1000m (10 minutes)
Natural Greenspace	-	1.80	1000m
Allotment/ community growing space	-	0.21	1000m

New Open Spaces and contributions

Requirement for indoor and outdoor formal sport provision, including playing pitches, is considered in Policy HSP PE5 Indoor and Outdoor Sport and Recreational Facilities.

In meeting the above requirements, the preference is that open spaces and play spaces be provided on-site where this is practical and would be the most effective way to meet local needs. If this is not practical, a financial contribution may be acceptable for off-site provision or for the enhancement of an existing provision.

Provision will only be counted as helping to meet the standards where they are of sufficient quality to properly fulfil their intended function and meet the level of demand placed on them.

Play space should be designed in collaboration with local people, with an aim to create safe and inclusive people for all, including integrating equipment suitable for children with disabilities, including space for social play, integrating play with the natural environment and providing non-sport-based spaces for teenagers.

10.24 *Reasoned Justification*

- 10.25 Within new developments, open space provision should be an integral part of the proposal and be set out clearly in detail in the planning applications. The council will liaise with developers to agree area specific priorities for development having regard to open space needs and priorities within a community, based on the latest Open Space Assessment. The preference is for on-site provision where possible. However, in some cases the enhancement of an existing off-site open space maybe more appropriate and a commuted sum may be acceptable. In making this judgement, the council will consider whether there is sufficient provision of publicly accessible open space in the area and will discuss and agree how the open spaces will be protected, managed and maintained in the future. The council's Greenspaces team will assist in identifying opportunities for new or enhanced open space provision based on assessment findings.
- 10.26 Policy JP-G6 Urban Green Space reflects the national planning requirement that Local Planning Authorities should consider the scale, type and quality and distribution of accessible urban green space to support high quality of life; by protecting and enhancing existing spaces and delivering new high quality urban green spaces. GMCA Guidance produced to accompany the PfE GI policy states that councils should consider setting numerical standards for GI provision through new developments. Paragraph 8.19 of PfE suggests that detailed standards may be set out in

district local plans, taking account of local circumstances and opportunities. Additionally, PfE Policy JP-D2 requires developers to provide, or contribute to, the provision of mitigation measures to make development acceptable in planning terms including any open space provision. These should be secured through section 106 contributions or section 178 agreements, to be agreed with the council.

- 10.27 Tameside's Open Space Assessment (OSA) assesses the quantity of open space and compares them against the identified standards. The study considers the overall amount of open space in the borough to be adequate, however, found deficiencies in the quantity of local parks, amenity greenspace and play spaces. Applicants will need to consider the current local provision by type, quantity and accessibility when determining the needs of that community and defining and agreeing the requirements for a development. Applicants will need to set out how they are meeting the standards as part of any planning statement or Design and Access Statement accompanying a planning application.
- 10.28 The OSA reports Tameside provides 13.56ha of greenspace per 1000 population, but only 5.06ha is accessible (when countryside is excluded), this currently meets Natural England's 3ha standard. While the east of Tameside generally benefits from more rural access to the countryside and Pennine Uplands, provision is uneven, with areas such as Central Ashton (St Peter's ward) and South Hyde having very low levels of both publicly accessible open space, as well as low levels of private garden space.
- 10.29 In line with the national standard for open space provision, Tameside will seek to maintain a minimum of 4ha per 1,000 population. The borough's priority is to ensure that existing open space provision meets the needs of all demographics by creating age-friendly spaces for older residents, enhancing inclusive play opportunities for children and teenagers, and reducing barriers that prevent marginalised groups from enjoying these spaces. Open spaces are important for social interaction, as well as physical exercise and mental health. The borough's historic parks such as Stamford Park are also important assets attracting visitors and residents to Tameside and are protected through HSP Policy PL4 Historic Parks and Gardens.
- 10.30 Given the scale of proposed growth in Tameside over the plan period, there is a need to provide open spaces and recreational facilities to remedy deficiencies identified in the open space assessment. New open spaces should enhance the character or openness of the area or street, to help maintain the environmental quality, connect to the wider countryside or greenspaces and support biodiversity by improving wildlife corridors. Applicants should consider the assessment of character and provision, as

set out in Policies S2, Tameside's Place Assessment and the council's most recent Open Space Assessment. The Playing Pitch Strategy should be used to consider whether new playing pitches or sports facilities are required within a new development based on existing provision and future needs in a particular community. It covers football, rugby, cricket, golf and hockey, tennis (including padel), athletics, archery and bowling provision. The protection and standards of formal sports provision is dealt with separately in policy PE5 Indoor and Outdoor Sport and Recreational Facilities.

- 10.31 Research shows that certain demographics may experience additional barriers in accessing and enjoying open spaces. Additionally, there is evidence that open spaces can create opportunities for social interaction, helping to support inclusion and cohesion for marginalised groups. The growing numbers of older residents, as well as children and young people, highlights the need for open spaces in Tameside to be managed and designed to suit the needs of a range of users. This includes dedicated play spaces, provision for teenagers, social seating, and areas of quiet contemplation. Well signed facilities including toilets, benches and cafes may be particularly attractive to younger and older visitors to provide spaces to rest after physical activity. In addition, proposals for retirement living should provide on-site amenity space to ensure a quality of life for its residents.
- 10.32 The council aims to ensure that all children have reasonable access to a variety of play spaces for recreation. To achieve this, the council seeks to provide 0.55 hectares of play space per 1,000 residents. Current provision falls below national standards, and some areas lack smaller, equipped play spaces. Improving informal play areas and creating more opportunities for physical activity for children and young people is therefore a top priority for Tameside.
- 10.33 This policy indicates that in new development the preference is for new play space to be provided on-site as an integral part of a scheme however, in certain circumstances, a commuted sum to a local play space or park is considered acceptable. On smaller developments the emphasis is likely to be wholly on the provision of children's play space.
- 10.34 Proposals for new children's play spaces should have regard to the Fields in Trust (FIT) standards to ensure that they are of a suitable size, accessible and appropriate for the needs of the age group. The guidelines set out the following three tier definitions:

Table 10.1 Children's Play Area requirements

	LAP (Local Areas of Play)	LEAP (Locally Equipped Areas for Play)	NEAP (Neighbourhood Equipped Areas for Play)
Accessibility (Walking Distance)	100m	400m	1000m
Age	Under 5 years	6-11 years	11 and over years
Type of Play	Low key	5 pieces of play equipment	multi-use games areas, 8 types of equipment/ ball games (MUGA), sports equipment, skate parks and basketball courts
Size	100sqm	400sqm	1000sqm

- 10.35 Priority will be given to creating inclusive play spaces that incorporate equipment suitable for children with disabilities, areas for social interaction and natural environments, along with facilities for teenagers that extend beyond traditional sports provision. Community involvement in designing of local spaces is valuable and is more likely to result in meeting local needs, be inclusive, safer and cater for different ages and abilities and will foster local pride and responsibility.
- 10.36 The 2025 Open Space Assessment highlights the reduction of allotment provision in the borough over the last ten years and the irregular provision across the borough. Allotments and community food growing areas are valued local amenities and it is still important for the local community to have reasonable access to allotments and growing spaces. The OSA stresses that the health, wellbeing and social benefits of both gardening and food growing are well documented. They provide opportunities for social interaction, as well as local access to affordable fresh fruit and vegetables, benefitting both physical and mental health. In addition to protecting traditional allotments, there are also opportunities to encourage community-led food growing in 'non-traditional' spaces, such a communal space, balconies and 'meanwhile' growing spaces as part of new developments.

Policy HSP PE4: Strategic Recreation and Countryside Access

The council will protect and enhance a network of high quality formal and informal strategic recreation routes extending through and beyond the borough, including canal towpaths, bridleways and rural routes. Opportunities will be sought to improve, join up gaps and connect into this network to ensure neighbourhoods are connected to work, shops, services and other open spaces, contributing positively towards public health and quality of life.

Where practicable, new development shall connect into this network of strategic recreation routes to enhance pedestrian, cycling and wheeling opportunities from the development.

In places, strategic recreation routes may share infrastructure with the borough's strategic walking, wheeling and cycling routes, as detailed in Policy T6. Where infrastructure is shared, such as on our bridleway network, the hierarchy of road users will apply, and the needs of pedestrians (especially children, older adults, and disabled people) will be prioritised.

Existing strategic recreation routes as shown on the Policies Map include:

- 1. Three Canals and River Trail – Ashton, Huddersfield Narrow and Peak Forest Canal**
- 2. Trans-Pennine Trail (TPT)**
- 3. Pennine Bridleway**
- 4. Tameside Trail - Ashton, Stalybridge, Dukinfield, Hyde, Denton and Audenshaw**
- 5. Tame Valley Loop - Stalybridge, Mossley, (via Greenfield), Stalybridge**
- 6. Greater Manchester Ringway.**

New and enhanced recreational routes and countryside areas will be created:

- Green in 15 (The Medlock Way) – cycle and pedestrian enhancements to the Medlock Valley**
- Hartshead Country Park- links into a new Country Park at the former industrial site (see PE5 (1))**
- The Tameside Trails – six interconnected routes providing safe cycle routes into nature.**

Planning permission will not be granted for development that would result in the permanent obstruction or closure of a strategic recreation route. Where Public Rights of Way fall within sites proposed for development, opportunities for local re-routing will be subject to consideration where this would improve quality, convenience and safety for users.

The provision of further strategic routes will be identified and contributions sought through new development, where appropriate, to help connect neighbourhoods to greenspaces, countryside and Country Parks and to encourage active travel.

New development that is proposed on a site located within a gap within the network will be required to incorporate provision to join up the route as part of the development. Where previous site uses have resulted in convoluted routes such as around large blocks of development, proposals should improve permeability and provide a new connection that is direct, convenient and visually appealing.

10.37 *Reasoned Justification*

- 10.38 Tameside has a number of natural corridors which extend mostly continuously along rivers, canals, bridleways and disused railways running between open countryside into the heart of urban areas. They perform many valuable roles, including formal and informal recreation, footpath routes and corridors for the migration of wildlife; they often include school sites and green spaces connecting in a green web across the borough. It is important to improve access to them for users, to enhance biodiversity and wildlife through improvements to the infrastructure, in co-operation with landowners, where appropriate.
- 10.39 Long distance and nationally significant trails cross through Tameside. These include the Pennine Bridleway, which runs north-south from the Peak District and is designed for the horse rider and mountain biker in mind and links tracks and lanes on the moorland slopes of Mossley, Stalybridge and Hollingworth. Also, the Trans-Pennine Trail, running east-west which runs from Liverpool to Hull and is promoted as a footpath, bridleway and cycleway.
- 10.40 The Greater Manchester Green Infrastructure Strategy and PfE Policy JP-P7 Sport and Recreation seek to protect the region's Public Rights of Way network, while emphasising the need to expand opportunities for walking, wheeling and cycling through a more connected system of formal and informal routes. This policy calls for identifying opportunities to create new strategic routes, while ensuring existing routes are protected and where

- possible, enhanced. New developments located near or adjacent to a strategic route will be expected to connect into this network, if practicable.
- 10.41 Proposals should consider the potential impacts that development is likely to have on these areas and if necessary, provide suitable mitigation or compensatory measures. There is also the opportunity for development to contribute positively to the enhancement of these important links to informal recreational areas. Development that affects these routes will only be permitted where an equivalent or better alternative is provided.
- 10.42 Existing strategic recreational routes will be protected and enhanced, and new strategic recreational routes developed, encouraging healthy lives and a borough in motion. More detail on Tameside's priorities for new or enhanced strategic walking, wheeling and cycling routes (those with a utility focus) are set out in Policy T6 Walking, Wheeling and Cycling.
- 10.43 In many places, Tameside's strategic recreational network, may share infrastructure with the Borough's walking, wheeling and cycling network. One such example is the Trans Pennine Trail (TPT) at Hyde, where the National Cycle Network Route 62, share a greenway from Haughton Dale to Godley. In such circumstances conflict can arise between competing user groups, such as cycles, walkers and the equestrian community.
- 10.44 Where conflict arises, the hierarchy of road users will be consistently applied, and the needs of pedestrians, particularly young people and older adults will take priority over other modes. To ensure that all routes best support all users, the council will engage with key stakeholder, such as the Walk Wheel Cycle Trust, British Horse Society, Canal and River Trust, and Transport for Greater Manchester.

Policy HSP PE5: Indoor and Outdoor Sport and Recreational Facilities.

A comprehensive range of both indoor and outdoor sports facilities positively contribute toward the health and wellbeing of the borough's population. This policy applies to both existing sites and facilities that have a recreational use or value, and new proposed sites, irrespective of their ownership and management arrangements.

New provision

The council will encourage and permit new, replacement, improved or extended indoor and outdoor sport, recreation facilities with the aim of encouraging active lifestyles, where proposals should:

- 1. Ensure appropriate mitigation to reduce any identified negative impacts on nearby residents in terms of visual amenity, noise, traffic and lighting or other forms of disturbance.**
- 2. Ensure suitable arrangements, where appropriate, for parking and for access to and from the highway, including for any maintenance, and access to sustainable travel, including public transport and active travel.**
- 3. Ensure that any changing rooms, club facilities and spectator amenities are appropriately located and designed.**
- 4. Ensure landscaping and fencing and boundary treatments are of suitable quality.**

Protecting existing provision

The development of existing recreational land or facilities, as shown on the policies map, for non-recreational purposes, will only be permitted if:

- 5. The proposal is ancillary to the recreation use and does not compromise the overall recreational function of the site or affect the quantity or quality of the principal use as playing field.**
- 6. Equivalent or improved recreational provision is made elsewhere, offering at least the same quantity, quality, community benefit, management in a location that is accessible to the intended catchment population.**
- 7. The proposed development does not reduce the size of existing playing pitch or reduce the capacity to use or prejudice use of any part of playing field or pitches or lead to the loss of other sporting provision or ancillary facilities on site.**
- 8. It has been clearly demonstrated that the site is no longer required for recreational purposes, the playing pitch is in a catchment where there is an excess of playing field provision and has no special significance to the interests of sport. Also, it does not contribute to Tameside's open space standards. Reference should be made to the council's up to date Playing Pitch Strategy (PPS) and Open Space Study.**
- 9. The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to outweigh the detriment caused by the loss, or prejudice the use of the playing field.**
- 10. The site is already allocated for an alternative use in the plan.**

This policy will also apply to similarly used areas of land that are not marked on the policies map, potentially because they are too small to

be shown, may have come into existence since the adoption of this Plan for example or are located within the Green Belt for example.

Wherever practicable, replacement provision shall be made directly by the developer and shall be available for use before the existing recreation facility is lost. The payment of a financial contribution for replacement provision may be acceptable in other circumstances. Early consultation with Sport England is advised.

Contributions

The council will secure appropriate contributions to make development acceptable in planning terms in accordance with PfE Policy JP-D2. Regard should be had to Tameside's most up to date Playing Pitch Strategy and Built Facility Strategy when determining such contributions.

The following sites are designated as strategic hubs for sport and recreation of borough wide importance, as shown on the Policies Map, where their enhancement will be supported:

Hub Sites

- Richmond Street Playing Fields, Ashton
- Blocksages Playing Fields, Dukinfield
- Active Medlock, Medlock Street, Droylsden
- King George V Playing Fields, Ashton
- Ken Ward Sports Centre, Hyde

The next hierarchy of sites are Key Sites which serve a wider catchment and offer a range of facilities:

Key Sites

- Armadale Road Playing Fields, Dukinfield
- King George Playing Fields, Audenshaw
- Oxford Park, Ashton
- Granada Road Playing Fields, Denton
- Haughton Green Playing Fields
- Beyer's Peacock Park, Audenshaw
- Butcher's Arms Ground, Droylsden
- Clarendon Fields, Dukinfield
- Dewsnap Lane Playing Fields, Dukinfield
- The Copley Centre, Stalybridge
- Garden Street Playing Fields, Hyde
- Victoria Street, Hyde

- Walker Lane, Hyde
- Egmont Street, Mossley

10.45 Reasoned Justification

- 10.46 Tameside offers a variety of recreational and leisure facilities which are designed to accommodate a wide range of activities. The availability of sports facilities varies in quality and quantity across the borough. There is a need to protect existing sports facilities provision where it meets needs and to address the quantitative shortfalls in provision and improve the quality and management of sites, where required²⁷. Recreation and leisure facilities benefit residents by offering the opportunity for physical exercise, social and community development and improved mental well-being. Leisure uses also support the local economy, create jobs for residents and bring in visitors as well as broadening spend in the borough. PfE policy JP-P7: Sport and Recreation requires a network of high quality and accessible sports and recreation facilities be protected and enhanced, supporting greater levels of activity for all ages.
- 10.47 The quality of local recreational facilities varies across Tameside and opportunities should be maximised to enhance existing provision and deliver new facilities where deficiencies exist. New leisure facilities should be suitably located and well-designed to ensure that schemes do not have an unacceptable adverse impact on their surroundings. Wherever practicable, replacement provision should be delivered directly from the developer and made available before the existing facility is lost, in exceptional circumstances a financial contribution towards equivalent provision may be acceptable. Early consultation with Sport England is advised.
- 10.48 Development will only be supported where robust evidence demonstrates that the site is surplus to recreational requirements, as identified in the council's PPS. The site must be in a catchment with an excess of playing field provision, have no special significance to sport, and not contribute to Tameside's open space standards.
- 10.49 Outdoor provision of sports and leisure is vital for the health and wellbeing of the borough's resident. The Tameside's Physical Activity Strategy highlights that the number of adults spending time being active is increasing, meeting the Chief Medical Officer's guidelines of 150 minutes a week²⁸, however despite this, one third (31%) of Tameside's residents are classed as inactive and over half (58%) of children in Tameside are not

²⁷ Tameside Playing Pitch Strategy 2015

²⁸ <https://assets.publishing.service.gov.uk/media/5d839543ed915d52428dc134/uk-chief-medical-officers-physical-activity-guidelines.pdf>

active enough. Children in our low affluence families, minority ethnic groups and girls experience lower than average levels of activity. The strategy prioritises promoting physical activity among less affluent families, individuals with disabilities, Tameside's Asian communities, and adults over 55-74. This will be achieved through collaborative working in partnership across the council and with external organisations.

- 10.50 The Playing Pitch Strategy (PPS) audits all winter and summer grass sports pitches and facilities, including football, rugby union and league, cricket, hockey, tennis, bowls athletics, archery and golf. It assesses the future demand for additional provision. Using the assessment, an action plan and strategy has been developed for the protection and improvement of specific sports pitches and facilities, and new opportunities have been identified. The Strategy identifies key sports hubs across Tameside as priorities for future investment, focusing on upgrading pitches, adding single-sex changing rooms, improving accessibility and quality, and ensuring compliance with competition standards. The strategic sports hubs are of borough-wide importance and are multi-pitch sites used by clubs and different sports as shown on the Policies Map. The next level in the hierarchy is 'Key Sites' which are considered to be important locations for Tameside's outdoor sports and recreation, both are a priority for investment.
- 10.51 Tameside's Built Facility Strategy aims to enhance leisure provision and support economic growth. The Strategy will guide investment in the borough for indoor sports to ensure all residents of Tameside have access to affordable facilities that meet their needs.
- 10.52 New sport and recreational facilities should be suitably located and well-designed to ensure that schemes do not have an unacceptable adverse impact on their surroundings and that any negative impacts are mitigated against to avoid impact on local residents. This policy aims to ensure that new development considers amenity, safety, accessibility and quality of design and that contributions are sought from new development to achieve this.

Policy HSP PE6: Peak District National Park

The council will continue to assess the impacts of development on the Peak District National Park and restrict development that has the potential to adversely affect the purposes of the National Park in terms of its special qualities of natural beauty, wildlife and cultural heritage.

10.53 Reasoned Justification

- 10.54 Containing some of the country's most beautiful landscapes, the Peak District National Park directly borders Tameside to the north-eastern corner of the Borough and is clearly visible from much of Tameside's eastern fringe. NPPF paragraph 176 emphasises the importance of conserving and enhancing the scenic beauty and landscape of designated areas such as National Parks, which have the highest status of protection in relation to these issues. Development within the setting of the National Park should be sensitively located and designed to minimise impacts on the designated areas.
- 10.55 When considering development which has the potential to have a negative impact on the National Park, the council will consult the National Park Authority and will have regard to the purposes in terms of its special qualities of natural beauty, wildlife and cultural heritage. The land within Tameside is important in terms of the setting of the National Park; issues relate to nature recovery, biodiversity and managing and mitigating visitor pressures into the park. Proposals that negatively impact the purposes of the National Park in relation to its special qualities are unlikely to be supported.
- 10.56 Tameside's border with Peak District National Park is characterised as Pennine Foothills and Open Moorlands, a transitional zone, as set out in the Greater Manchester Landscape Character and Sensitivity Assessment²⁹ Development proposals should, where relevant, take consideration of the valued characteristics of the National Park and the special landscape qualities. This includes features within the built and natural environment, including nationally designated features as set out in the Peak District National Park Core Strategy Development Plan Document 2011³⁰.

Policy PE7: Early Years, Schools and Post-16 Education Facilities

Improvements in the quality and accessibility of early years, schools and post16 facilities will be supported. New early years, schools and post-16 facilities shall:

- 1. Be highly accessible to their intended catchments, particularly by walking, cycling and public transport;**

²⁹ [GM Landscape and Sensitivity Report](#)

³⁰ [Core Strategy: Peak District National Park](#)

2. **Be located, designed and managed to minimise the impacts of associated traffic and car parking on the surrounding area;**
3. **Provide high quality indoor and outdoor facilities suitable for the intended number and age range of students; and**
4. **Wherever practicable and appropriate, provide for the community use of playing fields and other facilities.**

A flexible approach will be taken to the reuse and redevelopment of redundant education sites, particularly where this would support the provision or improvement of education facilities elsewhere Tameside. Such sites may be protected for educational use where this is necessary to secure an appropriate scale and distribution of education facilities to meet future needs.

10.57 *Reasoned Justification*

- 10.58 High-quality and accessible education facilities are essential to support sustainable communities and improve educational outcomes across Tameside. Locating new facilities within or close to their catchment areas, and ensuring they are well connected by walking, cycling, and public transport, reduces reliance on private vehicles, minimises congestion, and promotes healthier travel choices. The NPPF paragraph 20(c) highlights the importance of a strategic policy on community facilities such as health and education and policies that will help provide a wider educational choice for residents. Paragraph 95 identifies the importance of ensuring there are sufficient choice of school places to meet the needs of new and existing communities and paragraph 106 supports education as part of the mix of uses in a sustainable neighbourhood.
- 10.59 In new development, consideration should be given to the design and management of educational sites to limit traffic and parking impacts helps protect local residential amenity and maintain safe, attractive neighbourhoods. Also, where the opportunity arises the enhancement of indoor and outdoor sports facilities at schools and colleges will be encouraged to meet the needs of students, to support a broad curriculum, including physical activity and outdoor learning.
- 10.60 Where appropriate, Tameside will also encourage the community use of school playing fields and other facilities to strengthen social cohesion and promote active lifestyles.

Policy PE8: Provision of Health and Social Care Facilities

Improvements in the quality and accessibility of health and social care facilities will be supported. Where it would help to improve health outcomes whilst maintaining an appropriate level of accessibility for local residents, the merging of primary health care facilities such as GP practices, and their amalgamation with other health and social care facilities, will be supported.

Primary health care facilities shall be co-located with other public facilities where possible, in order to provide a stronger focus of public services for local communities and to promote linked trips.

Developers should engage with the Clinical Commissioning Group (CCG) at the earliest opportunity in order to determine the health care requirements associated with new development.

10.61 Reasoned Justification

- 10.62 Access to high-quality health and social care facilities is essential for improving health outcomes and supporting inclusive, sustainable communities. Encouraging the merging of primary health care services, such as GP practices, with other health and social care facilities can deliver more integrated services, improve efficiency, and enhance patient experience. This approach aligns with national health strategies promoting collaborative care and multi-disciplinary hubs. This aligns with paragraph 96 of the NPPF which requires LPAs to work proactively with delivery partners and statutory bodies to plan for required facilities, including hospitals and health infrastructure.
- 10.63 Co-locating primary health care facilities with other public services strengthens community focal points, reduces the need for multiple journeys, and supports linked trips, contributing to sustainable travel patterns. Early engagement with the Clinical Commissioning Group (or its successor body) ensures that new developments meet identified health care needs and respond to local population growth and demographic changes.
- 10.64 This policy supports the objectives of the NPPF and local health strategies by promoting accessible, integrated facilities that improve health and wellbeing while reducing inequalities.

Policy PE9: Tameside General Hospital

The continued enhancement of Tameside General Hospital's role as both a key local facility for the borough's residents and a provider of integrated hospital and community services within the Greater Manchester Integrated Care System will be supported. Development proposals for the hospital should:

- 1. Form part of a comprehensive development strategy that will ensure the ongoing evolution of the hospital estate is well coordinated and managed, while maximising the opportunities for a more sustainable site.**
- 2. Encourage a greater proportion of staff, patients and visitors to access the hospital via public transport, cycling and walking; and**
- 3. Minimise the adverse impacts of traffic and car parking on the surrounding community.**

10.65 Reasoned Justification

- 10.66 The continued enhancement of Tameside Hospital is essential to meeting the health and wellbeing of the borough's residents and supporting the delivery of integrated health and community services under the Greater Manchester Integrated Care System, in line with NPPF paragraphs 93 and 96.
- 10.67 The Hospital provides acute hospital services from the site in Ashton-under-Lyne, including accident and emergency and urgent care, medical and surgical care both for inpatients and outpatients, diagnostic tests, maternity services and neonatal care and paediatric services. The Trust also provides community healthcare services, delivered in the intermediate care facility and 13 community premises throughout the Tameside and Glossop Integrated Care Foundation Trust communities.
- 10.68 As outlined in the Trust's Strategic Plan 2023-2026³¹, the Ashton site employs over 2,500 staff as part of the wider Trust workforce of more than 4,000. NHS Property is working towards making the site more sustainable and is collaborating with the council to ensure all Trust's assets effectively.
- 10.69 Promoting access by public transport, cycling and walking is consistent with national and local policies to reduce car dependency, improve air quality and encourage healthier travel choices. This approach will help manage congestion and reduce the environmental impact of hospital operations. Minimising the negative effects of traffic and car parking on surrounding residents is critical to maintaining local amenity and safeguarding local

³¹ [Beyond Patient Care to Population Health](#)

residential areas and supporting the NHS Trust and council's wider objectives for sustainable development and climate resilience.

11 Travel

11.1 Introduction

11.2 Improving travel options and infrastructure are key to tackling issues of social exclusion and deprivation and are an important driver of growth and economic ambition in the Borough. Travel accessibility and availability creates greater opportunities for social mobility, access to employment and services. It supports healthy lifestyles through promoting active travel, improving air quality and contributing to the transition towards Net Zero. Together with Greater Manchester partners, the council is committed to the Bee Network – our shared vision for an integrated transport network across Greater Manchester.

11.3 Policies to support these ambitions are, at a strategic scale, set out in the Connected Places chapter of Places for Everyone. For example, PfE Policy JP-C1: An Integrated Network sets out how a range of measures will deliver an accessible, low carbon Greater Manchester with world-class connectivity. PfE Policy JP-C5: Streets for All sets out the approach to designing and managing streets so that they make a positive contribution to the quality of place and support high levels of walking, cycling and public transport use. Whilst PfE Policy JP-C8: Transport Requirements of New Development, establishes the policy framework for the location and design of new development that enables and encourages walking, cycling and public transport use to reduce the negative effects of car dependency. However, at a local level, further detail is required in some policy areas to articulate how these priorities will be delivered in practice in Tameside.

11.4 Many of the council's existing policies aimed at delivering specific transport projects have now been successfully implemented. These include the extension from the City Centre of Metrolink to Ashton-under-Lyne, which opened in 2013, and for which the UDP safeguarded the route, part of the Mottram Tintwistle Bypass and the Glossop Spur (both now included in the A57 Link Road Scheme), and Phase 2 of the Ashton Northern Bypass, both road infrastructure projects supported by planning policies.

11.5 Where infrastructure projects have progressed to completion or are consented and committed, supporting policies are no longer considered necessary. However, HSP will promote new transport priorities and, where identified, promote new transport projects and schemes.

11.6 National Trends and Local Context

11.7 Notably the 2021 census highlights Tameside is above both the regional and national average for the number of households with no access to a car

or van (Tameside 26.1%, NW 24.7%, and England 23.5%). Although in terms of how people travelled to work, the census revealed that driving or travelling as a passenger in a car or van was above the regional and national averages (Tameside 57.1%, NW 54.3%, and England 48.4%). And correspondingly public transport use was above the regional average, but below that for England (Tameside 7.6%, NW 6%, and England 8.2%).

- 11.8 The other key characteristic of the census travel to work data is that 24.6% of Tameside residents in employment classified themselves as mainly working from home. Although the data was captured during the COVID-19 pandemic it does show a level significantly above the historic level.
- 11.9 Data from the 2021 census provides an insight into travel behaviour in Tameside. The following excerpt from the ONS data visualisation for travel to workflows indicates that Tameside has a net outward commuting flow of just over 16,000 people. For example, more Tameside residents travel to Manchester to work than travel from Manchester to work in Tameside highlighting the importance of having excellent transport connectivity within Tameside and Greater Manchester.



Figure 11.0 Workplace flow data represent usual residents aged 16 and over who were working in the week before Census Day (Source: ONS).

Policy HSP T1: General Approach

The council will maintain, manage and where necessary improve transportation infrastructure as part of a balanced sustainable transportation strategy that is in accordance with the objectives of Transport for Greater Manchester’s Local Transport Plan.

The borough's transport system will become increasingly sustainable, whilst providing safe and efficient access to, from and within Tameside, enabling access to employment, services, and leisure, whilst also assisting in attracting investment.

This will be achieved through an approach to development that:

- 1. Through location, density and mix of uses helps to reduce the overall need to travel;**
- 2. Is more sustainable by supporting and enabling a modal shift to public transport, walking, wheeling and cycling;**
- 3. Minimises any adverse impact on transport networks; and**
- 4. Includes transport infrastructure and services in phases to support delivery and to embed sustainable travel behaviour.**

11.10 Reasoned Justification

- 11.11 This policy approach sets out how the council will promote sustainable transport through the management of development. Fundamental to supporting this will be the implementation of PfE Policy JP-H4: Density of New Housing and the continued growth and improvement of the Bee Network, Greater Manchester's integrated transport system.
- 11.12 PfE Policy JP-H4 seeks to focus higher density new development in locations that are more accessible by walking, cycling and public transport. It is important to note that PfE JP-H4 sets minimum densities and therefore opportunity to exceed these may exist. This is welcomed, particularly where they would support the regeneration of designated centres subject to other material planning considerations.
- 11.13 Greater Manchester is ambitious, seeking to grow the Bee Network and see an expansion of coverage. Bus franchising has already seen improvements to service reliability and punctuality. In addition, the Bee Network will be further enhanced through the plans set out in the Draft Rapid Transit Strategy.
- 11.14 For Tameside this will mean enhanced services on Metrolink and the implementation of Bee Network rail on the Victoria to Stalybridge, Piccadilly to Hadfield/Glossop, and Piccadilly to Rose Hill Marple rail lines by 2026. This expansion and improvement to the Bee Network is critical to achieve the Right Mix in Tameside.
- 11.15 The Right Mix is fundamental to building a high-productivity, high-income Greater Manchester with high-quality public services. High-value service activities tend to be located in central areas, and in order to grow, need a large effective pool of labour to draw from. Given existing levels of

congestion, limited space and the Victorian constraints of our towns, it simply is not credible to expand the size of the labour pool by relying on driving alone. Extensive peer-reviewed studies and evidence from the ONS repeatedly suggests a strong relationship between sustainable transport connectivity and higher-growth and higher-wages.

- 11.16 Evidence shows that by baking active travel into journeys, even taking the first and last mile by walking, wheeling or cycling, residents are likely to see benefits to their cardiovascular health and mental wellbeing. Sustainable transport means a reduction in air pollution and corresponding public health benefits, particularly for young people across the Borough. A sustainable transport system is also more affordable and represents better value for public money, with zero-emission electric buses in the Borough reporting per-mile operating costs a third lower than before joining the Bee Network.

Policy HSP T2: Trunk Road Developments

The council will protect the line of the remaining element of the Hollingworth and Tintwistle Bypass, as previously proposed by Highways England as a trunk road scheme, from the intersection with the A57 Link Road to the Derbyshire border as shown on the Policies Map.

11.17 Reasoned Justification

- 11.18 The initial element of the Mottram to Tintwistle Bypass, now referred to as the A57 Links Road Scheme, was granted a Development Consent Order that came into force in December 2022 and construction commenced in 2025. However, the previous proposal, as shown on the 2004 UDP Proposals Map included a further element that bypassed the settlements of Hollingworth and Tintwistle. This proposal is identified in The Greater Manchester Transport Strategy 2040 Implementation Plan and is indicated on Map 1: Strategic Transport Interventions in Tameside. Therefore, the alignment identified in the Tameside UDP 2004 will remain protected within this plan to allow for future consideration of interventions on this section of the A628 Trans-Pennine corridor.

Policy HSP T3: Rail Infrastructure

The council will permit, and where necessary, facilitate the provision of new rail stations, improved facilities at existing stations including attention to all access needs, and additional local station car parking

and cycle storage facilities, including small scale park and ride where appropriate.

Proposed station schemes include:

1. **New Ashton Moss West (Droylsden) station east of Littlemoss Road Bridge and west of the M60, as identified within PfE Policy JP Allocation 27 – Ashton Moss West.**
2. **New Dukinfield / Dewsnap station.**
3. **High-quality interchanges and travel hubs, improving connectivity between transport modes at Ashton-under-Lyne and Stalybridge.**
4. **A new enhanced Mossley station, fully accessible and electrified.**
5. **Enhancement of Hattersley station, including a Godley Green Hattersley bridge connection and step-free platform accessibility.**

The council will continue to work with partners to support the delivery of Northern Powerhouse Rail and the development of potential routing options. To this end, the council will safeguard land at critical sites including:

6. **Land parallel to the Glossop Line between Fairfield Station and Guide Bridge.**
7. **Guide Bridge Sidings.**

11.19 Reasoned Justification

- 11.20 The Greater Manchester Local Transport Plan sets out an ambition to develop a rail network that is high-capacity, reliable, resilient, accessible and fully integrated with other rail-based services and the wider transport network. For Tameside the Greater Manchester Transport Strategy 2040 Implementation Plan identifies a number of rail infrastructure improvements on Map 3: Tameside Local Implementation Plan Schemes. These include new stations such as Ashton Moss West and accessibility improvements to Hattersley Station, including a Godley Green – Hattersley bridge connection and step-free platform access. In terms of Strategic Transport Interventions these are set out in the Greater Manchester Transport Strategy delivery plan maps, 1 to 3.
- 11.21 There is a need to support further improvements and investment in the rail network. This approach will support the strategy of delivering sustainable development, where the need to travel by private car is reduced, by providing a high quality, reliable and accessible integrated public transport network, with rail as a key element. The council will proactively support the proposed roll out of Bee Network rail with the first tranche, including the Victoria to Stalybridge rail line due by December 2026 and the whole suburban rail network due to be included by 2030. This will also enable

seamless travel across all Bee Network public transport modes with the introduction of 'tap in, tap out' style ticketing.

- 11.22 Alongside this the council will work with partners to deliver high quality interchanges and travel hubs to truly integrate sustainable transport modes at Ashton-under-Lyne and Stalybridge. Allied to this the refreshed Greater Manchester Strategy (GMS), launched in July 2025, included a proposal to establish a Mayoral Development Corporation (MDC) for Ashton and Stalybridge to provide a national exemplar for transport-led regeneration.
- 11.23 As well as improving rail links at the City Region level, the council is committed to improving rail links between Tameside and the broader, national rail network. With partners at Network Rail, Mossley Station will be relocated as part of the TransPennine Rail Upgrade, with a new, fully accessible and fully electrified station, providing transformative speed and capacity improvements.
- 11.24 The council will also continue to work with Transport for Greater Manchester to develop potential route options for Northern Powerhouse Rail, safeguarding land as necessary. This will provide dedicated track for high-speed intercity services, releasing capacity on suburban lines for Bee Network Rail and freight services.
- 11.25 Without a clear policy commitment to improve rail infrastructure for suburban, regional and national services through Bee Network Rail and Northern Powerhouse Rail, given existing capacity constraints residents, businesses and visitors to Tameside will continue to experience service frequencies below our target of 4 services per hour as set out in the Greater Manchester Rapid Transit Strategy. A high-frequency, high-speed, and high-reliability rail network is critical to boost competitiveness and access to employment, recreation and other amenities.

Policy HSP T4: Rapid Transit

The council will support the expansion of the rapid transit network servicing the borough. Where necessary, land will be reserved for safeguarding potential future routes, including at:

- 1. Land east of the Ashton Moss Curve, to support a junction with the existing Piccadilly - Ashton Metrolink line.**
- 2. The former Guide Bridge to Oldham railway junction, east of the M60.**

11.26 Reasoned Justification

- 11.27 Rapid transit is a public transport service that caters primarily for middle distance trips, providing faster journeys with fewer stops. This includes all Metrolink services, busway services and some national rail services.
- 11.28 The current vision for an expanded rapid transit network is set out in the draft Greater Manchester Rapid Transit Strategy. This was published in 2024 and is being used to inform the refresh of the GM 2040 Transport Strategy, it will help to shape the next iteration of the Five-Year Delivery Plan covering the period 2027 to 2032.
- 11.29 Rapid transit forms a key element of the Bee Network, an integrated transport system that will support sustainable travel across Tameside, the city-region and allow access to opportunities beyond. This will directly deliver on the ambition of delivering sustainable growth through the 'Right Mix' transport vision and rapid transit trips will need to double by 2040 to achieve this target.
- 11.30 As well as supporting the 'Right Mix', rapid transit is envisaged as being transformational by providing opportunities for connecting everyone with jobs, education, healthcare and leisure opportunities. For Tameside this means providing a critical part of the transport infrastructure that underpins the regeneration and growth envisaged in the Eastern Growth Cluster.
- 11.31 The council will continue to work closely with Transport for Greater Manchester to develop options for Tram-Train Metrolink services between Ashton and Stockport, using the Denton railway line. This will require the safeguarding of land at critical points to provide for junctions between light rail track and heavy rail track including at land east of the Ashton Moss Curve, and the former Guide Bridge to Oldham railway junction east of the M60.

Policy HSP T5: Facilities for Buses

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

On-highway bus priority measures, such as those proposed in connection with Quality Bus Transit corridors, will be supported. These could include, where feasible, bus lane measures which support more reliable journey times and a higher quality experience for passengers.

11.32 Reasoned Justification

- 11.33 Bus is the most important element of the public transport network, bus travel accounts for 80% of the public transport journeys in Greater Manchester. At the last census over 70% of travel to work by public transport was by bus. Consequently, it plays a key role in reducing congestion whilst also improving accessibility for people who have no access to a car (ONS Census 2021 recorded this as 26% of households in Tameside). Supporting the delivery of improved bus infrastructure is essential in tackling transport related issues of inequality and reducing barriers to social mobility.
- 11.34 The improvement of bus facilities is also a cornerstone of the Greater Manchester Transport Strategy 2040 'Right Mix' aim of achieving 50% of journeys being made by sustainable modes in Greater Manchester by 2040. The consultation draft refresh of the LTP maintains our shared Greater Manchester commitment to the Right Mix, whilst recognising that the target of 50% of journeys to be made by public transport or active travel is a headline figure. In high-density urban centres, the share of journeys made by private vehicle is expected to fall below 50%, offsetting parts of the city region where limited public transport options may lead to private vehicle share exceeding 50%.
- 11.35 The GM Transport Strategy 2040 Implementation Plan for Tameside highlights the challenge of modal shift which is required to achieve this, with 69% of all journeys starting in Tameside being made by either a car or a van. Therefore, improving the quality of bus services and infrastructure is key to increasing bus patronage and this overarching policy goal. In addition, the GM Bus Strategy, GM Transport Strategy 2040 Implementation Plan for Tameside identifies two Quality Bus Transit corridors, one north connecting Ashton-under-Lyne to Rochdale, via Oldham, and one south connecting Ashton-under-Lyne to Stockport, via Hyde by 2027.

Policy HSP T6: Walking, Wheeling and Cycling

A boroughwide network of walking, wheeling and cycling routes will be defined and both new development and transport infrastructure schemes shall contribute to the delivery of this network, to support a significant increase in the proportion of journeys made by walking, wheeling and cycling.

Where necessary, development of the network will be co-ordinated with neighbouring authorities and Transport for Greater Manchester to improve cross boundary linkages and assist with the completion of

the Bee Network, national cycle network and Greater Manchester Strategic Cycle Network, utilising off highway routes where appropriate. This includes:

1. Ashton-under-Lyne to Oldham Strategic Cycle Network, with a new Park Bridge viaduct to create an easy, direct route for those walking, wheeling and cycling.
2. Ashton-under-Lyne to Stockport Strategic Cycle Network, building on the Tameside Active Neighbourhoods Phase 1 scheme.
3. Green in 15 (The Medlock Way), connecting people to nature along the Medlock Valley.
4. Maintain and enhance the National Cycle Network (routes 626 and 62) to ensure safe, consistent and high-quality journeys.
5. Protecting and enhancing our Public Rights of Way particularly where they support strategic networks such as the GM Ringway. Where Public Rights of Way fall within sites proposed for development, opportunities for local re-routing will be subject to consideration where this would improve quality, convenience and safety for users.

11.36 Reasoned Justification

11.37 The Greater Manchester Local Transport Plan has a clear ambition to create a comprehensive network of on and off-road walking and cycling routes that make it easy and safe for people to walk and cycle to key local destinations. This approach reflects the national ambitions set out in Cycling and Walking Investment Strategy (CWIS1, CWIS2 and future CWIS3) and the aims set out in national planning policy.

11.38 The Greater Manchester Transport Strategy 2040 Implementation Plan for Tameside sets out a series of outcomes that the council wishes to see achieved by 2026:

- Increasing the number of neighbourhood journeys made by foot and by bicycle;
- Enhanced connections to/from and within Tameside's town centres, employment sites and key destinations by foot, bicycle, and public transport to support regeneration;
- Streets in Tameside will be clean, green and relieve local communities from the impacts of congestion; and
- Streets in Tameside are safe, well maintained and in good condition for all people who live in or travel within Tameside and current and future assets are looked after.

- 11.39 The Implementation Plan also highlights that increasing levels of walking and cycling will also be required in order to achieve the 2040 Right Mix target, whereby 50% of all journeys within GM are made by sustainable modes. Additionally, increased walking and cycling can also deliver improvements to quality of life, through producing health benefits, assisting in reducing air pollution and addressing issues of lack of car ownership.
- 11.40 However, to achieve this, some of the barriers to walking and cycling need to be addressed, including severance where there is a lack of safe crossing points, traffic volumes and speed, footway accessibility, including issues brought about by pavement parking and infrastructure quality. These issues can be addressed and as set out in proposed policy approach HSP T8 it is expected that new development will assist in providing the funding required to address localised issues.
- 11.41 The council will continue to work with Transport for Greater Manchester partners to deliver the emerging Strategic Cycle Network. This will include a new walking and cycling viaduct at Park Bridge, to provide a safe, convenient, traffic-free and accessible route between Ashton and Oldham. At present, this vital link between district centres is severely underused, due to a steep gradient making the route inaccessible and unclear to most users.
- 11.42 To deliver the Ashton to Stockport link, high-quality cycling infrastructure will be delivered, extending the Stockport Road and Guide Lane scheme, enabling residents and businesses to access local amenities and transport nodes without the need for the car.
- 11.43 As well as delivering new flagship strategic orbital links, the council is also committed to maintaining and improving the existing Public Rights of Way network and National Cycle Network routes, which provide residents and visitors with recreational and commuting options across the Borough. Key strategic routes include the NCN 626 (Ashton to Oldham); the NCN 62 (Denton – Godley – Hattersley); the GM Ringway - Greater Manchester's 200-mile walking trail; and The Medlock Way (Green in 15), a series of Public Rights of Way, footpaths and public parks, connecting communities to the Medlock. For more detail on strategic recreational routes, which in places may share infrastructure with the strategic walking, wheeling and cycling network, refer to policy PE4.

Policy HSP T7: Freight Movement and Deliveries

The council will ensure traffic management measures are taken to prevent the use of unsuitable roads by heavy lorries where necessary,

particularly within residential areas, and to maximise the use of the strategic highway network for this purpose.

New local freight and logistics facilities will be supported where they do not have an impact on the overall functioning of existing employment areas and where they do not generate significant levels of traffic that would impact on the local highway network or create on-street parking issues.

11.44 Reasoned Justification

- 11.45 Freight is essential to the local economy and to improving productivity. Not only does it support a wide range of sectors, including manufacturing and retail, it is important as an employer in its own right. Places for Everyone Policy JP-C7: Freight and Logistics gives the required high level strategic policy guidance and supports a sustainable and efficient freight sector. However, there remains a need for local policy given the characteristics of the employment land distribution and the relative constraints of the local highway network.
- 11.46 Heavy Goods Vehicles provide significant benefits, forming a critical part of supply chains. However, the disbenefits of HGVs must also be considered, notably their significant contribution to air pollution and impact on the streetscape given their large turning circles; these disbenefits are most pronounced where HGVs use residential streets rather than the strategic route network. Use of residential streets is also suboptimal for HGVs themselves, given the risk of low bridges and complex interactions with other modes of transport, from Metrolink to cycles. To mitigate these disbenefits, the council will use traffic management measures where necessary and deliver new infrastructure to better connect employment centres to the strategic route network as per policy T2.

Policy HSP T8: Parking

New development will be subject to the provision and design standards, set out within Appendix C of this plan. The Parking For All standards have taken into account the aim of achieving the Right Mix 2040 ambition of 50% of all trips being made by either public transport or by active travel. The zonal approach reflects the availability of sustainable transport modes.

The standards vary between different uses. For those types of development that are not listed within the tables and where parking is

proposed above or below the standards, the appropriate level of parking will be determined on a case-by-case basis, having regard to:

1. The accessibility of the development.
2. Likely demand for different types of parking, informed by the type, mix and use of the development; and
3. Similarities to the development types for which standards are already identified within the table.
4. The availability of convenient and safe on and off-street parking both within and near to the development.
5. Levels of car ownership in proximity to the development.

11.47 Reasoned Justification

11.48 The NPPF makes it clear that there are a number of considerations that need to be taken into account when setting local parking standards. These include, the accessibility of the development, the type/mix/use of development, the availability and opportunities for public transport, local car ownership levels, and the need to ensure an adequate provision of spaces for charging ultra low emission vehicles. Taking this and the policy aims of achieving the Right Mix 2040 into account, careful consideration has been given to the setting of revised parking standards. The differential zonal system of parking standards reflects areas with good public transport access which includes for example town centres and public transport hubs.

Policy HSP T9: EV Charging Infrastructure

The council will support the development and implementation of a network of electric vehicle charging points across Tameside, with publicly accessible charging infrastructure focused in safe, convenient and accessible locations and cross-pavement solutions. Proposals should have regard to the council's Electric Vehicle Strategy when designing their schemes.

11.49 Reasoned Justification

11.50 There is a need to develop electric vehicle (EV) charging infrastructure across the borough. Although changes to Building Regulations will bring more capacity where new development or refurbishment takes place, there are still large areas of Tameside that face difficulties with installing or accessing EV charging provision, particularly for properties with on-street parking, as well as properties in more remote parts of the Borough that may be some distance away from a public charging point.

- 11.51 The electrification of our transport sector is critical for both inclusive growth and our Net Zero obligations. Transport accounts for approximately 33% of CO2 emissions in Tameside and fuel costs constitute a greater relative share of spend for residents, given incomes in the Borough are below the national average. Electric vehicles mean a reduction in CO2 and NO2 emissions and represent a significant saving for residents, with EV drivers able to run their vehicles at a cost as low as 2 pence per mile.
- 11.52 As identified in Tameside's draft Electric Vehicle Strategy 2025 - 2030, limited charging infrastructure is a key barrier to electrification, making charging onerous and contributing to 'range anxiety'. To tackle this, the EVI Strategy plans for a minimum of 600 strategically located public chargers across the Borough by 2030. The Borough will also deliver cross-pavement charging pilot schemes, to enable residents without driveways to charge safely and affordably, from the comfort of their properties. By providing such convenient, the council will remove and reduce barriers both actual and perceived, to making the transition to an electric vehicle.

12 Places

12.1 Introduction

12.2 The historic environment is one of Tameside's most precious, finite assets, contributing to the borough's cultural and social identity, economy and sense of place; key elements of which include:

- Transport routes such as former packhorse trails and turnpike roads and the canal and rail networks and their supporting infrastructure.
- Pre-urban agricultural buildings, weavers' cottages and settlements.
- Buildings and structures associated with industry, textiles production, hatting and other forms of manufacturing.
- Coal mining, metal working and foundries.
- Dense gridiron terraced streets and the juxtaposition with large villas set within spacious gardens.
- Designated centres, market squares, public buildings, places of worship and buildings and places of education, learning, leisure and entertainment.
- Formal parks, gardens and memorials.
- Other buildings, sites and areas considered to have historic significance.

12.3 Those buildings, monuments, sites, places, areas or landscapes within the wider historic environment, identified as having a degree of significance meriting consideration in planning decisions, are defined as heritage assets. Heritage assets are either designated or non-designated.

12.4 Designated heritage assets include, for example scheduled monuments, listed buildings, registered parks and gardens included on the National Heritage List for England, and conservation areas. While non-designated assets are those identified locally having a degree of local heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.

12.5 PfE Policy JP-P2 establishes a positive strategy for the conservation and enjoyment of Tameside's historic environment, which is further endorsed by HSP's Vision for the borough to be a place where cultural and built heritage are cherished. To realise this, the council will assess the impact of development on the significance of the borough's heritage assets, including development within their setting, and ensure that great weight is given to their conservation when determining planning applications.

12.6 This Plan also advocates good design that creates sustainable, safe, inclusive and accessible places, and champions development that makes a

positive contribution to the character, heritage and identity of Tameside. Good urban design creates better places in which to live and work and helps make development acceptable to communities, including addressing how people perceive and use their environment. Good urban design can also improve physical and mental health and wellbeing by ensuring developments:

- Function well and add to the quality of an area.
- Are visually attractive because of good architecture, layout and landscaping.
- Are sympathetic to local character and history.
- Establish or maintain a sense of place by creating attractive places to live, work and visit.
- Optimise the use of land and sustain a mix of development type.

Policy HSP PL1: Archaeology and Scheduled Monuments

The council will protect and conserve the borough's heritage assets of archaeological interest. Development that will result in substantial harm to or loss of significance of, a scheduled monument or nationally important remains, should be wholly exceptional and will require clear and convincing justification in accordance with national planning policy.

Where development is proposed on sites which include or have the potential to include non-designated heritage assets of archaeological interest, the council will support proposals for development where:

- 1. Consultation is undertaken with the Greater Manchester Historic Environment Record, resulting in submission of an appropriate desk-based survey and/or field evaluation where appropriate;**
- 2. Archaeological significance is not needlessly harmed or lost, and any unavoidable damage is clearly justified and mitigated;**
- 3. Where applicable, exceptional circumstances that necessitate the removal of archaeological remains in situ must be clearly and convincingly justified. In addition, a detailed methodology for excavation and recording, both prior to and during development, must be provided; and**
- 4. Measures are taken to facilitate the conservation, accessibility and interpretation of archaeological remains within the adjacent public realm, in light of the educational, recreational and tourism potential which they may have.**

12.7 Reasoned Justification

12.8 Scheduled Monuments

12.9 Scheduling is the selection of nationally important archaeological sites and is carefully restricted to the most important examples of each type of monument and to those for which this type of designation provides the most appropriate protection. It is important, therefore, that Scheduling not only makes a site worthy of protection in law but also brings it under the consideration of the planning system. Scheduled monuments are not always ancient; some contain standing buildings or ruins, whereas others are not visible above ground, and it is the buried remains that are of national importance. All entries for scheduled monuments are available to view on the National Heritage List for England which is hosted by Historic England.

12.10 There are four schedule monuments in Tameside:

- Buckton Castle, a ringwork and site of 17th century beacon, Stalybridge;
- Round cairn west of Hollingworth Hall Moor, Longdendale;
- Post-medieval glassworks, Denton; and
- Section of an early medieval boundary ditch known as the Nico Ditch, Audenshaw.

12.11 Understanding Scheduling

12.12 Protection is afforded to everything that forms part of the land and buildings included within the schedule, unless specifically excluded. Protection extends not just to known structures above ground, but also to the soil under or around it. An owner of a scheduled monument who wishes to carry out works to the monument either above or below ground, must first apply for prior written permission, known as Schedule Monument Consent, from the Secretary of State for Digital, Culture, Media and Sport, via Historic England (not the local planning authority).

12.13 Development affecting a scheduled monument

12.14 The council acknowledges that scheduled monuments are a finite and irreplaceable resource. They should be preserved in a manner appropriate to their significance, ensuring their continued protection and conservation. This will help safeguard their special artistic, archaeological, historical, and traditional interest, which contributes to our understanding of past societies and enhances Tameside's sense of place.

- 12.15 Where development proposals affecting a scheduled monument also require planning permission from the council, this does not remove the need to apply for Scheduled Monument Consent from the Secretary of State.
- 12.16 **Areas of Unknown or Suspected Archaeological Importance**
- 12.17 Most archaeological sites are undesignated, meaning that many archaeological remains are not protected by listing or scheduling in Tameside. Their location, scale, quality and significance are often unknown before a site is considered in the planning process. As archaeology is a finite resource, their potential interest and significance is subject to planning policy and guidance.
- 12.18 Consultation of the Historic Environment Record (HER) and the Tameside Historic Environment Assessment is a crucial first step when considering proposals for new development. The HER contains information on known and potential heritage assets, including designated and non-designated archaeological sites, historic buildings, and landscapes. This information supports the assessment of the significance of heritage assets of archaeological interest and helps to predict where previously unknown sites may be encountered during development. Identifying known and potential assets of archaeological interest at an early stage enables their protection from harm during construction or other land management activities.
- 12.19 When archaeological sites are discovered in advance of development, options for dealing with them include excavation before construction begins, moving the development to a different location, or trying to find a design solution that allows the archaeological remains to be retained in situ beneath or adjacent to the development. Which method is chosen will depend on the significance of the site as well as a clear justification for any proposed works and mitigation; however, the choice will ultimately be made by the council, with input from our archaeological advisors.

Policy HSP PL2: Listed Buildings – Alternative Uses, Additions, Demolition and Development within their Setting

The council will protect, conserve and enhance listed buildings and their setting, in a manner appropriate to their significance. Development affecting listed buildings will be supported only where there is clear evidence and justification for:

1. **Alternative uses where the original or current use is no longer viable, and a new use is necessary to support the continued occupancy and conservation of the heritage asset.**
2. **Repairs which preserve and enhance the essential character and appearance of the listed building, and are in keeping with its architectural style, design features and traditional materials.**
3. **Alterations, extensions or additions that form a modest backdrop to the original building in terms of scale, massing, form and siting, and where design and materials are sympathetic to the existing structure.**
4. **Assertive, high-quality design solutions, where the combination of old and new creates greater lasting value together.**
5. **Measures are taken to facilitate the conservation, accessibility and interpretation of archaeological remains within the adjacent public realm, in light of the educational, recreational and tourism potential which they may have.**
6. **Protective species considerations, where any use of a heritage asset by protected species has been appropriately assessed and mitigated.**
7. **New development that preserves and enhances the setting of the listed building and which does not detract from it in terms of scale, mass, form, siting, proportions, details and materials.**

There will be a presumption in favour of the retention and reuse of heritage assets. Any proposal resulting in substantial harm to, or loss of, such an asset will only be supported where:

8. **The harm or loss is wholly exceptional and can be clearly justified by substantial public benefits that outweigh that harm or loss;**
9. **Provision is made to record the heritage asset prior to demolition;**
10. **An acceptable alternative form of development is secured and can proceed on the site as soon as practicable; and**
11. **Measures are taken to facilitate the interpretation of the heritage asset within the adjacent public realm, in light of the educational, recreational and tourism potential which they may have.**

12.20 *Reasoned Justification*

12.21 *Listed Buildings*

12.22 Tameside has over 330 listings on the National Heritage List for England, covering a wide range of building grades (Grade I, II* and II). Some listings include more than one building or structure. These designated heritage assets vary from agricultural buildings, weavers' cottages, period houses, places for worship, schools and places of learning, pubs, civic buildings and

mills to small features such as water troughs, telephone kiosks, canal locks, gates, walls, railings and memorials.

12.23 Listed buildings are nationally important, but they also play a vital role in shaping the character, appearance and identity of Tameside. The council will seek to ensure that listed buildings are conserved in a manner appropriate to their significance and celebrated for the wider social, cultural, economic and environmental benefits that heritage conservation can bring.

12.24 **Understanding Listing**

12.25 A building or structure is listed when it is recognised for its special architectural or historic interest at the national level and is included on the National Heritage List for England. Listing gives it legal protection and policy brings it under the consideration of the planning system. The listing covers the whole building, including the interior, unless specific exclusions are noted in the list description. Listing also includes:

- Other attached structures and fixtures;
- Later extensions and additions; and
- Pre 1948 buildings within the curtilage (the land attached to the listed building).

12.26 **Change of Use**

12.27 Whilst keeping a listed building in its original use is ideal, the council recognises that uses can change over time. To prevent vacancy and deterioration, the council will support alternative viable new uses that are consistent with the building's conservation.

12.28 **Repairs**

12.29 Routine maintenance usually does not require listed building consent, but repairs often do, especially if they involve fixing damage or decay which, if ill-considered or poorly executed, can harm the building's significance. The council will support repairs that use traditional materials and methods that contribute positively to the building's conservation in line with national policy.

12.30 **Additions, Alterations and Extensions**

12.31 Listing doesn't mean a building must remain unchanged. However, even small changes can have a cumulative impact. The council will support well-designed additions or alterations that do not dominate or harm the building's significance. Preference will be given to designs that use matching or complementary materials, though modern contrasting materials may be acceptable where they clearly distinguish new from old and

enhance the overall value. Overly dominant, by way of scale, massing and location, or inappropriate designs will not be supported.

12.32 The council will balance any harm, by way of the proposed development, making a positive contribution to local character and distinctiveness in accordance with national planning policy.

12.33 **Demolition**

12.34 Listed buildings are irreplaceable, and fundamental elements of the historic environment. The council will seek to ensure that listed buildings are retained and enjoyed by current and future generations. Therefore, any proposals involving harm to a listed building involving partial or full demolition must provide clear and convincing justification, in line with national planning policy.

12.35 **Development within the Setting**

12.36 The setting of a listed building, especially if it reflects its original context, can strongly contribute to its significance. The council will carefully assess any new development that may affect this setting, balancing potential harm against the opportunity for new development to make a positive contribution to local character and distinctiveness.

Policy HSP PL3: Conservation Areas – Managing Development Within or Adjoining

The council will protect, conserve and enhance conservation areas and any new conservation areas designated during the plan period, in a manner appropriate to their significance.

Development either within or adjoining conservation areas will only be supported where there is clear evidence and justification that:

- 1. Consultation has taken place with the Greater Manchester Historic Environment Record and the Tameside Historic Environment Assessment 2025, and where relevant conservation area appraisals and management plans have informed the proposal. Where appropriate, a desk-based assessment and/or field evaluation has been submitted.**
- 2. Heritage assets are retained and reused in accordance with HSP Policies PL2 (Listed Buildings) and PL 6 (Non-Designated Heritage Assets).**
- 3. Proposals contribute positively to the conservation area through appropriate siting, scale and massing; and enhance its character**

and appearance through design and materials that reflect adjacent buildings, features of interest and the wider area.

4. **Development proposals, that may result in harm to the significance of the heritage asset, are justified by substantial public benefit sufficient to outweigh the harm caused, including, where appropriate securing optimum viable use in accordance with national planning policy.**

12.37 Reasoned Justification

12.38 Conservation Areas

12.39 The designation of conservation areas plays a vital role in the protection and enhancement of places with special architectural or historic interest. Designation confers formal recognition under legislation and plan policy, ensuring that conservation areas are given appropriate weight in plan-making and decision taking processes. This status strengthens the ability of Tameside, as the local planning authority, to manage change and protect our heritage assets effectively.

12.40 Understanding Conservation Areas

12.41 Conservation area designation helps to maintain Tameside's distinct character and cultural identity of places, ensuring that their significance is preserved for present and future generations. They reflect the historic development of our settlements and communities and contribute to the borough's shared sense of place.

12.42 Unlike individual listed buildings, conservation area designation provides broader protection to the entire environment, including, for example:

- Character and appearance;
- Density, height, size, architectural vernacular and materials pallet;
- Unlisted buildings and non-designated heritage assets;
- Streetscape; layout and boundary features;
- Treas, gardens and open spaces;
- Landmarks, views and setting; and
- All features within the area that are considered part of its overall significance.

12.43 Conservation areas support sustainability by encouraging the reuse and adaptation of existing buildings, reducing the need for new construction. Natural features such as trees are also safeguarded, contributing to biodiversity and climate resilience.

12.44 Conservation areas vary widely in types and scale, encompassing rural hamlets and villages, through to urban neighbourhoods, town centres, industrial areas and historic transport corridors. In Tameside, there are currently nine designated conservation areas, reflecting the borough's rich and varied heritage:

- Ashton Town Centre;
- Carrbrook;
- Copley;
- Fairfield;
- Millbrook;
- Mottram-in-Longdendale;
- Portland Basin;
- St Anne's, Haughton; and
- Stalybridge Town Centre

12.45 **Additions, Alterations, Extensions and Change of Use**

12.46 Additional planning controls apply within conservation areas to ensure that development protects the historic and architectural elements of the place, in which you may live, work and visit. Permitted development rights are also slightly different in conservation areas meaning that planning applications for some forms of development, which would not be required outside of a conservation area, will be required. Including for example:

- External alterations to residential properties (e.g. extensions, dormers and external cladding or rendering).
- Modest floorspace increases for industrial and warehouse buildings.
- Restrictions on change of use (e.g. retail or agricultural to residential).
- Limitations on commercial features (e.g. click and collect).

12.47 **Article 4 Directions and Their Use**

12.48 An Article 4 Direction is a legal process used by councils to remove certain permitted development rights in specific areas. These directions are issued when a local authority believes that certain types of development could harm the character or amenities of the area including conservation areas. If an Article 4 direction is in place, it removes the right to carry out certain types of development without first applying for planning permission.

12.49 There are currently two article 4 directions in place within conservation areas in Tameside. These policy limitations and article 4 directions ensure that development is sympathetic to the areas' heritage and visual appearance.

- 12.50 The council may consider the use of Article 4 Directions in other conservation areas during the plan period particularly if an area is at risk of losing their character through neglect or poor development.
- 12.51 **Development within the Setting**
- 12.52 Proposals for new development within or affecting conservation areas must be informed by a thorough understanding of the historic environment. Consultation with the Historic Environment Record (HER), the Tameside Historic Environment Assessment, and relevant conservation area appraisal and management proposals is an essential first step. This evidence base will support the assessment of the significance of designated and non-designated heritage assets, as required in support of planning applications. Early identification of known and potential assets will enable the council, as local planning authority, to weigh any potential harm to significance against the achievement of public benefits in accordance with national policy and guidance.
- 12.53 The council will seek to ensure that the character and appearance of conservation areas, including any newly designated during the life of this Plan, are not diluted through incompatible or unsympathetic cumulative change. However, conservation areas and the wider historic environment can be a catalyst for regeneration. The council will support new development that enhances or better reveals the significance of the heritage asset in line with national planning policy.
- 12.54 **Demolition**
- 12.55 As conservation areas are also irreplaceable, and fundamental elements of Tameside's historic environment, any proposals involving harm to their significance involving partial or full demolition of a building or feature within the designated area, must achieve public benefit sufficient to outweigh the harm caused in line with national planning policy.
- 12.56 **Regeneration and Partnership Working**
- 12.57 The council will actively support initiatives such as Heritage Action Zones and work with partner organisations and stakeholders to reverse economic decline and unlock potential, using the historic environment as a foundation for regeneration.
- 12.58 **Designation of New Conservation Areas**
- 12.59 During the Local Plan period, the council may seek to designate new conservation areas where areas are considered to be of special architectural or historic interest. Designation will only occur where an area demonstrably meets this threshold, ensuring that the concept of

conservation is not diluted by designating areas lacking such significance. Any designation will be informed by best practice guidance and supported by a detailed assessment and appraisal defining the area's special historic character and interest. This process will include consultation with the Historic Environment Record, the Tameside Historic Environment Assessment, stakeholders, and the local community.

12.60 The following locations have been identified as possible candidates for further assessment through the Tameside Historic Environment Assessment 2025:

- Hat Works, Heaton Street, Denton
- Town Hall and Park, Dukinfield
- Great Norbury Street, Hyde
- St Thomas's Church, Lunn Road, Hyde
- Broadbottom
- Roughtown, Mossey
- Mottram Road, Stalybridge
- Park Bridge, Ashton-under-Lyne
- Canal Network

Policy HSP PL4: Historic Parks and Gardens – Managing Development

Registered and locally significant historic parks and gardens are important heritage assets that contribute to the cultural, historical, and landscape character of the borough. They provide visual amenity, recreational opportunities and a sense of place for communities. Protecting these assets is essential to maintaining their significance for future generations.

Registered Historic Parks and Gardens

The council will only support development within or affecting the setting of a Registered Historic Park and Garden where:

- 1. The proposal preserves, conserves and enhances the overall significance of the site as a designated heritage asset; and**
- 2. Where any harm or loss of significance through alteration or demolition is proposed, it can be:**
 - a. Clearly justified;**
 - b. Demonstrated to arise from exceptional circumstances; and**

- c. **Substantial public benefit can be achieved, and where appropriate, securing its optimum viable use.**

Locally Significant Historic Parks and Gardens

The council will support development affecting a locally significant historic park and garden where:

- 3. The proposal preserves, conserves or enhances its local historic significance; and**
- 4. Where any harm or loss of local significance through alteration or demolition is proposed, it can be:**
 - a. Clearly justified; and**
 - b. Applicants are able to demonstrate that the public benefits of the development outweigh the harm. A balanced judgment will be made, considering the scale of harm and the asset's significance.**

For the purposes of applying this policy, applications relating to playing fields and sports facilities located within historic parks and gardens should also have regard to Policy HSP PE5: Indoor and Outdoor Sport and Recreational Facilities.

12.61 Reasoned Justification

12.62 Registered Parks and Gardens

12.63 National policy defines registered parks and gardens as designated heritage assets and as such brings them under the consideration of the planning system. Designed landscapes are an important and distinctive part defining the character of a place and take many forms including being public parks, grounds of historic houses, cemeteries, institutional landscapes and town squares. As designated landscapes often have listed buildings within their boundaries development that affects their significance, including their setting, will require consent from the council.

12.64 Although Registration is a statutory designation there are no specific controls in place for parks and gardens unlike those for listed buildings and scheduled monuments. However, the NPPF requires local planning authorities to make provision for the protection of the historic environment in policy, making them a material consideration in the planning process. The council will, therefore, take into consideration the historic interest of Stamford Park, a grade II Registered Park or garden, when determining any applications for development which may affect its historic interest.

- 12.65 There are also several other parks in Tameside which have local heritage importance including, for example, Victoria Park in Denton, Dukinfield Park, Hyde Park and Cheetham's Park in Stalybridge. In many cases it is likely to be the council itself which carries out work within historic parks and gardens, although proposals bordering these sites may sometimes have an impact.

Policy HSP PL5: Designated Heritage Assets – Energy Efficiency and Renewable Energy Generation

The council will support sympathetic upgrades and reuse of designated heritage assets through measures that lower carbon emissions, promote energy efficiency, and integrate renewable energy sources where these align with national policy and best practise guidance.

Historic buildings and those of traditional construction should achieve an appropriate balance between improving energy efficiency and preserving their significance and fabric by ensuring:

- 1. As a minimum the Historic Environment Record should be consulted and the heritage asset assessed using appropriate expertise where necessary.**
- 2. A clear and convincing evidence-based justification is provided demonstrating that the proposed works or development will mitigate climate change and deliver meaningful, long-term improvement to the heritage asset's energy and carbon performance.**
- 3. The design avoids maladaptation, minimises and mitigates harm to the significance of the designated heritage asset or its setting, including considerations of scale, siting and appearance.**
- 4. The intervention can be reversed if it becomes unnecessary or undesirable in the future.**
- 5. Any residual harm to the heritage asset's significance is clearly justified, including how the proposal will achieve public benefit.**
- 6. The impact on protected species is assessed and mitigated.**

12.66 *Reasoned Justification*

- 12.67 The NPPF (paragraphs 189, 190, and 197) states that heritage assets are an irreplaceable resource and should be conserved in a way that sustains their significance while enabling viable uses. Improving energy efficiency and protecting historic character are complementary goals. Appropriate

retrofit is essential for the long-term survival of these buildings and for achieving the UK's Net Zero target by 2050.

- 12.68 Whilst it is often assumed that historic buildings are energy inefficient and require major upgrades, many traditional buildings can offer greater resilience to a changing climate than modern counterparts, though, for example the reuse of existing buildings and traditional materials over demolition and rebuilding. However, to sustain these heritage assets for future generations, a tailored approach is needed when improving energy efficiency, particularly for buildings of traditional construction.
- 12.69 Retrofitting heritage assets can be complex due to specialist skills and permissions that are often required. Early consideration of suitable measures and design can help avoid unnecessary delays and costs. Successful projects adopt a 'whole building approach', recognising that essential first steps in effective energy efficiency interventions, in the first instance, may include:
- Repair and maintenance
 - Upgrades to existing services
 - Installation of efficient heating technology with responsive control
- 12.70 The UK Government's 2019 commitment to Net Zero by 2050 requires reducing emissions across all sectors, including historic properties. Low or zero-carbon technologies that generate electricity or heat with minimal CO₂ emissions are vital to meeting this target. Examples include:
- Solar panels (photovoltaics)
 - Solar water heating
 - Heat pumps
 - Combined heat and power (CHP)
- 12.71 When assessing these technologies for heritage assets, applications will need to consider:
- Consultation of the Historic Environment Record
 - Suitability for the building and its use
 - Carbon reduction benefits
 - Whole-life energy costs versus potential savings
 - Ability to install safely without harming historic fabric.
 - Visual impact on the building and its setting.
- 12.72 Policy HSP PL5 seeks to balance energy efficiency with heritage protection, ensuring adaptations are sensitive, effective, and maintain the value of these assets for future generations while reducing energy costs for residents. Including a local plan policy on energy efficiency and renewable

energy for heritage assets provides homeowners, developers, and the planning authority with a clear framework for decision-making. Done well, this approach can protect and enhance heritage assets and secure their long-term viability.

12.73 The council will support measures that lower carbon emissions, promote energy efficiency and integrate renewable energy sources within designated heritage assets, recognising the positive impact this will have on their viable use and conservation.

12.74 As designated assets continue to evolve, they must contribute to a greener future and remain fit for purpose for those who live in, experience and care for them. Changes should be undertaken carefully and thoughtfully. Improving energy performance and adapting to climate change can complement the ambition to protect Tameside's heritage, if done so appropriately.

Policy HSP PL6: Non-Designated Heritage Assets

The council will sustain and enhance the local significance of non-designated heritage assets in determining applications for development.

1. Identification of Assets

Non-designated heritage assets will be identified by the local planning authority through:

- **The Historic Environment Record;**
- **The Tameside Historic Environment Assessment 2025;**
- **Conservation area appraisals and other relevant assessments;**
- **Defining a local list of non-designated heritage assets;**
- **Decisions on planning applications; and**
- **Engagement with stakeholders and the local community.**

2. Assessment Criteria

Candidates for non-designated heritage asset status should demonstrate at least one of the following characteristics:

- a. **Asset type;**
- b. **Age of the heritage asset;**
- c. **Historic interest;**
- d. **Local interest;**
- e. **Architectural or aesthetic interest;**

- f. **Social or communal value;**
- g. **Landmark status;**
- h. **Group value;**
- i. **Rarity; or**
- j. **Archaeological interest.**

3. Development Management

Where non-designated heritage assets have been identified, applications will be assessed in accordance with the relevant criteria set out in Policy HSP PL2.

12.75 *Reasoned Justification*

- 12.76 As part of the plan's positive strategy for the conservation and enjoyment of the historic environment, the council will consider the impact of planning applications on non-designated heritage assets and their settings. In doing so, it will take into account the desirability of sustaining and enhancing the significance of these assets and supporting viable uses consistent with their conservation, in accordance with national policy and guidance. The council will also recognise the positive contribution that conserving such assets can make to sustainable communities, including their economic vitality.
- 12.77 In line with the requirements of the NPPF, the conservation of a non-designated heritage asset is a material consideration when determining the outcome of a planning application.
- 12.78 Non-designated heritage assets are locally identified buildings, monuments, sites, places, areas or landscapes identified by local planning authorities as having a degree of heritage significance, that merits consideration in planning decisions, but which do not meet the higher criteria for a designated heritage asset. As identified within the Tameside Historic Environment Assessment 2025 these non-designated heritage assets are key elements of Tameside's historic environment and contribute to the borough's sense of place.
- 12.79 **Identification of a Non-Designated Heritage Asset**
- 12.80 Non-designated heritage assets can be identified through:
- Historic Environment Record (HER)
 - Local and Neighbourhood Plans
 - Conservation area appraisals and reviews
 - Decision-making on planning applications

12.81 Historic England advises that non-designated heritage assets may also be identified during the planning application process as evidence emerges. Any such decisions should be consistent with local heritage list criteria, properly recorded, and made publicly available, for example, through updates to the local heritage list and the HER.

12.82 Through the Local Heritage Listing Project, Greater Manchester Archaeological Advisory Service (GMAAS) has developed broad selection criteria that Tameside intends to adopt for identifying non-designated heritage assets at the planning application stage. This will ensure that relevant historic environment policies in the NPPF, PfE, and the Tameside UDP are applied consistently during decision-making.

12.83 **Selection Criteria**

12.84 A building, structure, monument, site or landscape must meet **one or more** of the following criteria to be identified as a non-designated heritage asset:

Criteria	Description
Building Type	<p>For example, but not limited to:</p> <ul style="list-style-type: none"> • Homes (Weavers Cottages, Victorian Villers, Edwardian Villers and examples of the Arts and Crafts Movement, and Interwar) • Industry (Mills, foundry's and works) • Commercial (Shops and public houses) • Education and learning (schools, technical colleges and libraries) • Social and Communal (places of worship, museums, galleries and monuments) • Transport Infrastructure (bridges, former toll houses) • Civic Buildings (town halls and courthouses).
Age	<ul style="list-style-type: none"> • Pre-1850: Survives without substantial alteration, retaining original historic fabric, layout, and form. • 1850–1944: Demonstrates traditional materials and construction techniques, innovation, distinctive local characteristics, architectural design, or aesthetic interest; provides historic social, economic, or cultural value; or serves as a positive local landmark. • 1945 onwards: Narrower selection; must be an exceptional example of innovation, distinct architectural design, or aesthetic interest, and reflect social, economic, or communal value contributing to local distinctiveness.

Architectural Interest	Buildings and structures of an architectural design, decoration and craftsmanship that contributes positively to their environment and offer a composition that affords value, in its proportions, materials and construction
Historic Interest	<p>A building, object or place that is connected with Tameside, Greater Manchester or the north west's social, economic and cultural growth and development, or is concerned with a person or event that plays a significant role in local or regional cultural heritage.</p> <p>Local heritage assets will be considered from all periods. However, particular attention will be given to buildings that pre-date 1919 and therefore contribute to the preindustrial and principal industrial eras under which settlements, villages and towns within the borough were established. Nevertheless, there are many 20th century buildings of impeccable design that must be considered due to their own cultural merits.</p>
Local Interest	People and events - buildings and landscapes associated with influential people and events that represent strongly Tameside as a place different from other areas of the region or even within Greater Manchester.
Landmark Status	A recognisable building, structure, monument or feature with strong historical, architectural, or cultural associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.
Aesthetic Interest	The appearance of buildings, monuments, places and landscapes, including groups of buildings that individually or together form a set piece or characterise a townscape. Particular attention will be given to style, design, materials, composition and layout.
Group Value	The collective value of a townscape or landscape where individually buildings, structures or features have limited value on their own yet together comprise a common theme important to the growth of Tameside or with attractive planning or functional relationships.
Social or communal value	A building, site, or place that fosters a strong sense of local identity, collective memory, and belonging, and connects people to their past to a particular residential commercial, historical, religious or interest group.
Rarity	Assets can be considered rare if they exhibit an unusual design or an early example of new technology or use of building materials.

Archaeological Interest	<p>Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.</p> <p>An asset has archaeological interest if it is known to hold, or could potentially hold, evidence of past human activity worthy of expert investigation at some point. Phases of alteration to a building, such as areas of concealed early timber framing within a building that was later re-fronted with stone or brick for example.</p>
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12.85 **Local Heritage List**

12.86 A local heritage list will be developed by the local planning authority in collaboration with stakeholders and the community. Although planning protections for non-designated heritage assets are not as strong as those for designated assets, they remain important and play a vital role in Tameside's historic environment.

12.87 Therefore, non-designated heritage assets will be protected from harm and conserved in a manner appropriate to their local significance.

Policy HSP PL7: Landscapes, Townscape and Urban Form

The council will support new development that respects and/or enhances Tameside's distinct natural environment including landscapes, topography and waterways, and its built environment of townscapes, settlement patterns, landmarks, building vernacular, materiality, historic environment and heritage assets.

Applications for new development should, where relevant, have regard to the following:

- **PfE Greener Places Policies JP-G1-G9**
- **Greater Manchester Landscape and Character Sensitivity Assessment (2018)**
- **Historic Environment Record**
- **Tameside Historic Environment Assessment (2025)**
- **(Emerging) Character and Place Assessment**

To achieve a well-designed borough with a strong local identity, urban design codes will be prepared for key areas and corridors of the borough. These codes will set out fundamental principles to guide development and inform detailed design.

12.88 Reasoned Justification

- 12.89 Tameside's natural landscape has shaped its historic and modern development. Topography, waterways, and natural resources have influenced settlement patterns, road networks, industrial locations, and building design, creating a distinctive character and sense of place.
- 12.90 The Greater Manchester Landscape Character and Sensitivity Assessment (2018) provides an evidence base for understanding landscape character and sensitivity. Development within each Landscape Character Type should respond to its special qualities, considering:
- Topography, geology, and drainage
 - Land use and field patterns
 - Semi-natural habitats and woodland cover
 - Archaeology and cultural heritage
 - Settlement form, road pattern, and rights of way
 - Views and perceptual qualities
- 12.91 Tameside's landscape typologies include:
- Open Moorlands and Pennine Foothills to the east
 - Incised Urban Fringe Valleys in central and southern areas
 - Mossland and Lowland Farmland to the northwest
- 12.92 Landscape sensitivity varies with pressures for change and the presence of green infrastructure. Protecting and enhancing these landscapes is essential to maintaining ecological, cultural, and visual value.
- 12.93 The Greater Manchester Historic Environment Record and the Tameside Historic Environment Assessment (2025) provide key evidence on heritage assets from prehistoric times to the present. These resources support planning decisions and help manage impacts on the historic environment.
- 12.94 The emerging Character and Place Assessment identifies distinct townscape patterns across Tameside, shaped by topography and historic development. Western areas reflect South Lancashire mill town characteristics, red brick mills and terraced housing in grid-iron street patterns, while eastern areas rise into the Pennines, where gritstone buildings dominate.
- 12.95 To align with national policy and local evidence, the council will seek well-designed places that respect local character and history, including the surrounding built environment and landscape setting. Proposals should respond to key natural and built features to enhance local distinctiveness.

- 12.96 To achieve well-designed places the council will prepare design codes for key areas and corridors in the borough, providing detailed design guidance tailored to local circumstances.

Policy HSP PL8: Design and Amenity

The council will require all development to achieve high-quality design that provides a good standard of amenity for future occupiers and users, while safeguarding the amenity of neighbouring residents, properties, and spaces. Development should reflect the principles of well-designed places as set out in the National Design Guide (or any subsequent updates) and forthcoming Character and Design Assessment, ensuring proposals are consistent with its key characteristics:

1. Context and Identity

- a. Development must enhance its surroundings, responding positively to local landscape, townscape, and heritage assets.**
- b. Create attractive and distinctive places that reflect Tameside's unique character, incorporating local vernacular, architectural styles, materials, and features.**
- c. Ensure historic buildings, boundary treatments, and features of interest are conserved and integrated into new development.**
- d. In certain circumstances, innovative designs or the use of contrasting materials may be appropriate, even where they depart from the prevailing character, appearance, or street pattern of the surrounding area. Such proposals must be supported by clear and robust justification within the submitted Design and Access Statement.**

2. Built Form and Layout

- a. Provide an effective layout that promotes efficient use of land, integrates with existing street patterns, circulation routes and building lines, while retaining important views.**
- b. Accord with the scale, height, and massing of neighbouring buildings and the surrounding area.**
- c. Deliver a coherent pattern of development that integrates with existing streets and spaces.**
- d. Carefully consider infill, backland, garden, and tandem development to avoid adverse impacts on neighbouring amenity.**

- e. **Maintain spacing and separation distances between residential uses and non-residential uses, having regard to privacy distances as set out within Policy HSP PL9.**

3. Movement and Accessibility

- a. **Ensure places are accessible and easy to move around, prioritising sustainable transport (public transport, walking, wheeling, and cycling).**
- b. **Provide suitable access arrangements to and from the highway with no unacceptable impacts on the surrounding network.**
- c. **Incorporate ‘active design’ and ‘streets for all’ principles and guidance.**
- d. **Provide car and cycle parking in accordance with policy HSP T8, ensuring spaces are well-designed, secure, and do not dominate frontages.**

4. Nature and Environment

- a. **Connect to blue and green infrastructure, protecting and enhancing biodiversity.**
- b. **Provide hard and soft landscaping, tree planting, screening, and boundary treatments and materials appropriate to the scale, mass and design of the development.**
- c. **Positively respond to climate change through sustainable design and resource efficiency.**
- d. **Address land instability, contamination, and flood risk through necessary investigations, assessments, and mitigation where relevant.**
- e. **Provide a clear, undeveloped buffer between new development and the top of the bank of a main river and/or ‘open up’ culverted watercourses to improve biodiversity and reduce overall flood risk where applicable.**
- f. **Ensure development does not give rise to, or suffer from, pollution (noise, vibration, dust, fumes, water, or light).**

5. Public Spaces and Safety

- a. **Provide safe, social, and inclusive spaces that encourage community interaction.**
- b. **Ensure developments are safe, encourage natural surveillance, and reduce crime, fear of crime, and anti-social behaviour.**
- c. **Clearly define and locate communal areas, ensuring refuse and service areas are appropriately designed and screened.**

- 6. Uses, functionality and safeguarding**
 - a. Provide accessible and convenient waste management facilities.**
 - b. Support mixed and integrated uses to create vibrant, multifunctional places.**
 - c. Provide buffers to rivers and consult with the Health and Safety Executive where hazardous substances are involved.**
 - d. Development which would adversely affect the operational integrity or safety of Manchester Airport or Manchester Radar will not be permitted.**

- 7. Resources and Lifespan**
 - a. Promote efficient and resilient use of energy, water, and materials.**
 - b. Ensure developments are adaptable, resilient, and designed to last.**
 - c. Demonstrate that proposals will not prejudice the development of wider or adjoining land.**

- 8. Residential development must also be designed to be:**
 - a. Functional, healthy, and sustainable homes that meet diverse needs.**
 - b. Provide adequate provision of private or shared outdoor amenity space (gardens, terraces, balconies) appropriate to dwelling type and size.**
 - c. Clearly define and locate communal areas where appropriate to dwelling size and type.**
 - d. Meet national described space standards and Building Regulations Part M4(2) accessible, adaptable standards in accordance with Places for Everyone policy JP-H3: Type, Size and Design of New Housing.**
 - e. Ensure 5% of new homes within major development meet Part M4(3) wheelchair user standards in accordance with policy HSP H3: Meeting Specific Housing Needs.**
 - f. Provide clear glazed windows to all habitable rooms ensuring adequate outlook, natural light, and ventilation.**
 - g. Maintain privacy distances and orientate homes to maximise natural light and reduce overlooking.**
 - h. Where appropriate, include public outdoor amenity space and play equipment.**
 - i. Ensure refuse storage is discreetly located, preferably to the rear, and does not detract from the streetscene.**

9. **Employment developments must also be designed to be:**
 - a. **Adaptable to future sectors, minimise impacts on residential amenity, and screen plant, storage, and service areas.**
 - b. **Ensure there are no unacceptable impacts on neighbouring residential uses in relation to hours of operation, and light and outlook, through maintaining spacing and separation distances.**
 - c. **Ensure as far as reasonably and operationally possible that any plant, open storage and service area is screened from direct public views or is not located adjacent to sensitive receptors.**
 - d. **Consult with the Health and Safety Executive in instances where new development will involve quantities of hazardous substances and/or is located within the consultation zones around major hazard sites.**

10. **Centres, retail, commercial, and leisure developments must also consider:**
 - a. **Must minimise visual impacts of plant, storage, and refuse areas.**
 - b. **Respect residential amenity in relation to hours of operation, and light and outlook, through maintaining spacing/separation distances.**

12.97 *Reasoned Justification*

- 12.98 Delivering high-quality design is essential to creating sustainable, attractive, and inclusive places across Tameside. The borough's varied character demands a design-led approach that respects local distinctiveness while encouraging innovation and regeneration. Policy HSP PL8 ensures that all new development contributes positively to the built and natural environment, supports economic growth, and enhances community health and well-being.
- 12.99 **The Importance of Design**
- 12.100 Well-designed places are a core objective of the National Planning Policy Framework and are supported by the Government's National Design Guide. Good design is not simply about appearance; it underpins functionality, sustainability, and social inclusion.
- 12.101 Tameside's identity is shaped by its industrial heritage, natural landscapes, and historic stone-built villages. Poorly designed development risks eroding this distinctiveness, resulting in homogenised towns and neighbourhoods.

Protecting and enhancing local character fosters civic pride and strengthens community cohesion.

- 12.102 Developments should not be designed in isolation. They must respond positively to the character and identity of the local streetscape, township, and wider borough. This requires consideration of all design aspects - from building layout, scale, and massing to architectural coherence and material selection. Such an approach supports sustainable development, promotes growth and innovation, and creates conditions for improved productivity, helping Tameside attract and retain businesses.
- 12.103 High-quality residential design delivers homes and neighbourhoods where people want to live and can regenerate areas affected by economic and social decline. Design also shapes opportunities for physical activity, social interaction and mental well-being. Safe, inclusive, and accessible environments encourage active lifestyles and community engagement.
- 12.104 **Amenity Considerations**
- 12.105 Amenity refers to the overall quality and character of an area and its impact on enjoyment, health, and well-being. Poor amenity can lead to high vacancy rates and underused spaces. It is a material consideration in planning decisions. New development must provide a good standard of amenity for future occupants while safeguarding the amenity of neighbouring properties and spaces.
- 12.106 **Policy Principles**
- 12.107 All development should achieve high design quality consistent with the ten characteristics of well-designed places in the National Design Guide (or any future updates):
1. **Context** – Enhance surroundings and respond positively to local landscape, townscape, and heritage assets.
 2. **Identity** – Create attractive, distinctive places that reflect Tameside’s unique character.
 3. **Built Form** – Deliver coherent patterns of development integrated with existing streets and spaces.
 4. **Movement** – Ensure accessibility and prioritise sustainable transport.
 5. **Nature** – Protect and enhance natural features and biodiversity.
 6. **Public Spaces** – Provide safe, inclusive spaces that encourage community interaction.
 7. **Uses** – Support mixed and integrated uses for vibrant, multifunctional places.
 8. **Homes and Buildings** – Design functional, healthy, and sustainable buildings that meet diverse needs.

- 9. **Resources** – Promote efficient and resilient use of energy, water, and materials.
- 10. **Lifespan** – Ensure developments are adaptable and built to last.

12.108 **Implementation**

- 12.109 Design considerations should be integrated from the earliest stages of the development process. Pre-application discussions with the council are encouraged. Tools such as design codes should be used where appropriate to provide clear rules and requirements. Design and Access Statements must demonstrate how proposals achieve high-quality design.
- 12.110 Applicants should also refer to up-to-date guidance, including Conservation Area appraisals, neighbourhood plans, any future Supplementary Planning Document, and the TfGM Streets for All Design Guide, which sets out principles for creating inclusive, visually appealing, and sustainable streets.

Policy HSP PL9: Design of Residential Additions, Alterations and Extensions

The council will support proposals that demonstrate high-quality design that is functional, durable, and complementary to the original dwelling and its setting. Extensions, alterations and additions should play a subordinate role, not dominate the property, and minimise harm to neighbouring amenity through the application of the following:

Key Principles:

- 1. Protect Neighbouring Amenity: Avoid harmful loss of light, visual intrusion, or overlooking. Window orientation must maintain privacy distances to habitable rooms and private gardens in accordance with Table 12.0 Minimum Privacy Distances.**
- 2. Respect Scale and Proportionality: Extensions, alterations and or additions must be proportionate and subservient to the original dwelling in scale and massing. Dormers should complement the roofscape and architectural style.**
- 3. Respond to Character and Design Quality: Proposals should harmonise with the dwelling and street scene through appropriate style, detailing, fenestration, roofline, building line, and materials. Replication is not required, but designs must integrate positively with their context.**

- 4. Maintain Functional Requirements:** Retain adequate off-street parking without dominating the frontage. Bin storage should not be located at the front unless within a well-designed store.
- 5. Preserve Amenity Space and Natural Features:** Maintain adequate private or communal outdoor amenity space appropriate to the dwelling size and type (e.g. gardens, terraces and balconies). Retain mature trees and natural features that contribute to visual amenity wherever possible.
- 6. Promote Sustainability:** Incorporate energy-efficient materials and systems to minimise energy use and improve environmental performance.

Detailed Criteria:

- 7. Rear Extensions:** Ridge heights should not exceed the existing. Single-storey extensions must not infringe a 60° line from the centre of the nearest ground-floor habitable room window of adjacent properties. Two-storey extensions must not infringe a 60° line from ground-floor windows and a 45° line from first-floor windows of adjacent properties (whichever is closest to the boundary).
- 8. Side Extensions:** Should be set back (1m at upper floors or 0.5m at ground and upper floors) where exceeding single-storey height; maintain side access; occupy no more than half the plot width; and not break a strong building line on corner plots.
- 9. Front Extensions:** Must not disrupt the building line, dominate the façade, or affect disabled access or parking.
- 10. Dormer Extensions:** Not encouraged at the front unless they complement the roofscape and character, do not set an unwanted precedent, and occupy no more than one-third of the front roof space. Flat-roof dormers are discouraged. Ridge height must not exceed the existing dwelling.
- 11. Roof Alterations:** Increased roof pitch or height may be acceptable where the area has varied rooflines and the proposal does not harm a strong roofline.
- 12. Balconies and Juliet Balconies:** Must avoid undue loss of privacy and not dominate the façade.

Additional Guidance:

- Proposals that substantially remodel a building cannot be treated as householder applications.
- Applicants should refer to the most up-to-date guidance, including the forthcoming Tameside Character and Place Assessment and

any Design Supplementary Planning Document introduced during the plan period.

- Householders are encouraged to deliver biodiversity net gain through measures such as bat or bird boxes, swift bricks, hedgehog-friendly fencing, or native planting.

For the purposes of this policy:

- Habitable rooms are considered to be living rooms, dining rooms, kitchens, bedrooms, home offices and conservatories, including where there is no internal separation, and such rooms are effectively open plan.
- Private gardens are considered to be spaces provided for intended occupants for either private or communal use.

Table 12.0 Minimum Privacy Distances

Habitable room to habitable room (1 to 2 & 2 to 2 storey)	21 metres
	14 metres on street frontages
	14 metres between bungalows
Habitable room window to blank wall	14 metres to two storey wall
	10 metres to single storey wall
	A reduction may be permitted if the affected window is not the main source of natural light to the room
Steep slopes	1 metre extra (to A or B) for every 1 metre in height difference between facing buildings
3 or more storeys	3 metres extra (to A or B) for every storey to a maximum 36 metres.
Infill sites	Variation of these guidelines may be acceptable on infill sites where existing spacing should be taken into account
Oblique overlooking (Habitable room window to habitable room window)	1 metre reduction (from A or B) in distance for every 10 degree reduction in angle from 90 degrees between facing buildings.

12.111 Reasoned Justification

- 12.112 Across the district, residential neighbourhoods display a rich diversity of character, with many areas possessing distinctive features that should be safeguarded or enhanced. The council's commitment to supporting well-designed proposals is founded on the principles of sustainable development, the preservation of local character, and the protection of residential amenity. To help achieve these aims, the council has commissioned a Character and Place Assessment. Once this assessment is complete, applicants are expected to review its findings and incorporate any recommendations into their proposals.
- 12.113 Extensions and alterations play an important role in allowing existing housing stock to adapt and improve for the needs of occupiers. While extensions and alterations to dwellings are often modest in scale, they can have a considerable impact on both residential amenity and the character of the surrounding area. Proposals should respect the design features of the host building and respond positively to the local context.
- 12.114 Some minor works may fall under permitted development rights; however, where planning permission is required, the council will resist proposals that would cause harm to the amenity of neighbouring occupiers or users.
- 12.115 The council encourages innovative and creative design solutions, provided proposals demonstrate high-quality design and comply with the following principles. Poorly designed extensions can harm the character of an area, reduce visual amenity, and negatively impact neighbouring properties.

Policy HSP PL10: Design of Commercial Frontages

The council will support proposals for the restoration, alteration or renewal of commercial frontages, including signage and fascias, canopies and shutters, where they enhance the building and streetscape, provided that the following requirements are met:

Frontages

- 1. Retention of Historic Value: Existing frontages of historic or architectural significance must be retained and restored using materials and detailing that respect the building's original style and period.**
- 2. Integration of New Designs: New designs and materials must compliment the scale, character, and appearance of the building and surrounding streetscape.**
- 3. Active Frontages: Canopies, solid roller shutters and external shutter boxes should be avoided to reduce visual clutter and**

maintain an active and welcoming frontage during both day and night.

- 4. Accessible Entrances: Public entrances must be clearly visible, safe, convenient, and fully accessible in accordance with relevant accessibility standards.**

Signage

- 5. Signage must be proportionate to the size and type of building and should not dominate frontages in terms of scale, location, materials or illumination.**
- 6. Signage and advertisements on secondary elevations must be subordinate to that within on the principal elevation in both scale and prominence.**

12.116 Reasoned Justification

12.117 Poor quality commercial frontages can appear incongruous and out of scale with the design, appearance and character of a building. This often results in the negative perception of the streetscape and wider area. Conversely, supporting the installation of high-quality, well-designed, and attractive commercial frontages can increase business for both the individual premises and the wider area leading to greater investment, attracting visitors and encouraging footfall.

12.118 Particular attention should be paid to preserving traditional shop fronts in Conservation Areas (including Listed Buildings), as these help contribute significantly to the historic character and visual quality of an area.

12.119 **Design Principles for traditional shop fronts are as follows:**

- **Timber** for new signs and fascias, as it provides a traditional and high-quality finish.
- **Painted or stained hardwood** for fascias and frames, ensuring durability and aesthetic appeal.
- **Raised or hand-painted lettering** on existing fascia boards for authenticity and character.
- **Metalwork in traditional finishes** (e.g., brushed or powder-coated steel or iron) for brackets and detailing.
- **Glass panels** for doors and windows to maintain transparency and active frontages.

12.120 **Materials to Avoid:**

- Plastic or acrylic fascias and signage.
- Sheet metal panels with reflective finishes.

- Neon or overly bright illumination.
- Oversized letters in garish colours or materials.
- Repetition of names or logos on a single fascia.

12.121 **Lettering and graphics: should be kept to a minimum, proportionate to the fascia dimensions, and designed to complement the building's style.**

12.122 Design principles for modern shopfronts include:

- **Integration with Context:** Modern designs should complement the scale, proportions, and rhythm of the building and surrounding streetscape, even when using contemporary materials.
- **High-Quality Materials:** Preferred modern materials include:
 - Powder-coated metal (e.g., aluminium or steel) for frames and detailing.
 - Glass for transparency and active frontages, including frameless or minimal-frame designs.
 - Natural finishes such as timber accents or stone cladding to soften modern elements.
- **Avoid Overly Industrial or Glossy Finishes:** Highly reflective metals, plastic laminates, and garish colours should be avoided.
- **Subtle Branding:** Modern shopfronts should maintain proportionate signage and avoid excessive branding or digital clutter.
- **Lighting:** Integrated LED lighting can be acceptable if discreet and designed to avoid glare or visual intrusion.

Policy HSP PL 11: Outdoor Advertisements and Signage

The council will only support outdoor, free-standing advertisements and signage where they are designed and located to:

1. Design and Character

- Respond positively to the character and appearance of the building, street, and wider area;**
- Be proportionate in scale and avoid visual clutter; and**
- Use illumination that is appropriate to the building and area, avoiding glare and distraction.**

2. Safety and Accessible

- Avoid impeding movement on active travel routes or creating hazards on public highways; and**
- Not compromise pedestrian or vehicular traffic safety.**

3. Historic Environment

- a. Protect the qualities of Conservation Areas, open spaces, parks and the Green Belt, including through the control of illumination; and**
- b. Avoid detracting from established views of the townscape.**

12.123 Reasoned Justification

- 12.124 Well-designed outdoor and freestanding advertisements and signage can enhance the vitality and attractiveness of a building and contribute positively to the character of an area. However, their scale, proportions, and design must be appropriate to the setting, building, and streetscape to ensure they do not detract from architectural features or the overall townscape.
- 12.125 Advertisements and signage should avoid creating visual clutter or dominate the façade of a building or streetscene. Particular care is required in sensitive locations such as Conservation Areas, open spaces, and the Green Belt, where certain types of advertisements such as large banner hoardings, totems, internally illuminated box signs, or excessive digital displays, are unlikely to be appropriate due to their impact on heritage and visual amenity.
- 12.126 Illumination should be discreet and controlled to prevent glare or distraction, ensuring safety for pedestrians and road users while respecting the character of the area.

Policy HSP PL12 Design and Enhancement of the Waterside

The council will support new development that enhances the borough's waterside environments, including canals, rivers and other bodies of water. Development proposals must:

Design and Orientation

- 1. Positively address the waterside location and be orientated to face the watercourse or waterbody,**
- 2. Be of high-quality design, that relates well to local scale, massing, character, and the historic and landscape context.**
- 3. Enhance the water's edge and contributes to biodiversity.**

Layout and Views

Provides an effective layout including:

4. The efficient use of land,
5. Clear street patterns and circulation routes,
6. Defined building lines, and
7. Retention and enhancement of views along and outward from the waterway.
8. Opportunities for natural surveillance and designing out crime and the fear of crime.

Heritage and Character

9. Conserve heritage assets and reinforce, or where appropriate enhance, the distinct waterside character of the area.

Public Access and Connectivity

10. Open up and improve public access to the waterside for walking, wheeling and cycling.
11. Provide links to other footpaths and cycle routes to promote leisure, health and wellbeing. through exercise
12. Improve access along and across the river or canal corridor where appropriate.
13. Ensure waterways are appropriately signed and illuminated.

Public Amenity & Recreation

14. Enhance the public amenity value of the waterway.
15. Provide recreational opportunities where compatible with the proposed development and the site's capacity.
16. Identify suitable locations for sports and leisure facilities and ensure connectivity to the wider active travel network.

Active Travel and Transport

17. Provide access to sustainable public transport options.

Definition:

For the purposes of this policy, “waterside” refers to areas alongside canals, rivers, streams and other bodies of water (including ponds, lakes, and reservoirs). This includes towpaths, marinas, moorings, banks, footpaths, public rights of way, existing buildings and infrastructure, and adjacent public open spaces and/or previously developed land.

12.127 Reasoned Justification

- 12.128 Waterways are defining physical features that traverse Tameside's rural and urban landscapes. They provide multiple benefits, including supporting biodiversity, creating wildlife corridors and helping to mitigate flood risk. Beyond their ecological value, waterways contribute to the distinct character of place, offering unique and attractive environments that enhance the Borough's identity and sense of place.
- 12.129 Waterways have played a vital role in Tameside's development, shaping early settlement patterns and transport routes and driving industrial growth. Canals and associated structures are significant heritage assets contributing to the character and significance of several conservation areas such as Portland Basin which is the meeting point of the River Tame and the Huddersfield Narrow, Ashton and Peak Forest Canals. Many bridges, structures, locks and buildings along these waterways are statutorily listed, requiring careful consideration in planning decisions.
- 12.130 However, past development has often turned its back on watercourses, resulting in unattractive, neglected and inaccessible sections of waterside. Whilst considerable recent improvements have enhanced some areas, there remains considerable opportunity to embrace the Borough's waterside environments. Future development should actively address the waterside by orientating buildings towards the water, creating active frontages, and improving views to promote natural surveillance and a sense of safety.
- 12.131 By embracing these principles, waterside development can deliver mutual benefits for wildlife, heritage, recreation and health, whilst creating vibrant, attractive places that contribute to Tameside's long-term sustainability.

Policy HSP PL13: Design of Public Realm and Urban Spaces

The council will require that the design of the public realm, streets and urban spaces is safe, accessible to all, providing a clear purpose and function. Public realm should form an integral part of new development whilst enhancing the wider area and supporting active healthy lifestyles. Development proposals should:

- 1. Movement and Connectivity**
 - a. Maximise opportunities for walking, cycling and wheeling and enable all users to connect easily to public transport.**
 - b. Enhance and connect green routes and urban spaces to destinations, services and points of interest.**
 - c. Incorporate active design principles (as set out in national guidance) and the Greater Manchester Streets for All Design**

Guidance to create environments that encourage physical activity and social interaction.

- 2. Quality and Inclusivity**
 - a. Be welcoming and designed to promote leisure and social use, and public spaces as places to spend time, providing inclusive seating at frequent intervals.**
 - b. Include good wayfinding and signage that is clear, accessible and inclusive, helping people navigate and encouraging active travel.**
 - c. Rationalise the use of signage, bollards, guard rails and other street furniture to avoid clutter whilst maintaining functionality.**

- 3. Safety and Surveillance**
 - a. Provide natural surveillance and well-designed lighting schemes to encourage safe use and design out crime.**

- 4. Character and Heritage**
 - a. Relate well to the surrounding buildings and their uses.**
 - b. Retain mature natural features and historic built elements of interest.**
 - c. Use a pallet of materials, soft and hard landscaping and boundary treatments that enhance local character and aid legibility.**

- 5. Green Infrastructure and Sustainability**
 - a. Align with PfE Policy JP-G7 Trees and Woodland with a commitment to planting street trees where appropriate and needed.**
 - b. Align with PfE Policy JP-S4 Flood Risk and the Water Environment by incorporating sustainable water management principles such as rain gardens, permeable surfaces and SuDS (Sustainable Drainage Systems), to manage surface water and enhance biodiversity, where appropriate.**

- 6. Public Art and Placemaking**
 - a. Include well-designed, carefully located public art that harmonises with its surroundings and contributes to a sense of place.**

12.132 Reasoned Justification

- 12.133 High-quality public realm and urban spaces are essential for creating safe, inclusive, and attractive environments that support sustainable growth and healthy communities. Streets and public spaces are not simply movement corridors; they are places for social interaction, leisure, and active lifestyles. Well-designed public realm can improve health and wellbeing, encourage walking and cycling, and reduce reliance on private vehicles, supporting a modal shift towards public transport and active travel.
- 12.134 Public realm design should embrace both Active Design principles and the Greater Manchester Streets for All Design Guidance, ensuring that streets and spaces are connected, legible, and encourage physical activity. Good wayfinding and inclusive signage are critical to creating environments that are easy to navigate and accessible to all users, including those with disabilities.
- 12.135 Green infrastructure plays a vital role in climate resilience and placemaking. Street tree planting, guided by PfE Policy JP-G7 Trees and Woodland, will help address environmental inequality, improve air quality, and provide shade and cooling in urban areas. Similarly, integrating sustainable water management measures such as rain gardens, permeable surfaces and Sustainable Drainage Systems (SuDS), reduces flood risk, enhances biodiversity, and contributes to attractive, multifunctional spaces.
- 12.136 Public realm should also retain and celebrate existing natural and historic features, reinforcing local character and identity. The inclusion of well-designed public art can further enhance the sense of place and cultural value.
- 12.137 Safety and security are fundamental. Designing for natural surveillance, combined with appropriate lighting, helps create spaces that feel safe and discourage crime. Rationalising street furniture and signage avoids clutter while maintaining functionality and accessibility.
- 12.138 By applying these principles, development can transform urban spaces from neglected or underused areas into vibrant, inclusive, and sustainable places that support health, wellbeing, and community life.

13 Glossary

Amenity: The quality or character of an area and the elements that contribute to the overall enjoyment of those who live and work there.

Ashton Mayoral Development Zone (AMDZ): approved in September 2023 and bringing together Tameside Council, the Greater Manchester Combined Authority, Transport for Greater Manchester, Homes England and the private sector to work in partnership and deliver a joined-up approach to realising the full potential of Ashon-under-Lyne.

Allocated site: A site identified in the Local Plan as being appropriate for a specific land use or land uses in advance of any planning permission.

Ancillary Use: A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Biodiversity Net Gain (BNG): Approach to development that seeks to leave the environment in a measurably better state than beforehand, using a standardised method for quantifying biodiversity which is based on the type and area of habitats present at a site level.

Building Regulations: Ensures that the policies set out in legislation regarding building standards are carried out. Building Regulations approval is required for most building work in the UK.

Centres: Refers to town centres, district centres and local centres as shown on the Policies Map which are defined Town Centres, as recognised in definitional terms by the National Planning Policy Framework.

Change of use: A change of use of land or buildings from one use class into another.

Community Facilities: Includes, but is not limited to, facilities such as community centres and other community meeting places, healthcare facilities, education facilities, childcare facilities, public houses, the voluntary sector, public service providers, places of worship and cultural facilities including theatres and arts centres.

Conservation Area: Areas of special architectural or historic interest which are designated to offer greater protection to the built and natural environment.

Conversion: The sub-division of a single property into two or more properties within the same use class.

Curtilage: The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Design Code: A set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise and build upon a design vision such as a masterplan or other design and development framework for a site or area.

Eastern Growth Cluster: Refers to a collection of major development and regeneration projects located in Tameside, including those focused with the AMDZ but also the Hyde Triangle and town centres of Droylsden and Stalybridge.

Exception Test (Flood Risk): The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The criteria of the test are set out in national guidance and should be applied by decision-makers in relation to site allocations and development proposals only after the sequential test has been applied.

Green Belt: A national designation of land around certain cities and large built-up areas, which aims to prevent urban sprawl by keeping land permanently open. Green Belt is not an environmental designation. Tameside's Green Belt is defined by Places for Everyone.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Hyde Triangle: Refers to a number of key projects that will deliver regeneration, homes, jobs and transport infrastructure improvements, including Godley Green Garden Village, Hattersley regeneration and station improvements and the Hyde town centre masterplan.

Listed building: Buildings which are identified as having special architectural or historic importance and so are protected from demolition or inappropriate alteration or development by legislation and by planning policies. Protection also applies to certain other structures within the curtilage of Listed Buildings. The categories of listed buildings are: Grade I - buildings of exceptional interest, Grade II* - buildings of more than special interest, Grade II – buildings of special interest.

Local Nature Reserve (LNR): A site with wildlife or geological features that are of special interest locally. Local Nature Reserves are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by local authorities.

National Planning Policy Framework (NPPF): The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and

their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Planning Practice Guidance: Provides further detailed guidance relating to national planning policy as set out in the NPPF.

Regionally Important Geological Site (RIGS): Locally designated non-statutory areas selected to protect the most important places for geology and geomorphology in Greater Manchester.

Scheduled Monument: Nationally important monuments usually archaeological remains, that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Test (Flood Risk): A test based on flood risk, which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.

Sites of Biological Importance (SBI): Locally designated non-statutory areas of substantive nature conservation importance within Greater Manchester.

Sui Generis: A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.

Sustainable Drainage Systems (SuDS): The term Sustainable Drainage Systems covers the range of drainage elements for managing surface water in a way which is more sympathetic to the natural and human environment than conventional below-ground drainage systems.

Main Town Centre Uses: Retail development (including outlet retail centres, leisure, entertainment and sport and recreation (cinemas, restaurants and drive through restaurants, bars and night clubs, health and fitness centres, indoor bowling, bingo halls, offices, art, culture and tourism (including theatres, museums, galleries and concert halls, hotels).

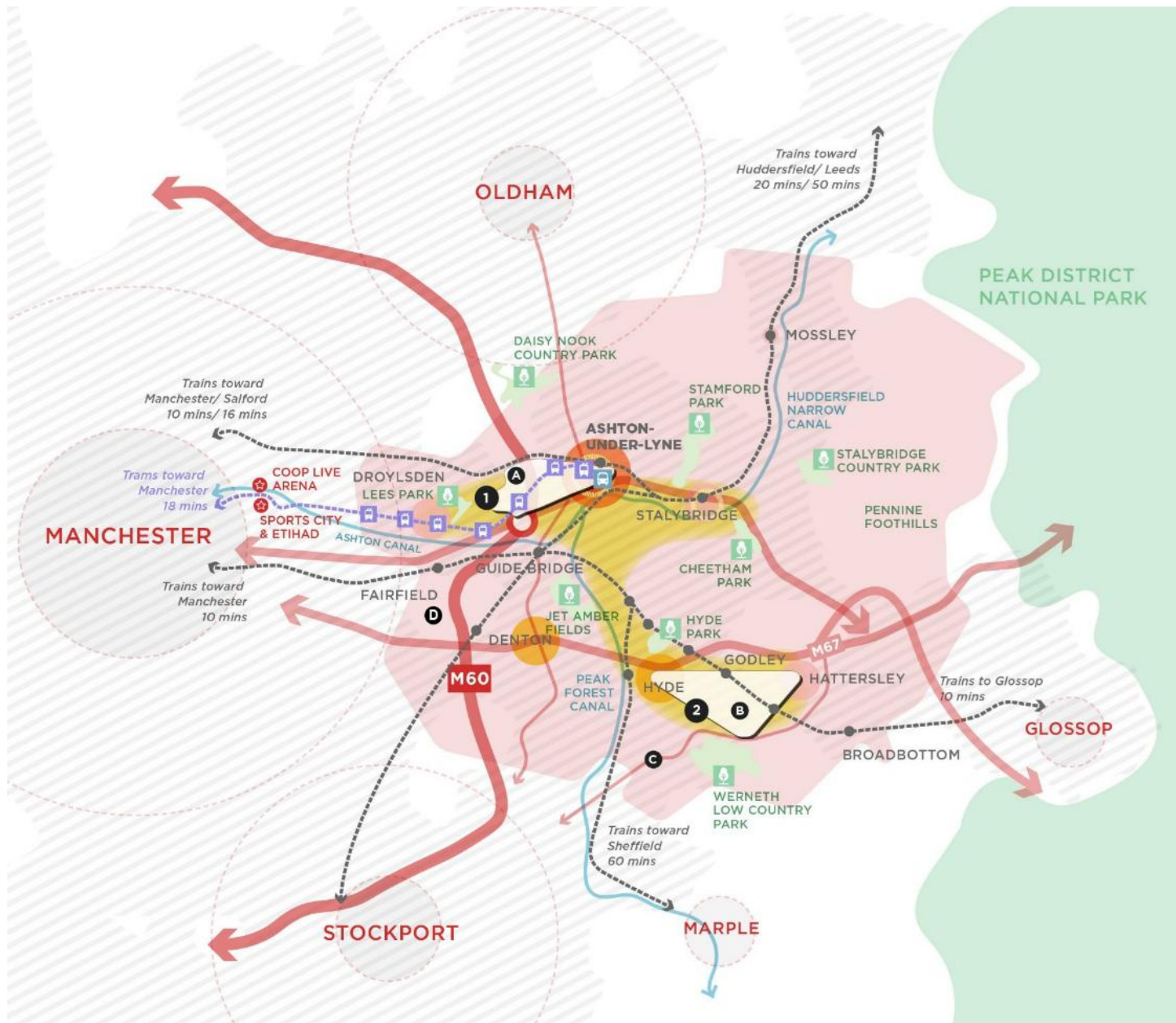
Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

Use Classes Order: The Town and Country Planning (Use Classes) Order 1987 (as amended) essentially categorises different types of property and land into classes. Change between uses within the same class does not constitute development and therefore does not require planning permission. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) identifies

some permitted development rights allowing the change of use from one class to another, subject to conditions, limitations and/or a prior approval process.

Windfall Sites: Sites which come forward for development that normally comprise previously developed sites that have unexpectedly become available.

14 Appendix A – Spatial Portrait Key Diagram



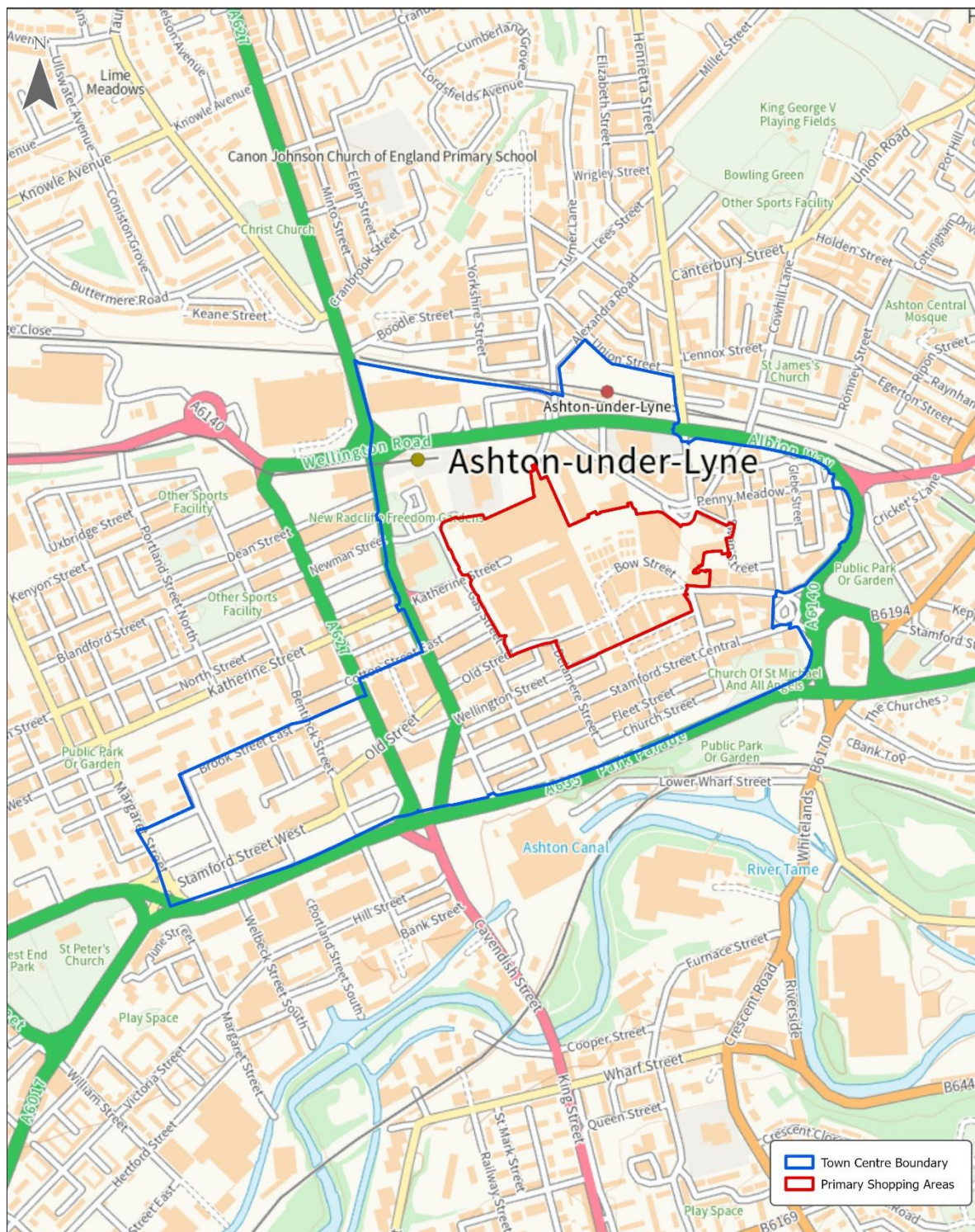
- Key**
- Tameside**
 - Metrolink**
 - Train**
 - Ashton Interchange**
 - Key roads**
 - Canals**
 - Key parks**
 - 1 Ashton Mayoral Development Zone**
 - 2 Hyde Growth Triangle**
 - GMCA growth locations: Eastern Growth Cluster**
 - Area with LUF/regeneration funding**
 - Main town**
 - Town centre**
 - District centre**
 - Local centre**
 - A Ashton Moss West**
 - B Godley Green Garden Village**
 - C South of Hyde**
 - D Land north west of junction 24**

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15 Appendix B – Town Centre insets

Ashton-under-Lyne



0 0.1 0.2 0.4 Kilometers

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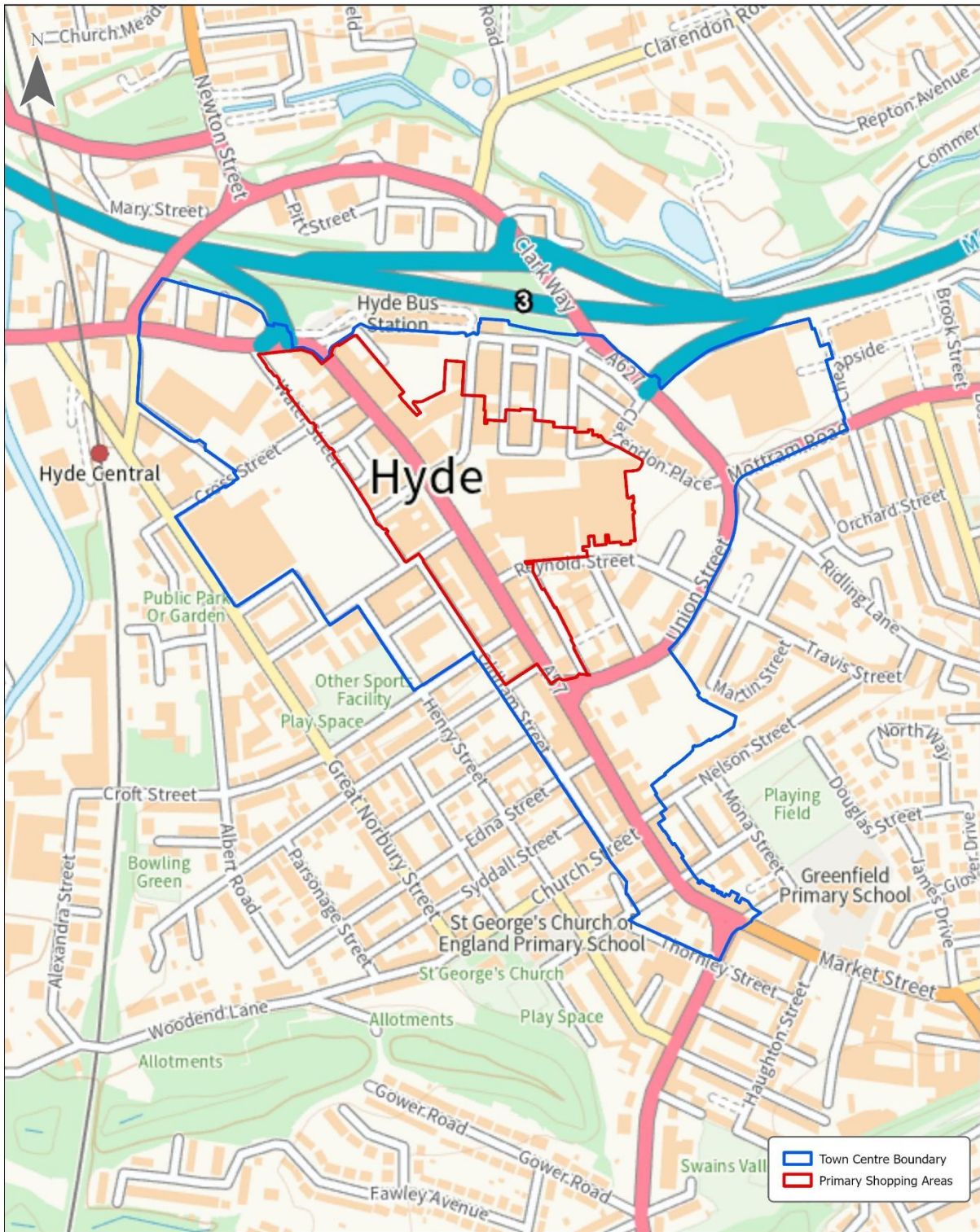
Denton



0 0.07 0.15 0.3 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

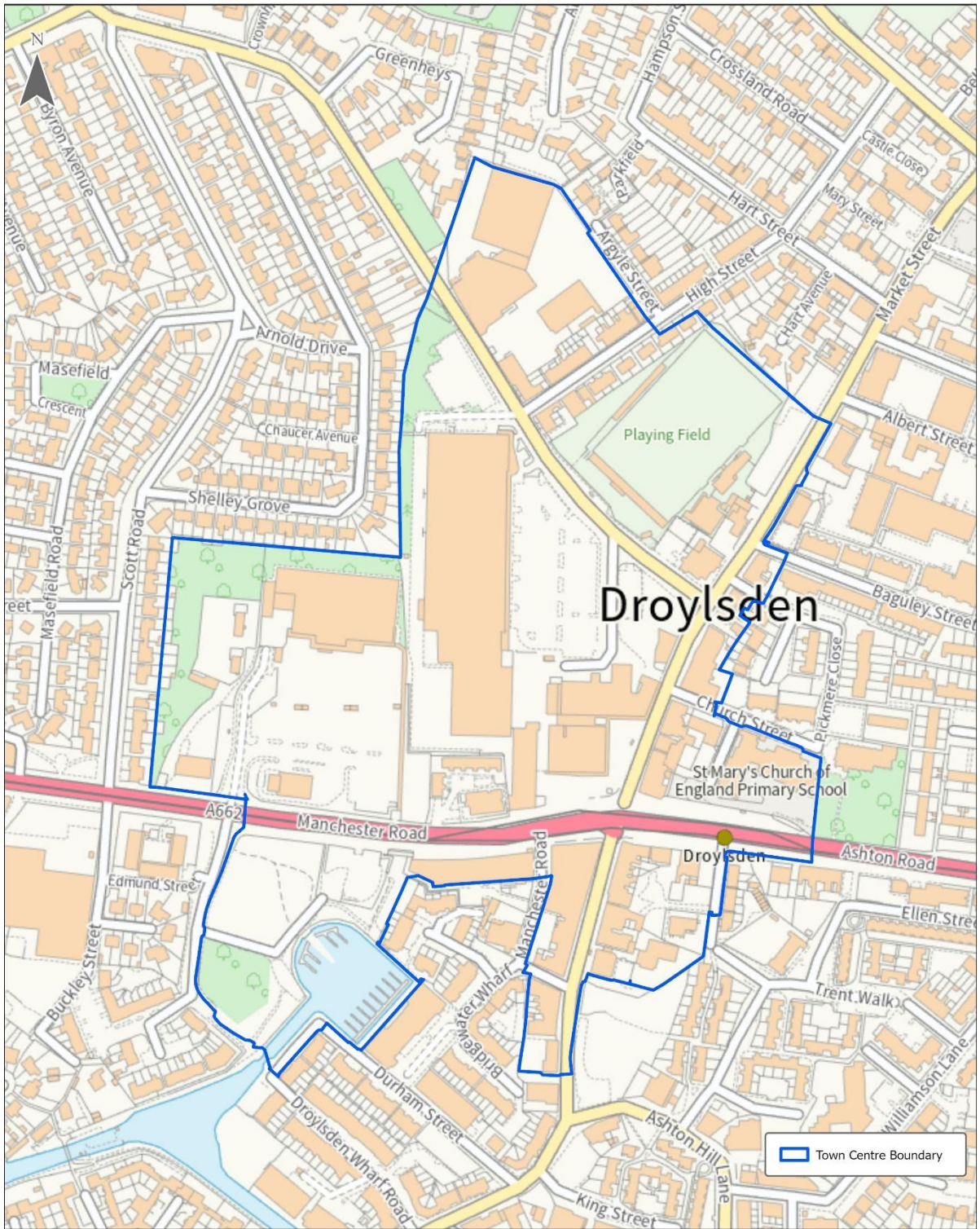
Hyde



0 0.07 0.15 0.3 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

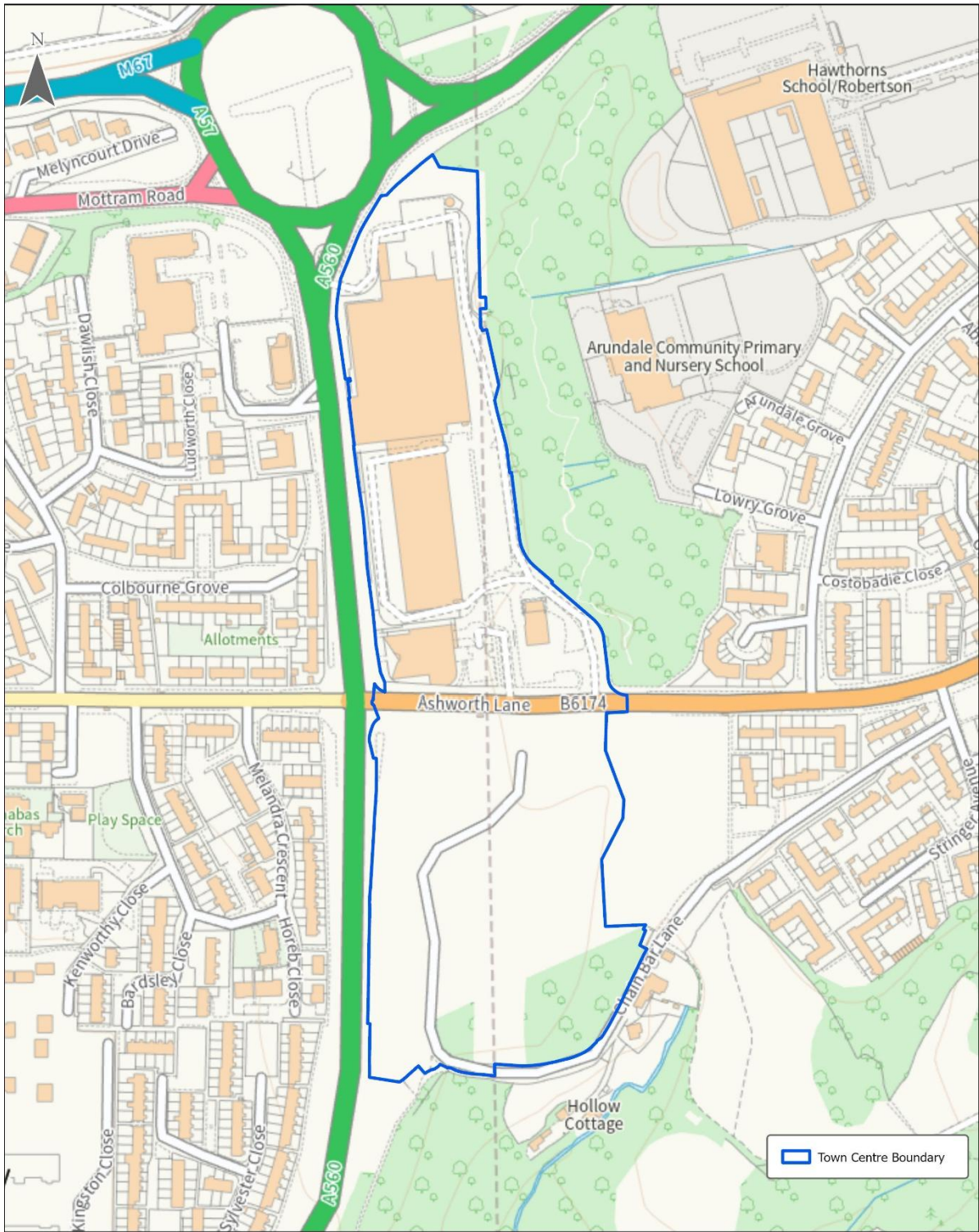
Droylsden



0 0.05 0.1 0.2 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

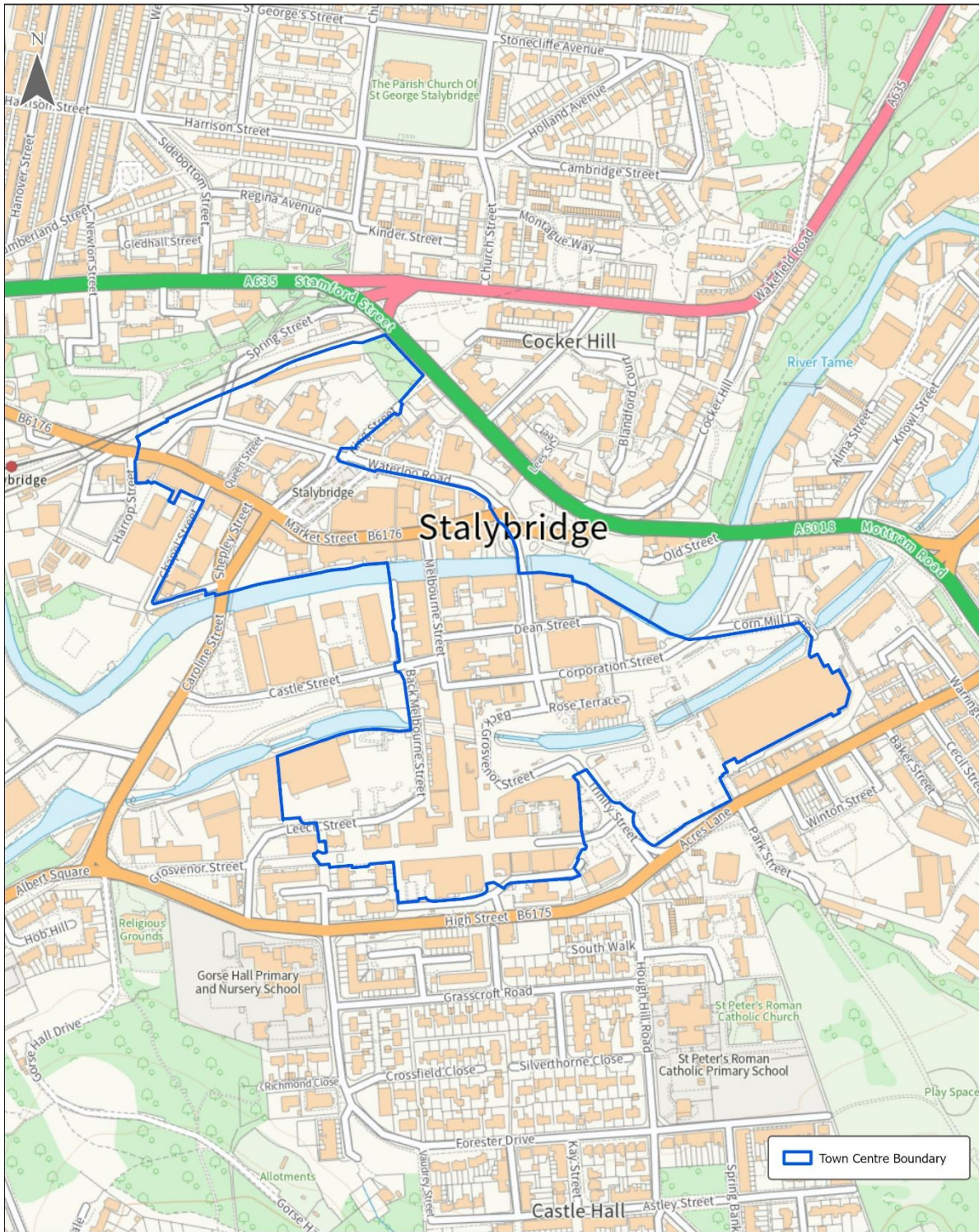
Hattersley



0 0.05 0.1 0.2 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

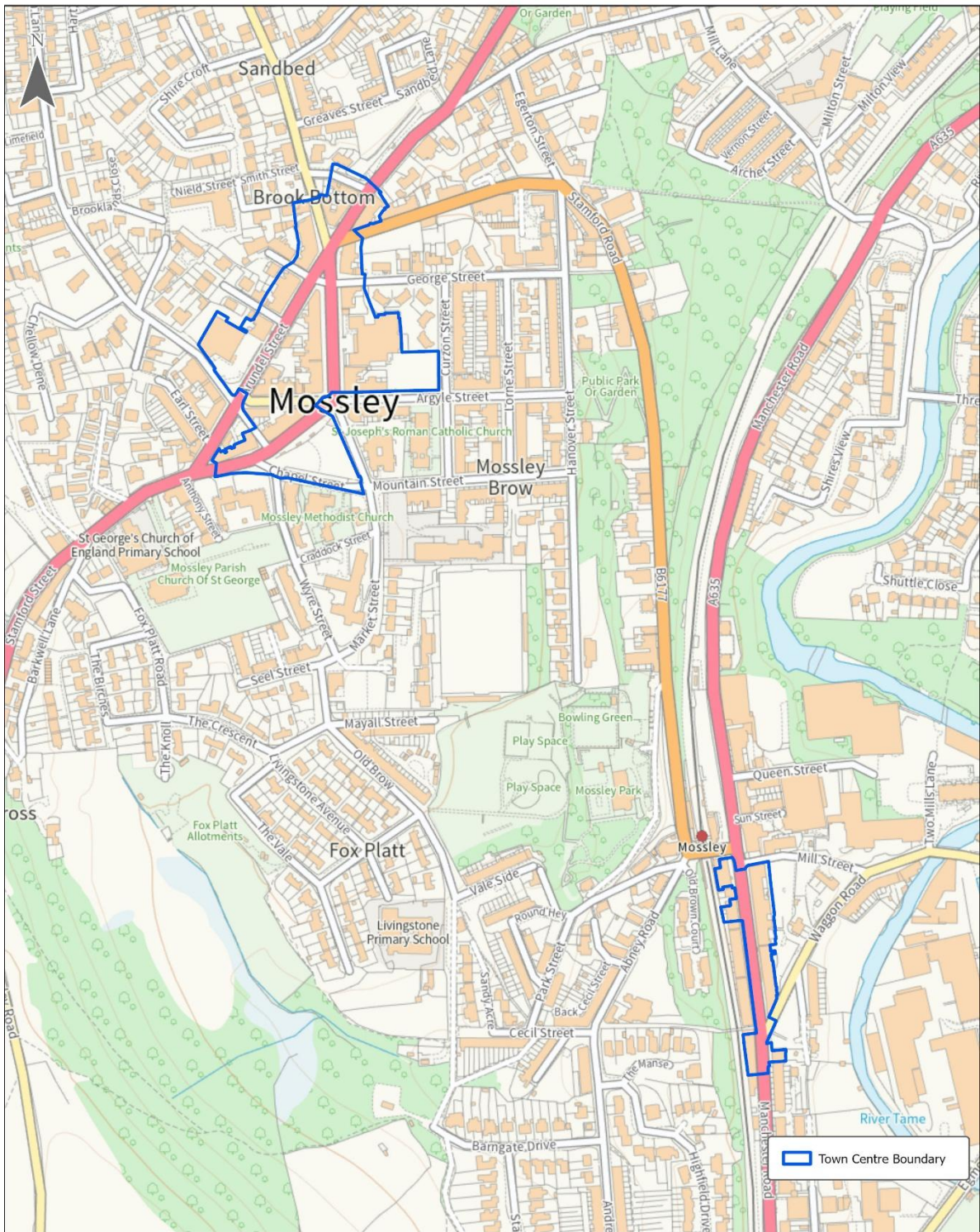
Stalybridge



0 0.05 0.1 0.2 Kilometers

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Mossley



0 0.05 0.1 0.2 Kilometers

Contains OS data © Crown copyright and database rights 2025 OS 0100022697

16 Appendix C – Parking for All

1. The Power of Parking - Why Parking Standards Matter

- 1.1. What are parking standards and why do we need them?
- 1.2. Parking takes up a significant share of our streets and our public realm. In many of our communities, parking space – public and private – exceeds the total area of our public parks and gardens.
- 1.3. The quality of our urban environment has a deep impact on our lives. Poor provision and poor-quality parking space is not just an eyesore but can limit the ability of lesser able residents to get around the Borough by walking, wheeling or cycling. Overprovision of parking spaces can incentivise car-centric lifestyles with consequences for mental and physical health as well as economic growth prospects.
- 1.4. Parking for All, provides detailed standards on maximum parking provision and the council's justification for these. These standards will vary to best fit different types of development and vary to best fit access to the Bee Network.
- 1.5. The cost of parking is often hidden in our towns, in the economy and on the environment. Parking takes up space, and taking up space incurs a cost, to residents, to developers, to shoppers, to visitors, to all of us. Parking standards allow us to regulate and plan – mitigating disbenefits (such as pollution and inefficient use of space) and maximising benefits for residents (such as access for those who don't live near quality public transit).
- 1.6. Private motor vehicles play an important role in our transport network and will continue to do so. They are a lifeline for those living in parts of Tameside with limited public transport access for journeys that would otherwise be impossible.
- 1.7. However, with limited space available on Tameside's streets, there simply isn't enough space on the network to increase motor vehicle traffic without generating congestion and increasing emissions – contrary to our commitment to be a carbon neutral borough by 2038 following our declaration of a climate emergency in 2020.
- 1.8. Parking also imposes an opportunity cost – the loss of alternatives not taken. Every hectare given over to parking represents a missed opportunity for housing, an employment site, or green space. Across Tameside, over 805,000 square meters are given over to public car parking alone, roughly the size of 110 football pitches.
- 1.9. Tameside Council is committed to the Greater Manchester Transport Strategy 2040, as approved by Executive Cabinet in 2020. Achieving the Right Mix means by 2040, 50% of all journeys made in Greater Manchester will be made by public transport or active travel.
- 1.10. Public transport and active travel aren't just about working towards addressing our Climate Emergency; it's about building an efficient and

- effective transport network. Each bus user needs just 19 square feet of space, cyclists 5, Metrolink passengers 8 and train passengers 13 – each motorist needs almost ten times the space, 126 square feet.³²
- 1.11. A more sustainable transport network is also a healthier transport network. Baking active travel into daily journeys and reducing emissions and pollutants has a positive impact on public health.
 - 1.12. It is therefore critical to provide high quality parking provision for those who need it, and to encourage journeys by the Bee Network for those who live close to Bee Network hubs and stops.
 - 1.13. **What standards are in place today, and why do they need changing?**
 - 1.14. Existing parking standards are found in Tameside's Unitary Development Plan (UDP), adopted in 2004. These standards provide an adaptive set of parking maximums, that vary to best fit different development types. The standards provide parking minimums for cycle parking provision and motorcycle provision.
 - 1.15. In the two decades since the adoption of the UDP, Tameside and Greater Manchester have undergone a period of significant growth and change. The UDP Parking Standards were adopted before Metrolink came to Tameside and before the Bee Network.
 - 1.16. The challenges and opportunities of 2025 are very different from those of 2004. Greater Manchester has more cars; greater density and different driving and parking patterns as in 2004. For example, smartphones and the internet have fundamentally changed the patterns of parking, with food delivery and taxi apps making our lives more convenient, whilst bringing challenges of inconsiderate and illegal parking.
 - 1.17. The demography of Tameside in 2025 is also very different from 2004. More peripheral parts of the Borough, like Mottram and Hollingworth, are home to aging populations, with higher rates of car ownership. Meanwhile parts of the Borough with rapid transit links to Manchester, like Droylsden and Ashton, are home to younger populations with lower rates of car ownership.
 - 1.18. Homes, Spaces, Places presents an opportunity to reconsider Parking Standards, fit for the Tameside of today and tomorrow.

³² Reid, C. (2019). Motorists Lavished With 60% Of Manchester's Transport Space Despite Doing Only 13% Of Journeys. Forbes. [online] 27 Aug. Available at: <https://www.forbes.com/sites/carltonreid/2019/08/27/motorists-lavished-with-60-of-manchesters-transport-space-despite-doing-only-13-of-journeys/>.

2. Parking Policies – What Informs Our Approach to Parking

2.1. Tameside’s Corporate Plan

- 2.2. Everything we do at Tameside aligns with our Corporate Plan³³ and our vision for Tameside: a place where everyone can achieve their hopes and ambitions. Parking for all means taking an equitable approach that considers the needs of all residents and visitors to the Borough.
- 2.3. Our Corporate Plan presents our four priorities, each of which inform our approach to parking.
- 2.4. Best Start in Life: we want streets fit for play; school runs that are green, sustainable and convenient; and equitable access to great amenities, for all our young people, regardless of where they live in the Borough.
- 2.5. Opportunities to Learn and Earn: we want to maximise economic growth, taking advantage of the agglomeration benefits presented by our City Region.
- 2.6. Safe, Green, and Supportive Communities: we want every aspect of our public realm to bolster our climate resilience, and we are committed to working towards Net Zero by 2038.
- 2.7. Healthy and Active Lives: we want an active Borough, one with reduced health inequalities; we see physical activity not as an exclusively recreational pursuit, but something baked into our everyday lives.
- 2.8. **The National Planning Policy Framework (NPPF)**
- 2.9. The National Planning Policy Framework (NPPF)³⁴ sets out clear guidance on parking standards. The NPPF sets out the Government’s planning policies for England and must be considered when deciding planning applications and appeals.
- 2.10. Paragraph 106.d sets out how planning policies should provide for “facilities such as secure cycle parking”. **Parking for All includes Cycle Parking Standards, item 3.16.**
- 2.11. Paragraph 107 requires our parking standards to consider:
 - 2.11.1. “The accessibility of the development”
 - 2.11.2. “The type, mix and use of development”
 - 2.11.3. “The availability of and opportunities for public transport”
 - 2.11.4. “Local car ownership levels”

³³ Tameside Metropolitan Borough Council. (2025) Corporate Plan 2025–2026. July 2025. [pdf] Available at: <<https://www.tameside.gov.uk/getmedia/4a61634f-7874-4448-a27a-f50c119ac9e9/Corporate-Plan-2025-2026-PLAN-ON-A-PAGE.pdf>> (Accessed: 2 December 2025)

³⁴ Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework, 20 July. Crown copyright. Available at: <<https://webarchive.nationalarchives.gov.uk/ukgwa/20230830172251/https://www.gov.uk/government/publications/national-planning-policy-framework--2>> (Accessed: 2 December 2025)

- 2.11.5. “The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”
- 2.11.6. **Parking for All takes a nuanced approach to the type, mix and use of development (items 3.21 / 3.80); a proactive approach to the roll out of Electric Vehicles (item 3.45); and a data-led approach to adjusting parking standards in relation to access to the Bee Network (item 3.1).**
- 2.12. Paragraph 108 states that: “maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists”.
- 2.13. Paragraph 109 concludes that: “planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.”

What does good look like? Lorry parking

Freight and logistics is a huge part of the U.K. economy, generating over £170 billion and employing over 2 million (Logistics UK, 2025).

In Greater Manchester, we are committed to decarbonising freight and increasing efficiency by making better use of rail and water, as well as innovative solutions like micromobility for last mile journeys.

Trucks and heavy goods vehicles will continue to play a vital role in our freight and logistics network. Drivers spend long hours on the road and need space to shower, rest, eat great food and stretch their legs.

Chippenham Pit Stop offers drivers locally sourced food, hot showers, and a 24/7 laundry service.

Logistics UK (2025) UK's £170 billion logistics sector is unsung hero of the economy. Available at: <https://logistics.org.uk/media/press-releases/2025/june/uk-s-170-billion-logistics-sector-is-unsung-hero-o> (Accessed: 2 December 2025).

2.14. **Places for Everyone**

2.15. Places for Everyone (PfE) is our Statutory Development Plan, which is shared across nine GM districts³⁵. It is our joint plan to deliver better and more affordable homes, better jobs and better infrastructure.

2.16. It reflects many points of guidance set out in the NPPF, such as the need for quality cycle parking (Policy JP-C5), rest areas and provision of overnight parking for freight (Policy JP-C7) as well as car parking that is unobtrusive, appropriate, and EV ready (Policy JP-C8).

³⁵ Greater Manchester Combined Authority (2024) Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan 2022–2039. Adopted 21 March 2024. [pdf] Available at: <<https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf>> (Accessed: 2 December 2025).

What does good look like? Tackling barriers to walking and cycling

PfE policy JP-S5 obligates districts to “controlling traffic and parking within and around schools, early years sites and other locations that are particularly sensitive to air quality”.

Poor air quality and pavement parking pose an acute health and safety risk to our young people and disincentivise trips to and from school by walking, wheeling and cycling. Data from the DfT shows that almost three quarters of trips to school of 1 to 2 miles for children aged 5 to 10, are taken by car (Department for Transport, 2024).

Greater Manchester’s School Streets programme uses timed closures; infrastructure solutions; and engagement with pupils to reduce traffic and encourage more sustainable transport, working towards our goal of 70% of Primary School trips to be made by walking, wheeling, scooting or cycling by 2030.

Here in Tameside, School Streets have been successfully delivered at Livingston Primary School and Russell Scott Primary School.



Pupils at Tameside’s Russell Scott Primary take action against barriers to walking and cycling to school. Image: Tameside Council.

Department for Transport (2024) National Travel Survey 2024: Travel to and from school. Available at: <https://www.gov.uk/government/statistics/national-travel-survey-2024/nts-2024-travel-to-and-from-school> (Accessed: 2 December 2025).

What does good look like? Reducing on street parking

New Jackson in Manchester provides a bold example of high-quality car parking, which neither dominates frontages nor encourages on-street parking.

This convenient and safe underground solution provides 391 bays including 39 EV bays. This underground approach allows for a beautiful, fun, city park, spanning over 1 acre with play equipment and space to socialise.

In other European countries, such as Poland and Germany, underground and undercroft parking has supported densification of urban areas and a more efficient use of high-value land.



Images: Renaker

2.17. Climate Change & Environment Strategy 2021 – 2026 and Greater Manchester’s Clean Air Plan

- 2.18. In February 2020, Tameside Council declared a Climate Emergency³⁶ and subsequently adopted the Tameside Climate Change & Environmental Strategy 2021 – 2026³⁷.
- 2.19. One third of Tameside’s CO₂ emissions are made up by transport. Greater Manchester’s Clean Air Plan³⁸ is clear: moving towards sustainable, green and clean public transport is the best way to work towards our investment-led approach to making Greater Manchester a healthier place to live in, work in and visit.

³⁶ Tameside Metropolitan Borough Council (2020) Council Meeting Agenda: Council – Tuesday, 25 February 2020, 5.00 pm. [online] Available at: <<https://tameside.moderngov.co.uk/ieListDocuments.aspx?CId=160&MId=4060>> (Accessed: 2 December 2025).

³⁷ Tameside Metropolitan Borough Council (2021) Climate Change & Environment Strategy 2021–2026. [pdf] Available at: <<https://www.tameside.gov.uk/TamesideMBC/media/policy/J003891-Climate-Change-and-Environment-Strategy.pdf>> (Accessed: 2 December 2025).

³⁸ Greater Manchester Combined Authority (n.d.) Greater Manchester Clean Air Plan. [online] Available at: <<https://cleanairgm.com/clean-air-plan/>> (Accessed: 2 December 2025).

% C02 Emissions from Transport in Tameside

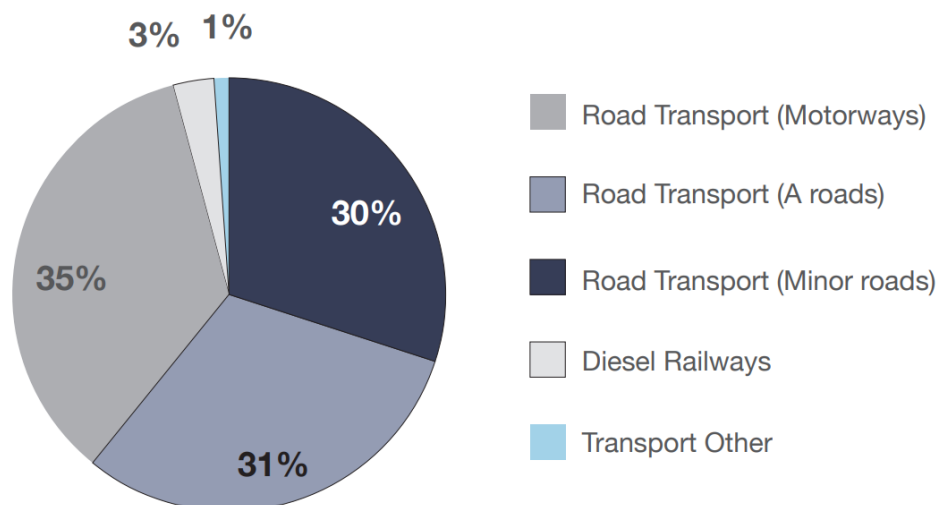


Image: Tameside Climate Strategy 2021 – 2026

2.20. Greater Manchester 2040

2.21. Our Local Transport Plan, GM2040, sets out our long-term vision and long-term goal – achieving The Right Mix.

2.22. The Right Mix is a straightforward ambition that by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel.

2.23. The Right Mix is fundamental to building a high-productivity, high-income Greater Manchester with high-quality public services. High-value service activities tend to be located in central areas, and in order to grow, need a large effective pool of labour to draw from. Given existing levels of congestion, limited space and the Victorian heritage of our towns, it simply is not credible to expand the size of the labour pool by relying on driving alone³⁹. Evidence repeatedly suggests a strong relationship between sustainable transport connectivity and higher-growth and higher-wages^{40 41}.

³⁹ Brandily, P., Brewer, M., Cominetti, N., Coombes, M., Corlett, A., Judge, L., Odamtten, F., Overman, H.G., Pacitti, C., Rodrigues, G., Shah, K., Swinney, P. and Try, L. (2023) A tale of two cities (part 2): A plausible strategy for productivity growth in Greater Manchester and beyond. Resolution Foundation, September 2023. [pdf] Available at: <<https://economy2030.resolutionfoundation.org/wp-content/uploads/2023/09/A-tale-of-two-cities-p2-Manchester.pdf>> (Accessed: 2 December 2025).

⁴⁰ Gilmour, J., Emmerich, M. and O'Connell, G. (2023) Growth and Transport in Greater Manchester. Northern Powerhouse Partnership, June 2023. [pdf] Available at: <<https://www.northernpowerhousepartnership.co.uk/wp-content/uploads/2023/06/Growth-and-Transport-in-Greater-Manchester-to-upload.pdf>> (Accessed: 2 December 2025).

⁴¹ Emmerich, M. (2023) Researching the city – an economic transition of Manchester: A case study. Notes from a lecture given on 9 November 2023, University of Manchester. [pdf] Available at: <<https://static1.squarespace.com/static/55e973a3e4b05721f2f7988c/t/6555ff716a4f586f1c7700f3/170134771550/Researching+the+City+-+the+economic+transition+of+Manchester+-+a+case+study+%28MD+format%29.pdf>> (Accessed: 2 December 2025).

2.24. To support the 2040 strategy, and to affect mode shift towards The Right Mix, Parking for All will support transport-oriented-development in Tameside's denser urban cores, whilst maintaining quality access to our extensive highways network where quality public transport options are not available.

2.25. **Greater Manchester Strategy**

2.26. This is a collective vision, captured in the Greater Manchester Strategy. To build a transport system for a global city region, we are committed to “making it easier for people to live near public transport”. This is a key element to our brownfield-first approach to increasing our housing supply⁴².

⁴² Greater Manchester Combined Authority (2025) Greater Manchester Strategy 2025–2035. [online] Available at: <<https://togetherwearegm.co.uk/our-vision/greater-manchester-strategy/>> (Accessed: 2 December 2025).

What does good look like? Car – free development

Bell Street Stables, Glasgow, provides a great case study for car-free development (Architects' Journal, 2021).

Given the size of the historic building and its prime city-centre location, parking provision would not have been possible without losing the historic courtyard, which now provides residents with an attractive communal space.

The liberalisation of car parking requirements in historic dense urban cores such as Glasgow has been essential in facilitating the restoration and conversion of heritage buildings.

ONS data shows that in our urban cores, particularly close to rail and metrolink stops, over 60% of households choose car-free lives. Car-free development represents a highly efficient use of finite space in our town and city centres.



Image: Architect's Journal

Architects' Journal (2021) Case study: Bell Street Stables conversion by Collective Architecture. Available at:

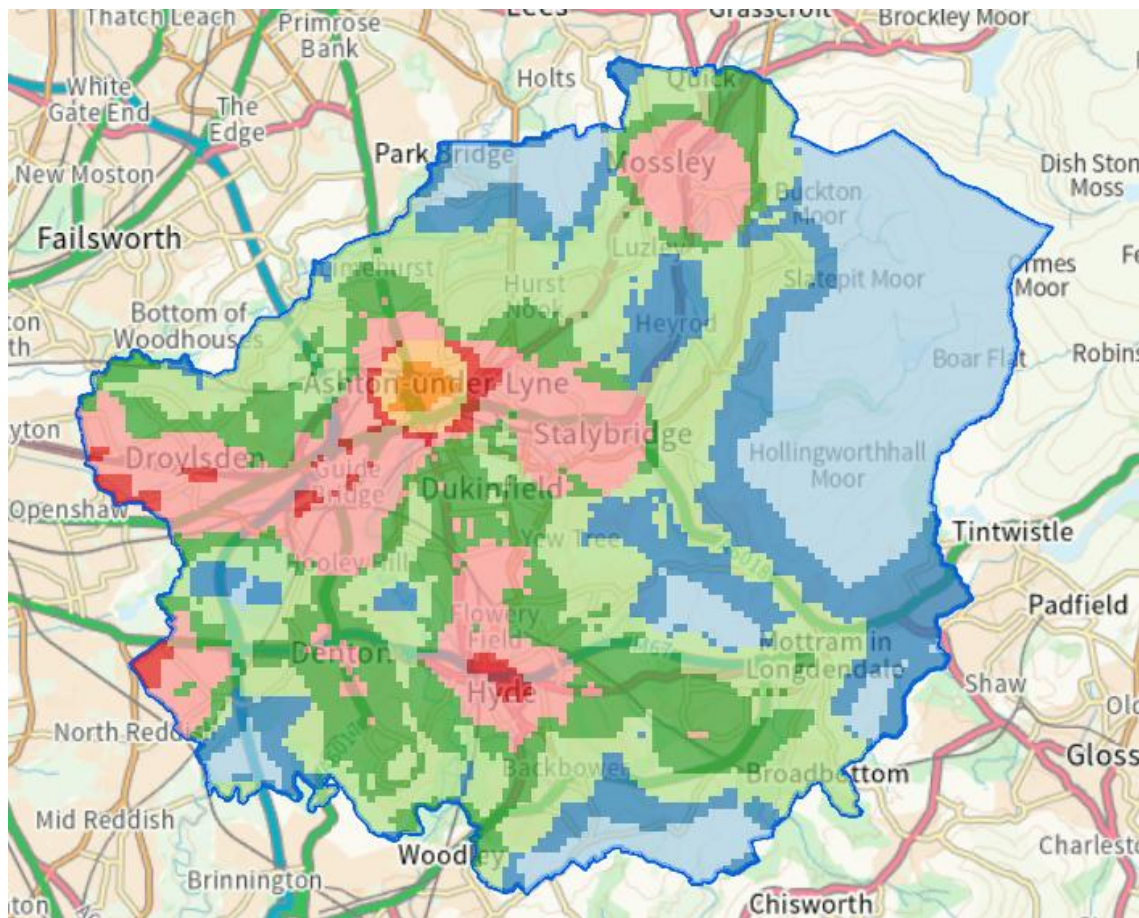
<https://www.architectsjournal.co.uk/specification/case-study-bell-street-stables-conversion-by-collective-architecture> (Accessed: 2 December 2025).

3. What's new

- 3.1. **An Evidence-Based Approach to Zoning**
- 3.2. Tameside's 2004 UDP Parking Standards took a one-size-fits-all approach to parking maximums. This is not consistent with NPPF guidance (item 3.7) which requires parking standards to consider not just the type of development, but also "the availability and opportunities for public transport".
- 3.3. Parking for All adopts a nuanced, zonal approach. This approach distinguishes between areas with high-quality public transport access, and those with less provision.
- 3.4. Where public transport access is greater, parking maximums are lower – this will support mode shift towards the Right Mix and promote higher density urban living.
- 3.5. Where public transport access is weaker, parking maximums will be higher – this will support communities that rely on private motor vehicles to access amenities.
- 3.6. Parking for All's zonal approach rests on GMAL – Greater Manchester Accessibility Levels⁴³. GMAL are a detailed and accurate measure of access to public transport, including bus, Metrolink and rail.
- 3.7. Zone A includes those parts of the Borough with a GMAL score of 5 and above. These include town and district centres with quality access to the Bee Network.
- 3.8. Zone B includes those parts of the Borough with a GMAL score of 4 and below. Zone B includes many of our villages and suburbs, where access to the Bee Network is patchier and less frequent.
- 3.9. The GMAL approach is evidence based, linking parking maximums to real public transport access, rather than arbitrary boundaries or designations. It is also an adaptive approach, with GMAL scores revised annually, changing as the Bee Network continues to grow.

⁴³ Transport for Greater Manchester (n.d.) Greater Manchester Accessibility Levels (GMAL) Model: Calculation Guide. [pdf] Available at: <https://odata.tfgm.com/opendata/downloads/GMAL/GMAL%20Calculation%20Guide.pdf> (Accessed: 2 December 2025).

Parking for All Zonal Map



<https://tmbc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8f8400d9477149f0a57185ef1015bb02>

Zones 5 – 8 = Zone A

Zones 1 – 4 = Zone B

3.10. Cycle Parking Standards

3.11. The 2004 UDP was progressive for its time, setting minimum requirements for cycle parking. Parking for All takes an evolutionary approach, building on the UDP to provide standards for cargo bikes, adaptive cycles and a more nuanced approach to different types of development.

3.12. Whilst cycling is a cheap, sustainable and efficient way to get around the City Region – particularly following significant Bee Network investment – lack of access to secure and accessible cycle parking at home can act as a barrier to those wanting to get around by bicycle.

3.13. In a perverse irony, evidence shows that low-income households – those least likely to own a car and benefit most from cycle provision – are less likely to have access to a cycle than households in professional

occupations⁴⁴. Those who have the most to gain from cycling, are disproportionately likely to live in flats or terraced properties where space is more restricted.

3.14. To this end, Tameside Council welcome opportunities to engage with residents, housing associations and developers to see more bike hangars across the Borough – these compact and secure shelters take up the same amount of room as a single parking space and can securely store eight bikes.

3.15. Having adopted **Streets for All**⁴⁵ standards as part of **PfE**, Tameside Council is also committed to delivering quality public parking provision for cycles, including Sheffield stands, mobility hubs, and welcomes the opportunity to engage with local businesses to support the provision of workplace facilities, alongside partners at Transport for Greater Manchester.

3.16. Cycle Parking Dimension Standards (assuming Sheffield Stands)⁴⁶

Description	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2.0 m	2.0 m
Bay length (tandems, trailers and accessible cycles)	3.0 m	2.5 m
Access aisle width (if larger cycles use the end bay only)	3.0 m	1.8 m
Access aisle width (if large cycles use internal bays)	4.0 m	3.0 m
Edge access aisle + one bay to the side	5.0–6.0 m	3.8–5.0 m
Central access aisle + one bay to each side	7.0–8.0 m	5.8–7.0 m
Spacing between stands	1.2 m	1.0 m

⁴⁴ Walk Wheel Cycle Trust (2024) Residential cycle parking: Improving cycle parking for people on a low income or not in employment. [pdf] Available at: <https://www.walkwheelcycletrust.org.uk/media/x4shu4d1/240904-residential-cycle-parking-report-v7_digital_v1b.pdf> (Accessed: 2 December 2025).

⁴⁵ Greater Manchester Combined Authority (n.d.) Greater Manchester’s Streets for All Design Guide. [pdf] Available at: <https://downloads.ctfassets.net/nv7y93idf4jq/2RzPPk1drrKMvdlfPtZwYP/365c591edec7439b449d385d745b831f/Greater_Manchester_Streets_For_All_Design_Guide_v1.2.pdf> (Accessed: 2 December 2025).

⁴⁶ Department for Transport (2020) Cycle Infrastructure Design: Local Transport Note 1/20. July 2020. [pdf] Available at: <<https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>> (Accessed: 2 December 2025).

Gap between stand and wall (part of bay width)	700 mm	500 mm
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What Does Good Look Like? Short stay cycle parking and adapted cycles

Convenience is key when it comes to short stay provision. Cycle parking should be located close to amenities that provide good natural surveillance.

Whilst alternative solutions are available, Sheffield Stands are preferable, and provide a simple, stable stand against which to lock a bike. Locking two points of a bicycle (e.g. a wheel and frame) with a chain or cable provides the most security, often giving a standard Sheffield Stand superiority over more novel design solutions.

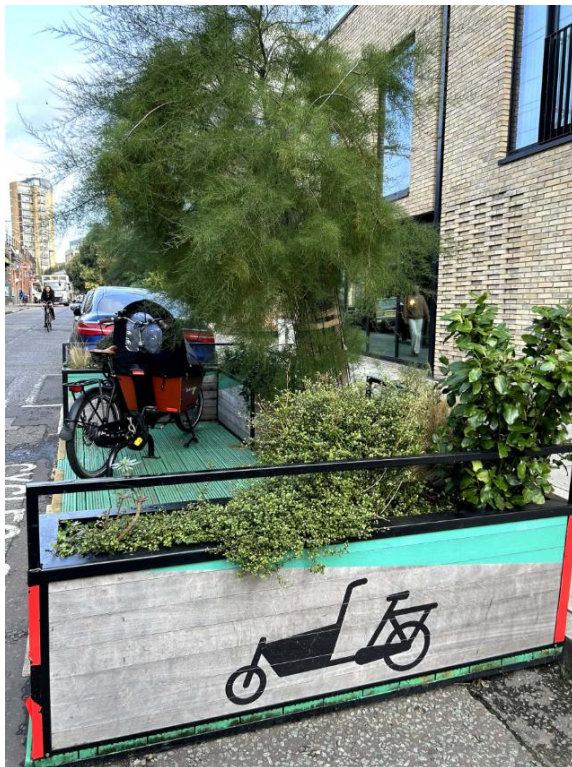


Image: Meristem Design

Green elements from planters to parklets can be integrated into short stay cycle parking, supporting quality place-making.

For adapted cycles, consider half height Sheffield Stands, or a standard Sheffield with an additional bar at half height.

3.17. Since 2004, Tameside and Greater Manchester have also undergone a micromobility revolution. Today, many residents and businesses benefit from cargo bikes and e-bikes. Whilst Sheffield stands placed in a parallel “toast rack” arrangement are an efficient use of space, where provision is required for cargo bikes and three-wheeled cycles, lateral spaces between stands should be increased to at least 2 meters, and consideration given to half height Sheffield stands, in line with **LTN 1/20 guidance**⁴⁷. Where cycle parking for cargo bikes and / or e-bikes is provided, consideration must be given to associated charging infrastructure.

What Does Good Look Like? Long stay



Image: The Park Catalog

For long stay cycle provision, parking should be provided in locations that are easy to access, covered, have ample room and surveillance.

Accompanying facilities ought to include lockers, maintenance equipment (e.g. pump) and hot showers in workplaces. Placement of electrical sockets ought to be considered, to conveniently charge electric cycles.

3.18. The micromobility revolution has also made it more convenient than ever for food deliveries. The use of e-bikes has increased consumer choice; made a meaningful contribution to our local businesses and evening economy and is a more efficient use of space than delivery by car.

3.19. However, the growth of food delivery apps has seen an accompanying increase in the number of illegally modified e-bikes on the road, as well as erratic, inconsiderate and illegal parking⁴⁸. As a GM district, Tameside

⁴⁷ ibid

⁴⁸ BBC News (2024) Epsom food delivery motorbikes labelled “dangerous”. BBC News, 31 July. Available at: <<https://www.bbc.com/news/articles/c870nl9dqego>> (Accessed: 2 December 2025). [bbc.com]

Council is proud to have coproduced the GM Food Delivery Charter⁴⁹. Parking for All recognises that hot food takeaways are a unique development type when it comes to the need for safe, high-quality, e-bike parking.

3.20. For the purposes of Parking for All, Electrically Assisted Pedal Cycles (EAPCs) are considered cycles.

3.21. Cycle Parking Minimums

Development	Short Stay Requirement (obvious, easily accessed, close to destination - e.g Sheffield stands)	Long Stay Requirement (secure, ideally covered - e.g. cycle hangars)	Adapted Cycles for Disabled People / Micromobility
Retail			
Small (<200m ²)	1 per 100m ²	1 per 100m ²	5% of total capacity, co-located with disabled car parking
Medium (200–1,000m ²)	1 per 200m ²	1 per 200m ²	Same as above
Large (>1,000m ²)	1 per 250m ²	1 per 500m ²	Same as above
Hot Food Takeaways (sui generis)	1 space per 40m ²	-	50% of spaces e-bike ready
Employment			
Office/Finance (A2/B1)	Greatest of: 1 per 1,000m ² or 1 per 5 employees	Greatest of: 1 per 1,000m ² or 1 per 5 employees	Same as above
Industrial/Warehousing (B2/B8)	Greatest of: 1 per 1,000m ² or 1 per 5 employees	Greatest of: 1 per 1,000m ² or 1 per 5 employees	Same as above
Leisure & Institutions			
Leisure centres, assembly halls, hospitals	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees	Same as above
Educational Institutions (F1a)	Based on Travel Plan mode share targets	Staff: 1 per 20 staff	Same as above
		Students: 1 per 10 students	
Note: for Primary Schools, consideration ought to be given to scooter parking as well as cycle parking, with further consideration given to the size of balance bikes and smaller cycles.			
Residential			

⁴⁹ Greater Manchester Combined Authority (n.d.) Greater Manchester Food Delivery Charter. [online] Available at: <<https://www.greatermanchester-ca.gov.uk/what-we-do/transport/gm-food-delivery-charter/>> (Accessed: 2 December 2025).

Dwellings (C3)	-	1 per dwelling	Case by case basis
Sheltered / elderly housing / nursing homes (C2)	Case by case basis	Case by case basis	Case by case basis
Hotels (C1)	-	1 per 5 bedrooms	Greatest of: 1 or 5% of bedrooms
HMOs (C4)	-	1 per bedroom	Greatest of: 1 or 20% of bedrooms
Public Transport			
Standard stop	Case by case basis	-	5% of total capacity, co-located with disabled car parking
Major interchange	1 per 200 daily users	1 per 200 daily users	Same as above

3.22. Justification:

3.23. The **Greater Manchester Transport Strategy 2040** defines The Right Mix as 50% Public Transport and Active Travel. Since both public transport and active travel all fall under sustainable transport, no zonal distinction has been made.

3.24. Parking minimums for cycles are presented rather than parking maximums (as they are for private car). This is because unlike car use, cycling is often constrained by a lack of basic infrastructure, not demand. Cycle parking is compact, cost-effective, inclusive, and can contribute to high-quality place-making.

3.25. Parking for All cycle minimums rest on LTN 1/20, which has been adopted as a benchmark, going beyond the minimums set out in the UDP. HMO minimums adopt the **London Plan**⁵⁰ as a benchmark. The London Plan is an appropriate baseline, with Tameside having the eighth highest density of hot food outlets per 100,000 people in the England per **Homes, Spaces, Places**.

3.26. **Mobility Scooters**

3.27. Parking for All means an inclusive approach towards all our residents and visitors. Many residents rely on mobility scooters as a first and last mile mode, and increasingly, as a mode in its own right. As such, consideration must be given to the storage and parking needs of mobility scooters in the context of an aging population.

⁵⁰ Greater London Authority (2016) Parking Addendum to Chapter 6: London Local Plan 2016. [online] Available at: <<https://www.london.gov.uk/programmes-strategies/planning/london-plan/past-versions-and-alterations-london-plan/london-plan-2016/london-plan-chapter-six-londons-transport-0#cycle-parking-30611-title>> (Accessed: 2 December 2025).

- 3.28. To best comply with the Equality Act 2010, Parking for All adopts a case-by-case approach to mobility scooter parking standards, given the bespoke needs of disabled residents and visitors.
- 3.29. Where mobility scooters require long-term parking solutions, as with bicycles and two-wheeled vehicles, consideration must be given to cover, security, and observation (either natural surveillance or CCTV).
- 3.30. Parking for All notes U.K. Government guidance on mobility scooters and powered wheelchairs parking on pavements, footpaths and bridleways:
- 3.31. “All normal parking restrictions apply to mobility scooters and powered wheelchairs. Your vehicle should not be left on the pavement or pedestrian area on its own if it gets in the way of other pedestrians. This includes other wheelchair users and people with prams or pushchairs⁵¹”.
- 3.32. **Delivery Vehicles and Loading**
- 3.33. From our canal network to the M67, Tameside’s history and socio-economic development has in large part rested on supply chain infrastructure. As Tameside moves forward, supply chains, their sustainability, and resilience to shocks, is under increasing focus⁵².
- 3.34. Whilst our rail network has an increasingly important role to play in the decarbonisation of our supply chains, our road network remains a critical artery for first mile loading, last mile deliveries / unloading, and long-haul transit.
- 3.35. Tameside Council is committed to supporting new local freight and logistics facilities where they do not have an impact on the overall functioning of existing employment areas and where they do not generate significant levels of traffic that would impact on the local highway network or create on-street parking issues.
- 3.36. Where HGV / lorry parking is provided, consideration must be given to corresponding facilities, such as showers and rest space for drivers.
- 3.37. Where loading / unloading is required by van, Traffic Orders must be followed, otherwise a Civil Enforcement Officer may issue a Penalty Notice Charge. Operational times of loading bays will vary.
- 3.38. Looking to the future, Tameside Council welcome strides being taken across the City Region in relation to low emission last mile deliveries, typically using cargo bikes and small, light-weight electric pedal assist vehicles. Standards and minimums applicable to Micromobility can be found in the **Cycle Parking Minimums** table – **4.20**.
- 3.39. Where on-street loading bays are required, Tameside Council welcomes raised loading bays on high streets as best design practise. Such an

⁵¹ GOV.UK (n.d.) Driving on footpaths and parking: Mobility scooters and powered wheelchairs rules. [online] Available at: <<https://www.gov.uk/mobility-scooters-and-powered-wheelchairs-rules/driving-on-footpaths-and-parking>> (Accessed: 2 December 2025).

⁵² Young, J., and others (2025) Policy@Manchester: On Infrastructure. University of Manchester. [pdf] Available at: <<https://documents.manchester.ac.uk/display.aspx?DocID=74746>> (Accessed: 2 December 2025).

approach maximises walking space and flexible use when not no vehicles are loading or unloading.

3.40. **Taxis**

3.41. Taxis are an essential part of GM’s transport network and are critically important at times when public transport is not working; for those without access to public transport; and for those that need to make door-to-door journeys.

3.42. Ride-hailing platforms have revolutionised the taxi market and provided residents and visitors with unprecedented flexibility and convenience.

3.43. To best maximise the benefits of our taxi sector, whilst regulating the disbenefits of unregulated private hire vehicles, Tameside continues to work with other districts across GM to support the ‘Backing Our Taxis: Local. Licensed. Trusted’ campaign.

3.44. Taxi ranks, as well as drop off points for emergency vehicles, refuse vans and delivery vehicles are operational parking matters, and should be treated separately in addition to the standards set out in Parking for All.

3.45. **Electric Vehicle Charging Standards**

3.46. Electric vehicles have an important role to play in the decarbonisation of our transport system and overall reduction in our CO2 emissions.

3.47. EVs also have an important role to play in reducing the outgoings of our residents. When charging from home, EVs can cost as little as 2p per mile to run. This is why it is essential to get new developments across the Borough EV ready, and to provide quality charging infrastructure for new homes, businesses and services.

3.48. Public charging infrastructure also has an important role to play.

Tameside’s Electric Vehicle Strategy⁵³ expands on our position and shared ambition moving forward.

3.49. Whilst more than 80,000 public charging points are available across the country, only a small number are considered accessible to disabled users⁵⁴. Accessible standards are important to ensuring that nobody is left behind as we transition to electric vehicles.

3.50. Developers must engage with the relevant Distribution Network Operator (DNO) at the earliest possible stage of design to confirm grid capacity and load management for immediate demand and future demand for when each passive bay is made live in the future. Planning applications will be expected to include supporting information and evidence, confirming DNO engagement.

⁵³ Tameside Metropolitan Borough Council (2025) Electric Vehicle Infrastructure Strategy 2025–2030: Draft for Public Consultation. [pdf] Available at: <<https://www.tameside.gov.uk/getmedia/bbe9da53-f866-4934-9295-46a8199bd5af/Appendix1-Draft-EVI-Strategy-for-Public-Consultation.pdf>> (Accessed: 2 December 2025).

⁵⁴ Rose, T. (2025) Disabled Motability customers at risk of exclusion by EV charger rollout. AM Online, 1 August. Available at: <<https://www.am-online.com/news/disabled-motability-customers-at-risk-of-exclusion-by-ev-charger-rollout>> (Accessed: 2 December 2025).

What does good look like? Accessible Electric Vehicle Charging Infrastructure

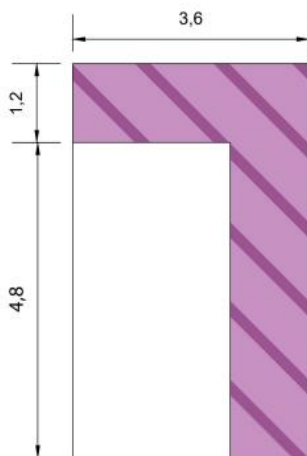
The Publicly Available Specification (PAS) 1899 (British Standards Institution, 2020) clearly presents best practise for the design of inclusive and accessible Electric Vehicle Charging Infrastructure (EVCI).

Each standard parking bay (2.4m by 4.8m) ought to have an unobstructed accessible zone of 1.2m width. This not only provides adequate space for those with limited mobility requirements but also provides sufficient space for cables trailing from the charging point.

In off-street car parks, PAS 1899 allows for the 1.2m accessible zone to be shared between two bays providing a more efficient use of space.

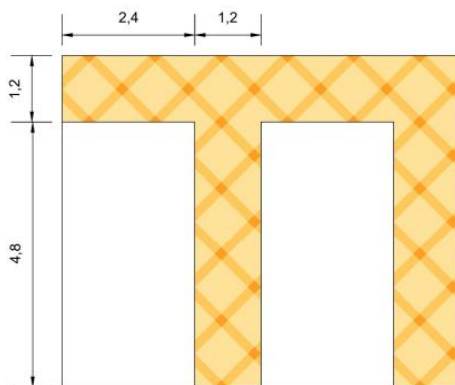
An unobstructed 1.2m accessible zone also applies to on-street provision. Footways ought to provide at least 1.2m width and be unobstructed by street clutter to support EVCI.

Accessible zones are not only about wheelchair access; they provide safe and ample space to keep trailing cables away from pedestrian routes and other vehicles, reducing hazard and conflict.



Accessible bay/single disabled bay: 3.6m x 6m

For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a clear access zone of 1.2m to one side and the rear must be provided.



Double disabled parking bay: 3.6m x 6m

For disabled parking bays, a clear access zone of 1.2m to the side and the rear must be provided, side access zones may be shared between two bays.

Images: Mott MacDonald, Tameside Council.

Note: There is no single location for a public chargepoint to be installed adjacent to a designated accessible parking bay that can be considered the “most” accessible.

Consideration must also be given to the Public ChargePoint Regulations 2023 (Department for Transport, 2023) which set out minimum standards for contactless provision, reliability and a staffed helpline.

3.51. Tabulated EV Charging Provision

Development	Active Provision	Passive Provision
Residential dwellings	Active provision for every dwelling with an associated car parking space ⁵⁵ .	Where there are more associated parking spaces than there are dwellings contained in the building, passive provision to be installed for every car parking space.
Non-residential / Mixed use	10% of car parking spaces.	20% of remaining car parking spaces.
Note: For historic and traditional buildings, listed buildings, or those falling within a conservation area, charging provision requirements do not apply.		

3.52. Justification:

3.53. Technical guidance covering charge point requirements can be found in Part S of The Building Regulations 2010⁵⁶. Parking for All commits to the Building Regulations technical guidance as a minimum standard of provision.

3.54. Car Parking Standards

3.55. 96% of a car or van's lifetime is spent parked, this places a real burden on our townscapes and a further demand on the finite space in our homes and on our streets.

3.56. The space taken up by a typical parking bay has also increased since our last parking policy, set out in 2004's UDP. Cars have grown in size, following trends set by the United States. EVs require charging provision, with charge points occupying precious space. Collectively, we now have a greater responsibility to our disabled residents, with legislation such as the Equality Act, placing further obligations to guarantee adequate accessible safety zones.

3.57. Given an increase of car ownership in Greater Manchester since 2004, quality provision of car parking must be considered as a key part of Vision

⁵⁵ **Associated parking space:** any parking space that is available within the site boundary of the building, for the use by the occupant of, or a visitor to, a dwelling in the building, including any parking space which is for the use of any occupant of, or any visitor to, any dwelling in a building containing more than one dwelling.

⁵⁶ HM Government (2021) Approved Document S: Infrastructure for the charging of electric vehicles. This approved document supports Part S of Schedule 1 to the Building Regulations 2010. [pdf] Available at: <https://assets.publishing.service.gov.uk/media/6218c5d38fa8f54911e22263/AD_S.pdf> (Accessed: 2 December 2025).

Zero, with pavement parking and parking on double yellow lines posing a major challenge to residents and visitors across the City Region.

What is inconsiderate parking?

Parking on double yellow lines is not permitted at any time of the day or night - weekdays or weekends - although there are exceptions for Blue Badge holders.

There is an exemption in some Traffic Orders to allow vehicles to stop to load or unload, often on single or double yellow lines. However, use of a vehicle must be necessary, and while you can load or unload for as long as it takes, your vehicle must be moved immediately after you have finished loading or unloading.

Pavement parking is not yet illegal in Greater Manchester, unless there are single or double yellow lines (enforceable by the council) or the footway is completely blocked obstructing safe access (police).

Tameside Council continue to work with GM partners to secure devolved powers against pavement parking, as enjoyed by London and Scotland.

- 3.58. Adequate car parking provision also plays an important role in our growth agenda. Analysis shows that a large part of GM's high-skilled workers (4 in 10 graduates) do not have good public transport access (over 45-minute journey) to the urban core of Greater Manchester (Manchester city centre, parts of Salford) – the most productive part of the City Region⁵⁷.
- 3.59. Furthermore, compared to London, a disproportionately large share of GM's employment is outside of the urban core. For residents living in more peripheral areas in Greater Manchester with weak orbital connectivity to the rest of the City Region, cars remain an important mode to access quality jobs and services.
- 3.60. To this end, Parking for All presents both Tameside's recommended parking bay dimensions, as well as revised car parking maximums.

⁵⁷ Brandily, P., Brewer, M., Cominetti, N., Coombes, M., Corlett, A., Judge, L., Odamtten, F., Overman, H.G., Pacitti, C., Rodrigues, G., Shah, K., Swinney, P. and Try, L. (2023) A tale of two cities (part 2): A plausible strategy for productivity growth in Greater Manchester and beyond. Resolution Foundation, September 2023. [pdf] Available at: <<https://economy2030.resolutionfoundation.org/wp-content/uploads/2023/09/A-tale-of-two-cities-p2-Manchester.pdf>> (Accessed: 2 December 2025).

What can be done about inconsiderate parking?

Inconsiderate and anti-social parking is an issue across Tameside and our City Region; it poses a serious risk to residents, particularly those with mobility issues.

The issue is especially acute around large footways, pedestrian spaces, and grass verges.

Given the challenges of enforcement, there is a growing trend of simply removing grass verges and formally giving pedestrian realm over to private vehicles. This approach is inadvisable, as it not only promotes car dependency, but removes critical green infrastructure, that absorbs rainwater and supports our climate resilience.

Action can be taken other than enforcement – for example, street trees on grass verges deter inconsiderate parking, without removing valuable community space. Tactical placement of bollards or planters can likewise improve road safety whilst not detracting from our streetscape.

Designated street parking bays are another tool that alleviates pavement parking through considerate design. Designated bays are preferable to ad hoc kerbside stopping as they are designed to provide sufficient space, reducing conflicts between transport modes and contributing to a more efficient distribution of parking.

Designated on streets bays with one-way systems is a proven approach that can transform the streetscape of dense Victorian grid development.

Tameside Council is committed to working with residents should communities request a Controlled Parking Zone (CPZ).

3.61. Parking Capacity Surveys

- 3.62. To support planning applications, the impact of new development on local parking must be assessed through a Parking Capacity Survey (Beat Survey). Where on-street parking is expected, a Parking Capacity Survey is required, including the rate of turnover of vehicles leaving / arriving; the number of vehicles parked on each street; and an estimate of each street's parking capacity. Results are to be provided in a summary report and scoping confirmed with Tameside Council's Development Management service.
- 3.63. The survey area must centre on the development site and extend 200m for residential use, 500m for commercial use. These limits are hard maximums, and where boundaries are close to other areas likely to be used for parking, an extension of the survey area will be considered.

3.64. Surveys will be carried at peak times – business hours for commercial developments and overnight for residential developments.

What does good look like? Sustainable drainage in car parking design

Car parks have a role to play in the Climate Emergency. Large, asphalt covered surface car parks can become overloaded in periods of rainfall, leading to ponding.

Integration of SuDs elements can introduce some biodiversity and climate resilience, even to a surface level car park.

The RHS Bridgewater car parking bays have permeable surfaces which collect water runoff. Swales allow for storm water attenuation, and a bio-retention pond can hold up to 24 hours of constant rainfall, before discharging to the local watercourse.



Image: RHS Bridgewater

3.65. Front Gardens, Driveways, Climate Change and Permitted Development

3.66. The hard surfacing of front gardens for car parking has become increasingly popular. Whilst additional car parking may provide convenience, it brings with it disbenefits and risks, particularly with regards

to flood risk, subsidence, heat and biodiversity⁵⁸. Simply viewing greenery through a window can bring significant physical and mental health benefits⁵⁹.

- 3.67. Front gardens are not just attractive spaces to relax and enjoy; they provide a valuable urban habitat for wildlife and reduce particulate pollution. Without a porous surface for rainwater, hard surfacing increases run-off, which places further strain on drains and may contribute to flooding.
- 3.68. Without rainwater getting into the ground – particularly for properties built on clay – shrinking soil may cause issues for structures, contributing to severe cracks in garden walls, paths and ultimately properties.
- 3.69. Gardens also provide urban cooling. Greenery, like trees, can reduce urban heat by between 2 to 8 degrees Celsius through canopy shade and the cooling effects of air movement as trees transpire⁶⁰.
- 3.70. To mitigate these risks, specific permitted development rights apply for householders wanting to pave their front gardens^{61, 62}.
- 3.71. In Tameside, Permitted Development rights to pave front gardens are not extended to new developments.
- 3.72. For existing developments, where permeable (or porous) surfacing is used, such as permeable block paving or porous asphalt, planning permission is not necessary.
- 3.73. For existing developments, where the surface area to be paved is more than five square metres, planning permission will be necessary for laying traditional, impermeable driveways.
- 3.74. **Car Parking Bay Dimensions**
- 3.75. Parking bay design regulations are set out in the Traffic Signs Regulations and General Directions 2016 and the Building Regulations 2010.
- 3.76. The minimum width of a parking bay is 1.8m with no minimum length defined⁶³. Parking for All recommends a 1.8m width for on-street parallel parking bays, with 4.8m length. For on-street parallel parking bays, a 6m

⁵⁸ Ministry of Housing, Communities and Local Government (2009) Guidance on the permeable surfacing of front gardens. Published 13 May 2009. [online] Available at: <<https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance/guidance-on-the-permeable-surfacing-of-front-gardens>> (Accessed: 2 December 2025).

⁵⁹ Gaston, K. (2025) [Health Benefits of Viewing Nature Through Windows]. ReNew Biodiversity. Available at: <https://renewbiodiversity.org.uk/wp-content/uploads/2025/07/Kevin-Gaston-New-Paper.pdf> (Accessed: 2 December 2025).

⁶⁰ Trees for Cities (no date) Urban Heat. Available at: <https://www.treesforcities.org/urban-heat> (Accessed: 2 December 2025).

⁶¹ Department for Communities and Local Government (2009) Guidance on the permeable surfacing of front gardens. London: Department for Communities and Local Government. Available at: <https://assets.publishing.service.gov.uk/media/5a797a8eed915d07d35b5d8e/pavingfrontgardens.pdf> (Accessed: 2 December 2025).

⁶² Planning Portal. Planning permission – Paving your front garden. Available at: <https://www.planningportal.co.uk/permission/common-projects/paving-your-front-garden/planning-permission> (Accessed: 2 December 2025)

⁶³ Department for Transport (2016) The Traffic Signs Regulations and General Directions 2016. London: Department for Transport. Available at: <https://tsrgd.co.uk/pdf/tsrgd/tsrgd2016.pdf> (Accessed: 2 December 2025).

length is recommended to provide sufficient space for manoeuvring. To support inclusive access, an additional zone of at least 1.8m should be provided for side access. This 1.8m access zone can be accommodated within the footway, provided it remains unobstructed and free from street clutter, in line with best practise for Inclusive Mobility⁶⁴.

- 3.77. For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a standard parking bay is defined as 2.4m wide and 4.8m long. A minimum clear access zone of 1.2m to one side and the rear must be provided⁶⁵. Side access zones may be shared between two bays in communal parking zones.
- 3.78. Minimum clear access zones are important for all. A standard parking bay, with a 1.2m access zone provides 6m of space, ample for a garage with door.
- 3.79. The 2.4m by 4.8m standard is not a statutory maximum, and flexibility may be applied for specific needs; however, good access and safe side access zones benefit all users in the efficient and safe use of cars^{66, 67}.

⁶⁴ Department for Transport (2021) Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure. London: Department for Transport. Available at: <https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf> (Accessed: 2 December 2025).

⁶⁵ HM Government (2024) The Merged Approved Documents: October 2024 Edition. [pdf] Available at: https://assets.publishing.service.gov.uk/media/6717d29438149ce9d09e3862/The_Merged_Approved_Documents_Oct24.pdf (Accessed: 2 December 2025).

⁶⁶ Carlson, R. (2023) Why are cars getting bigger? A deep dive into how UK regulations are enabling car size growth. Walk Wheel Cycle Trust, May 2023. [pdf] Available at: <https://www.walkwheelcycletrust.org.uk/media/12439/why-are-cars-getting-bigger-a-deep-dive-into-how-uk-regulations-are-enabling-car-size-growth.pdf> (Accessed: 2 December 2025).

⁶⁷ British Parking Association (2016) Parking Know How: Bay Size. July 2016. [pdf] Available at: https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf (Accessed: 2 December 2025).

What does good look like? Parking bay design and placement

Illustrated best practise for parking bay design and placement can be found in **item 4** at the end of Parking for All.



1 Double Garage



2 Single Driveway



3 Driveway for two vehicles



4 One Space to the Front



5 Two Spaces to the Front



6 Tandem Drive



7 Double Tandem Drive



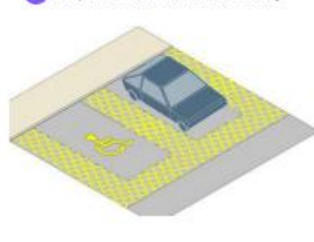
8 Perpendicular Communal Parking



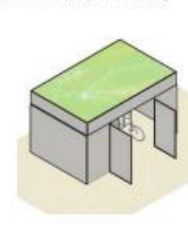
9 On-Street Parallel (Residential)



10 Non-Residential



11 Disability Bay



12 Cycle Parking

Graphics in style of streets for all, matching Bedfordshire appendices / applying our simplified building reg. bay standards.:

[centralbedfordshirecouncil.sharepoint.com/sites/Communications/Website and intranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsite and intranet%2FWebsite Documents%2FPlanning%2FPlanning Policy%2FSPDs%2FParking SPD%2FParking Standards for New Developments%2Epdf&parent=%2Fsites%2FCommunications%2FWebsite and intranet%2FWebsite Documents%2FPlanning%2FPlanning Policy%2FSPDs%2FParking SPD&p=true&ga=1](https://centralbedfordshirecouncil.sharepoint.com/sites/Communications/Website%20and%20intranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsite%20and%20intranet%2FWebsite%20Documents%2FPlanning%2FPlanning%2FPolicy%2FSPDs%2FParking%2FParking%20Standards%2FNew%20Developments%2Epdf&parent=%2Fsites%2FCommunications%2FWebsite%20and%20intranet%2FWebsite%20Documents%2FPlanning%2FPlanning%2FPolicy%2FSPDs%2FParking%2FParking%20Standards%2FParking%20Standards%2FNew%20Developments%2Epdf&p=true&ga=1)

Image: Tameside Council, Mott MacDonald

For further illustrations of Parking for All bay arrangements, please refer to appendix X.

3.80. Car Parking Maximums

Type of Development	Max. Car Parking Standards (Zone A)	Max. Car Parking Standards (Zone B)	Min Disabled Car Parking Standard
Retail			
Shops (Food retail <900 sqm)	Disabled parking only	1 per 25 m ²	Up to 200 Bays - 3 bays or 6% of total capacity, whichever is greater. Over 200 Bays - 4 bays plus 4% of total capacity
Shops (Food retail >900 sqm)	1 space per 100m ² public floor area	1 per 16 m ²	Same as above
Shops (Non-food retail <900 sqm)	Disabled parking only	1 per 30 m ²	Same as above
Shops (Non-food retail >900 sqm)	1 space per 100m ²	1 per 22 m ²	Same as above
Financial & Professional services	1 space per 100m ²	1 per 25 m ²	Same as above
Food & drink (Restaurants)	1 space per 100m ²	1 per 7 m ² Public Floor Area	Same as above
Food & Drink (Hot Food Takeaways) (sui generis)	Disabled parking only	1 per 8.5 m ² Gross Floor Area	Same as above
Employment			
Business (Stand alone offices) (E)	1 space per 100m ²	1 per 35 m ²	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity
Business (Business Parks) (E)	1 space per 100m ²	1 per 40 m ²	Same as above
General industry (B2)	1 space per 500m ²	1 per 60 m ²	Same as above
Storage or distribution (B8)	1 space per 500m ²	1 per 100 m ²	Same as above
Residential			

Hotels (C1)	Disabled parking only	1 per bedroom including staff	Up to 200 Bays - 3 bays or 6% of total capacity, whichever is greater. Over 200 Bays - 4 bays plus 4% of total capacity
Dwelling Houses (2+ bedrooms outside town centres) (C3)	0.5 per dwelling	2 per dwelling	Case by case basis
Dwelling Houses (Single bed dwellings and dwellings in town centres) (C3)	0.5 per dwelling	1.25 per dwelling	Case by case basis
Flats/apartments (2+ bedrooms outside town centres) (C3)	Disabled parking only or 1 space per 10 dwellings where clear need can be demonstrated.	2 per dwelling	10% of centrally located parking should be disabled compliant
Flats/apartments (Single bed dwellings and flats/apartments in town centres) (C3)	Disabled parking only or 1 space per 10 dwellings where clear need can be demonstrated.	1.25 per dwelling	Same as above
Flats/apartments (Sheltered housing) (C3)	1 space per 3 dwellings & 0.25 unallocated visitor spaces per 3 dwellings	-	10% of parking should be disabled compliant
HMOs (C4)	Disabled parking only	Disabled parking only	1 per 4 beds
Leisure & Institutions			
Residential Institutions (Hospitals) (C2)	Case by case basis	To be determined through a Transport Assessment	10% of parking should be disabled compliant
Residential Institutions (Care / nursing homes) (C2)	Case by case basis	1 per 4 beds	Same as above
Non-residential institutions (Medical or health facility) (E)	Case by case basis	1 per 2 full time equivalent staff + 3 per	Same as above

		consulting room	
Non-residential institutions (creche, day nursery or day centre) (E)	1 space per 2 full time equivalent staff	1 per full time equivalent staff	Same as above
Non-residential institutions (Schools) (F1)	0.5 spaces per classroom	1.5 spaces per classroom	Same as above
Non-residential institutions (Higher or further education) (F1)	1 space per 4 full time equivalent staff	1 per 2 full time equivalent staff	Same as above
Non-residential institutions (Art gallery, museum, exhibition hall or library) (F1)	Disabled parking only	1 per 30 sqm public floor area	Same as above
Non-residential institutions (Public hall or place of worship) (F1)	Case by case basis	1 per 5 sqm public floor area	Same as above
Assembly & Leisure (Cinema, bingo hall, casino, concert hall) (sui generis)	Disabled parking only	1 per 8 seats	Same as above
Assembly & Leisure (Indoor sports or recreation) (E)	Disabled parking only	1 per 25 m ²	Same as above
Assembly & Leisure (Outdoor sports and recreation) (F2)	Disabled parking only	Individual consideration	Same as above
Miscellaneous			
Miscellaneous (Stadia / spectator seating) (sui generis)	Case by case basis	1 space per 18 seats	Same as above
Miscellaneous (Railway/Bus stations, and tram stops) (sui generis)	Disabled parking only	1 coach parking space per 1000 seats (minimum standard)	Same as above

3.81. Justification:

3.82. Recognising the value of an evolutionary approach, Parking for All retains the existing UDP parking maximums where possible for those parts of the Borough with poorer public transport access (zone B).

3.83. Where public transport is of a higher frequency and level of provision (zone A), maximums are lower, in recognition of the opportunity cost of land and the importance of driving mode shift towards sustainable transport, as part of our strategy to increase productivity, air quality, health and reduce congestion.

3.84. **Motorcycle Parking Standards**

- 3.85. Despite parking being easy for motorbikes, it is not always necessarily clear as where those with motorbikes, mopeds, or other powered two wheeled vehicles can park without incurring a penalty charge.
- 3.86. Powered vehicles are vehicles, whether two wheeled, or four wheeled. Motorcycles are subject to the same regulations as private cars and if found in contravention of parking restrictions, are liable to receive a parking ticket. Use of Sheffield stands for bicycles, by motorcycles, is not permitted.
- 3.87. Likewise, pavement parking is not permitted. Whilst motorcycles represent a more efficient use of road space than private car, motorcycles on footways pose an obstruction to those walking wheeling and cycling.
- 3.88. This considered, Tameside Council continue to work with TfGM partners to enhance and expand Tameside’s off-street public parking offer for motorcycles.
- 3.89. Whether public or private, motorcycle parking should be provided with anchor points or a rail so that motorcycles can be safely locked. Spaces ought to be well-lit, with either natural surveillance or CCTV both being key considerations.
- 3.90. As with bicycles, a distinction ought to be made between short term parking solutions and long-term parking solutions, which should be secure (i.e. covered and locked) where possible.

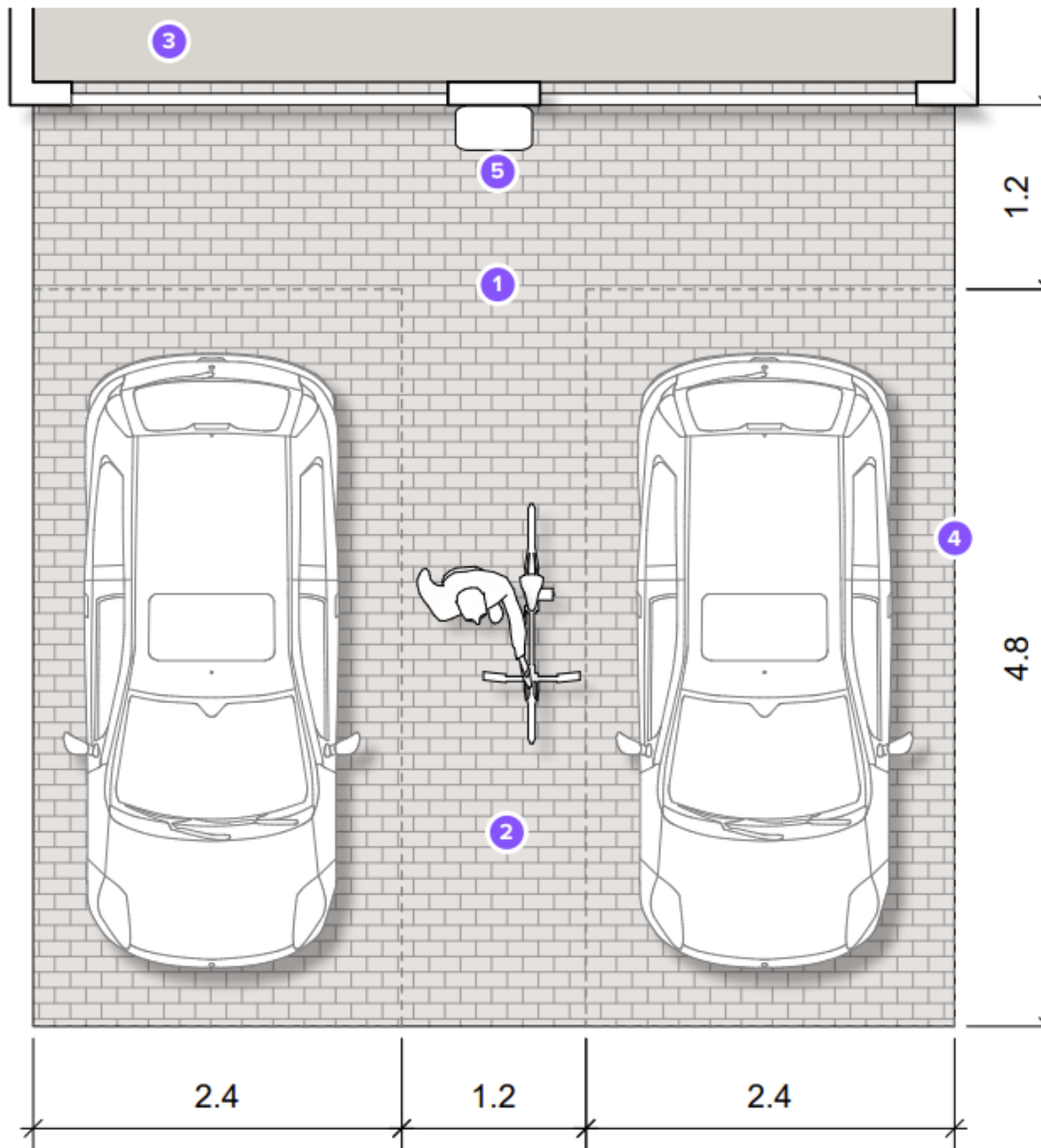
3.91. **Motorcycle Parking Maximums**

Description	Max. Motorcycle Parking Standards (Zone A)	Max. Motorcycle Parking Standards (Zone B)
Commercial, Business & Service (E)	2 spaces per 500m ²	Individual consideration based on site context
General Industrial (B2)	2 spaces per 500m ²	1 per 2,800 sqm – minimum of 2 spaces
Storage or Distribution (B8)	2 spaces per 500m ²	1 per 4,000 sqm – minimum of 2 spaces
Hotels (C1)	No provision	1 per 40 bedrooms – minimum of 2 spaces
Residential Institutions (Hospitals, Care Homes) (C2)	Case by case basis	1 per 160 beds – minimum of 2 spaces
Dwelling Houses (C3)	Case by case basis	-
HMOs (C4)	No provision	1 per 4 beds
Learning & Non-residential Institutions (Schools, Colleges) (F1)	Case by case basis	1 per 80 full-time staff + 1 per 600 students
Local Community Uses (Halls, Places of Worship) (F2)	Case by case basis	1 per 200 sqm public floor area – minimum of 2 spaces
Sui Generis (e.g. pubs, cinemas, casinos, stadiums)	Case by case basis	Case by case basis

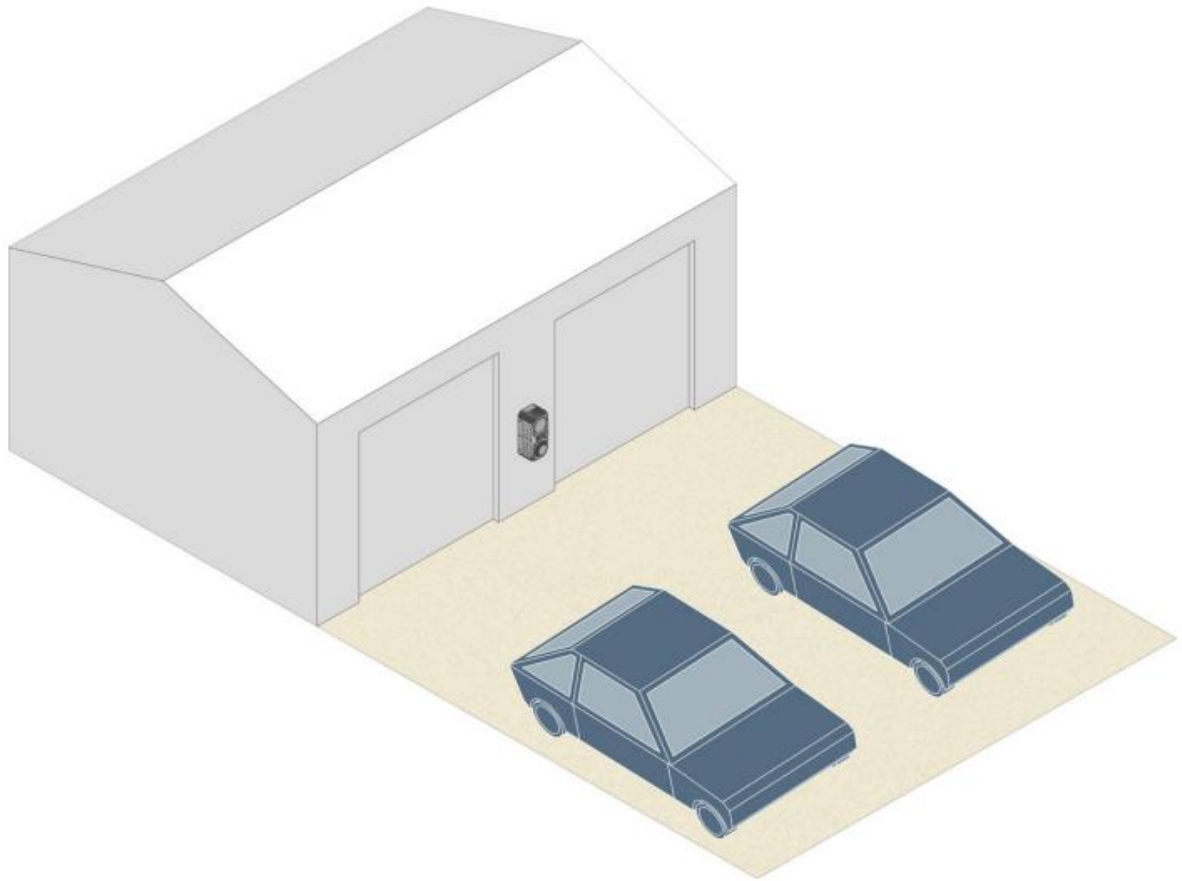
- 3.92. Justification:
- 3.93. Powered two-wheeled vehicles may represent a more efficient use of road space than private vehicles but are not a sustainable mode of transportation and do not contribute towards our Right Mix aspirations. As such, Parking for All takes a similar approach towards two-wheeled vehicles, as it does towards private cars.
- 3.94. Zone B maximums take UDP standards as a baseline, updating use classes and consolidating where possible.
- 3.95. Zone A maximums take Parking for All's tabulated car parking maximums as a baseline. For use classes E and B, maximum standards are raised to 2 spaces per 500m². This reflects motorcycles' more efficient use of space, with at least double the provision effectively provided by the same dimensions.
- 3.96. Parking for All recognises that motorbikes are a viable commuter option for those without high quality public transport to access employment opportunities in town centres. Parking for All also recognises that motorbike commuting is an infrequently used mode that may vary dramatically from one site to another. As such, the standards take a less prescriptive approach than the UDP, with many Zone A maximums to be determined on a case-by-case basis.

4. Parking for All: Parking Bay Design and Placement Best Practise Illustrations

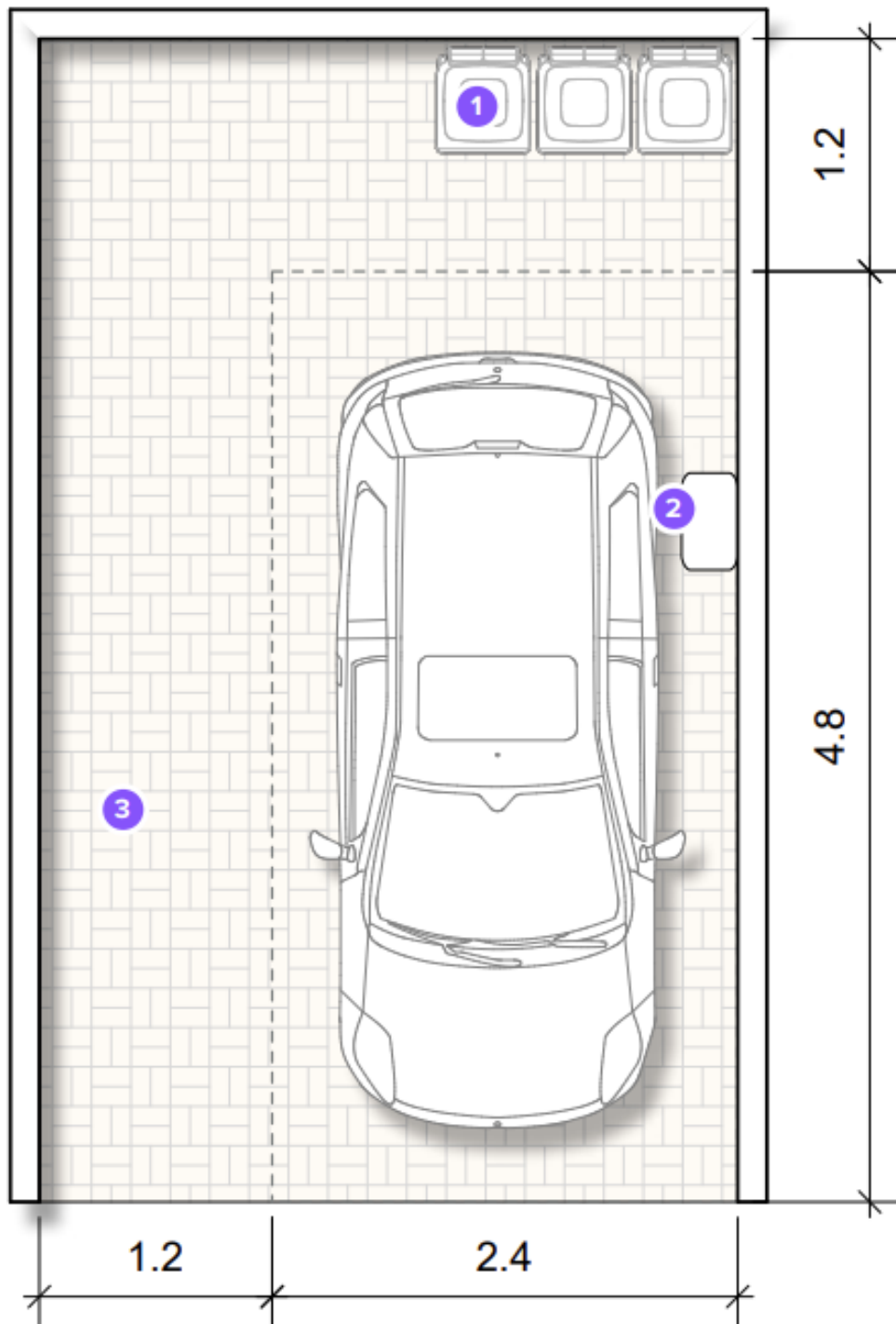
Double Garage



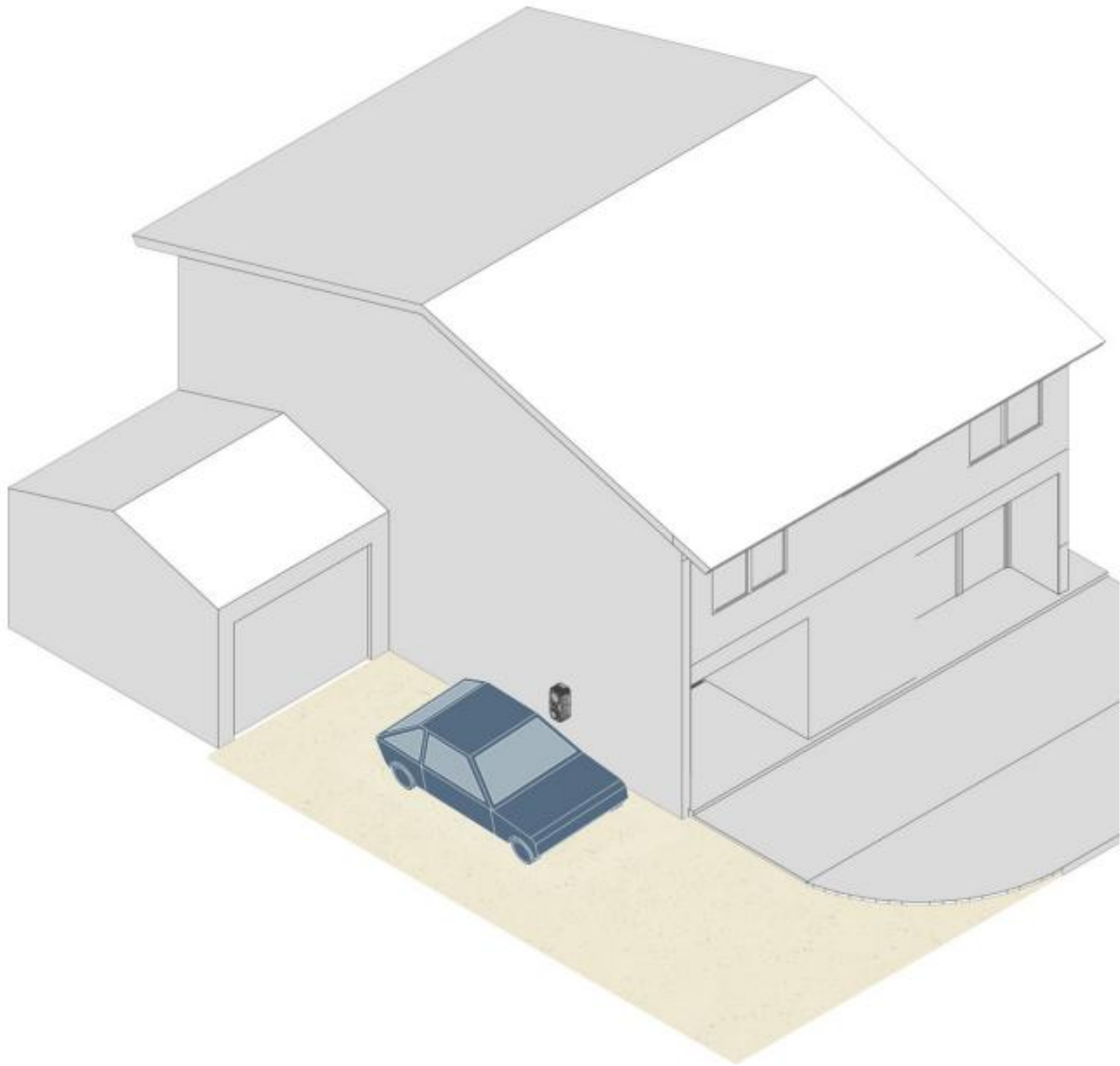
- 1 A minimum clear access zone of 1.2m to one side and the rear must be provided.
- 2 Access zones between two bays can be shared.
- 3 Alternate layout would provide the properties cycle parking within the garage with one internal parking space.
- 4 Where proposed close to a highway, there must be a minimum of 5.5m between the garage door and pavement to ensure the highway is not obstructed whilst the garage door is being opened.
- 5 Wall mounted electric vehicle charging point.



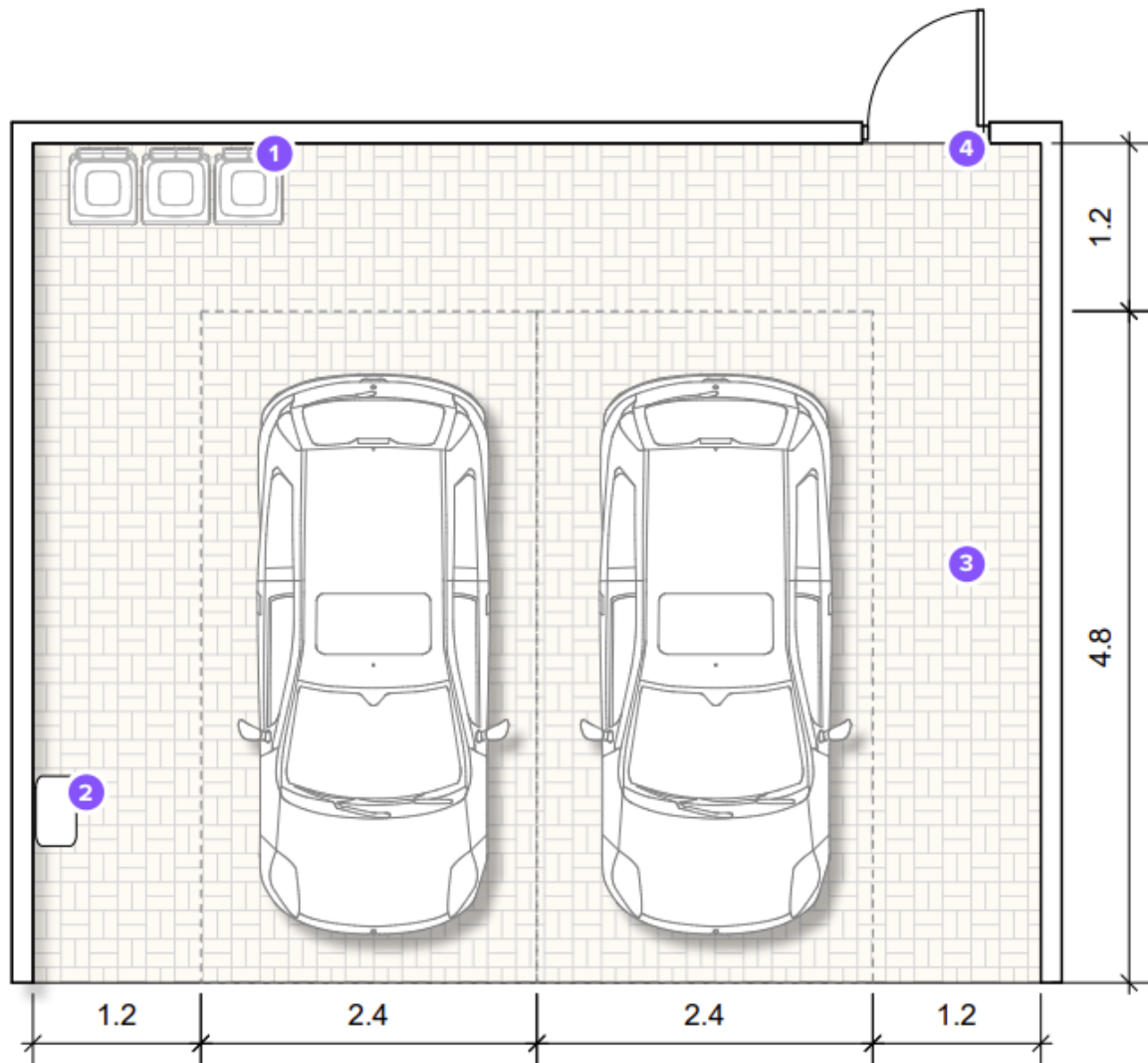
Single Driveway (to the side of the dwelling)



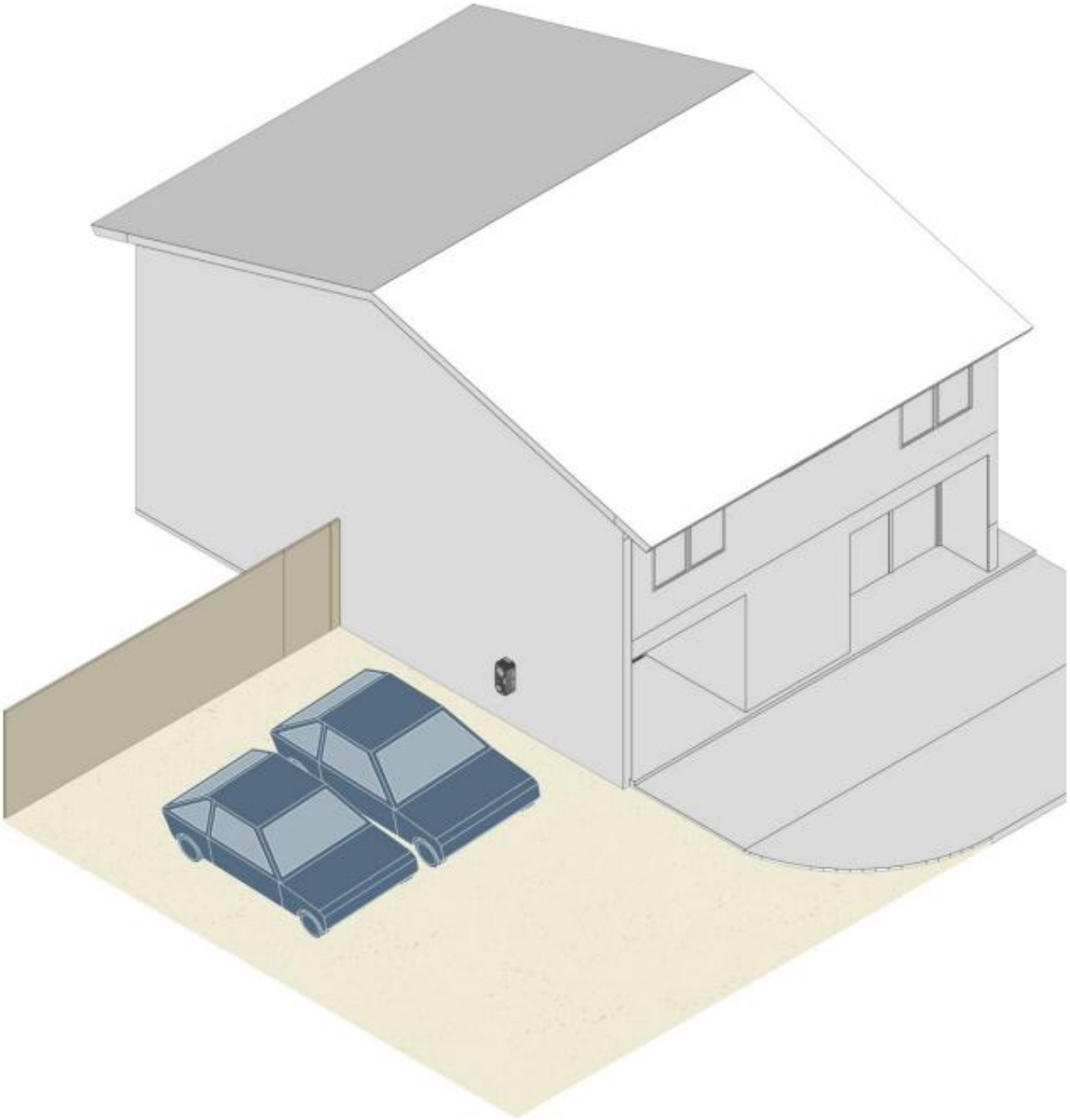
- 1 Option to use space for bin storage.
- 2 Wall mounted electric vehicle charging point.
- 3 A minimum clear access zone of 1.2m to one side and the rear must be provided.



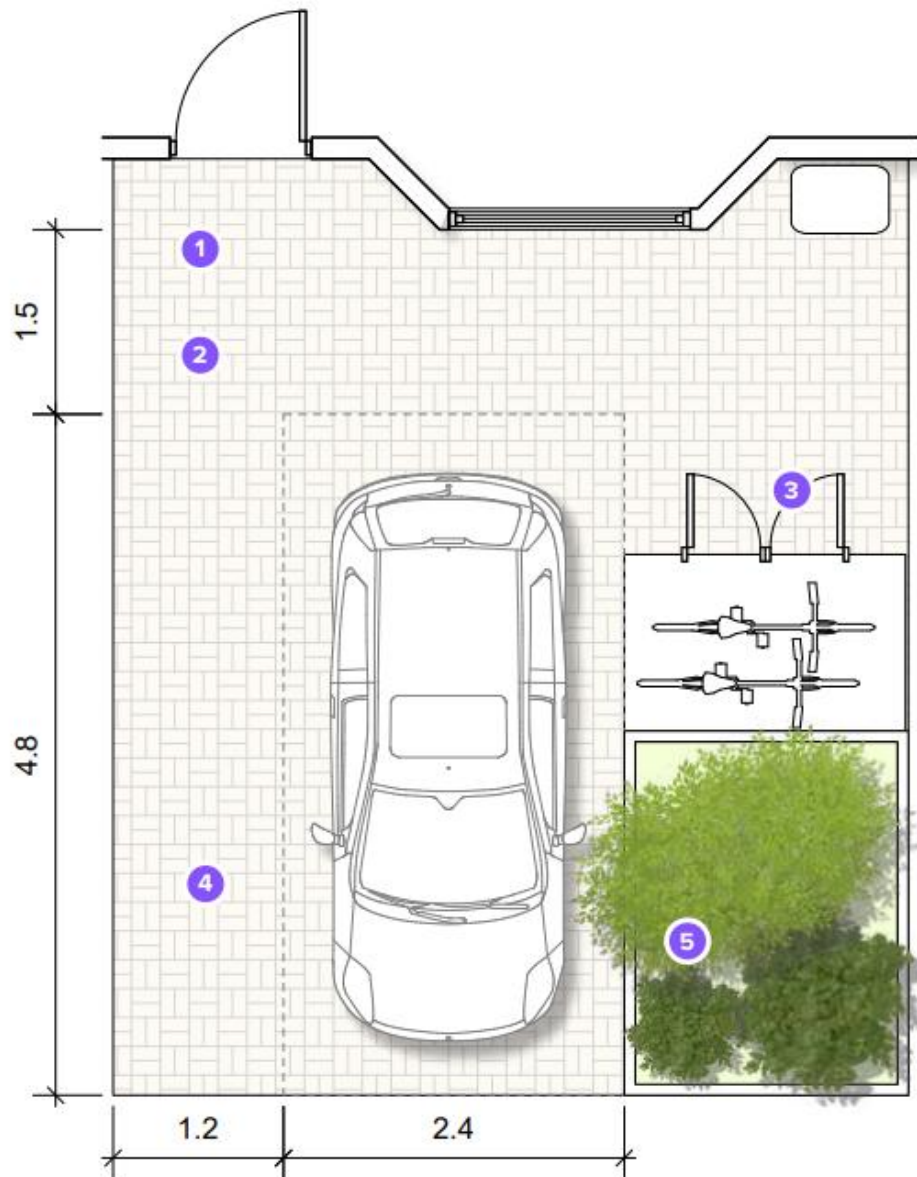
Driveway for Two Vehicles (to the side of the dwelling)



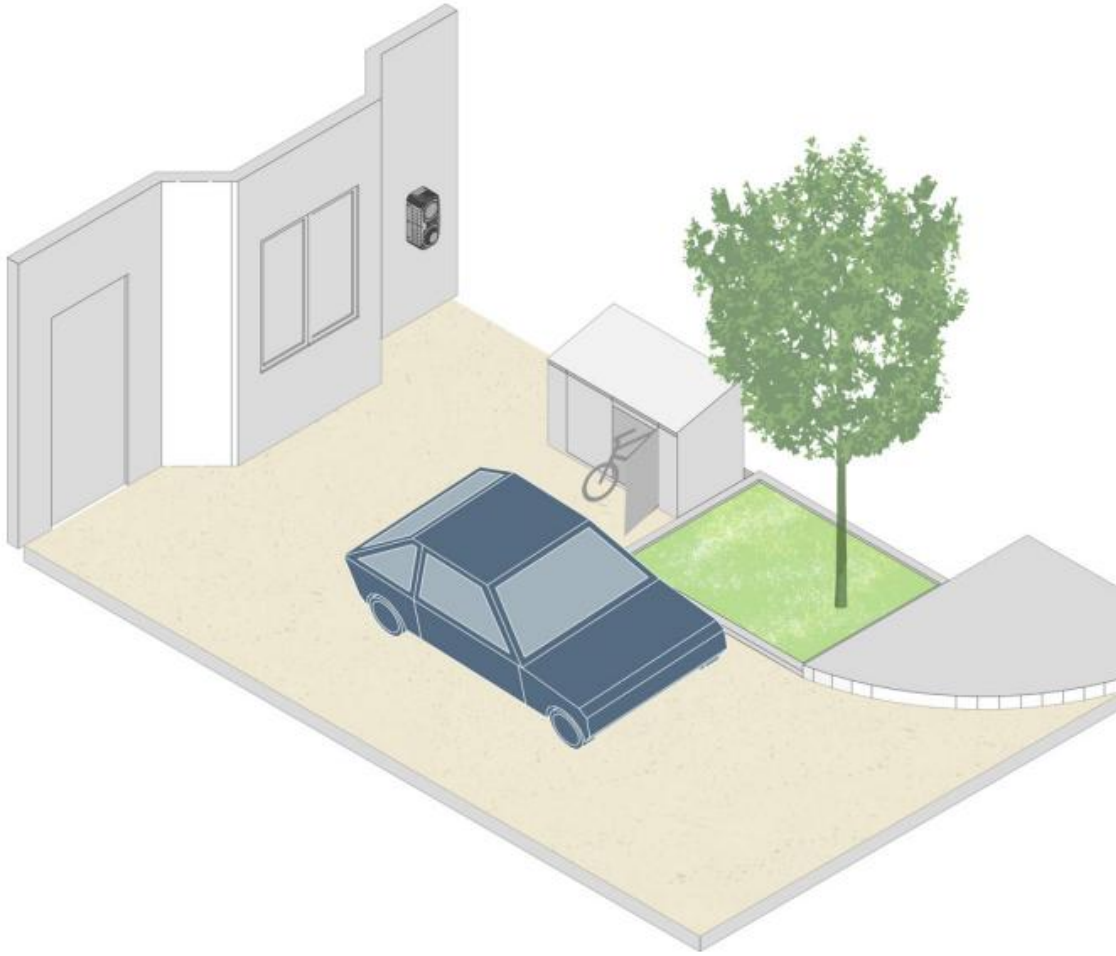
- 1 Option to use space for bin storage.
- 2 Wall mounted electric vehicle charging point.
- 3 A minimum clear access zone of 1.2m to one side and the rear should be provided.
- 4 Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.



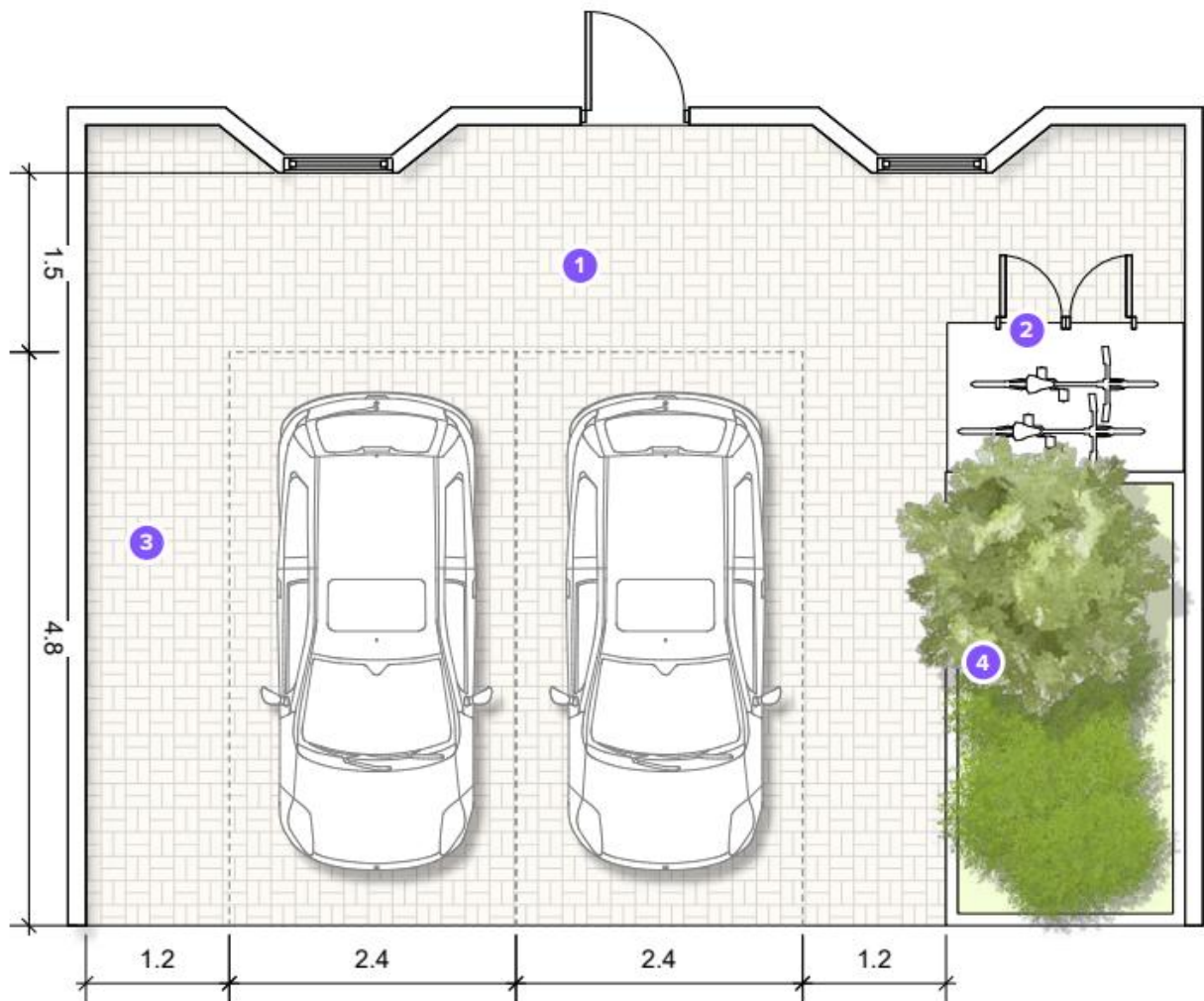
One Space to the Front



- 1** Wall mounted electric vehicle charging point.
- 2** A minimum clear access zone of 1.5m is required when a parking space is in front of a window.
- 3** Option to provide locked cycle parking at the front of the property for two cycles.
- 4** A minimum 1.2m walkway to the side is required for access to the property.
- 5** Option for low level planting/garden space depending on the layout.



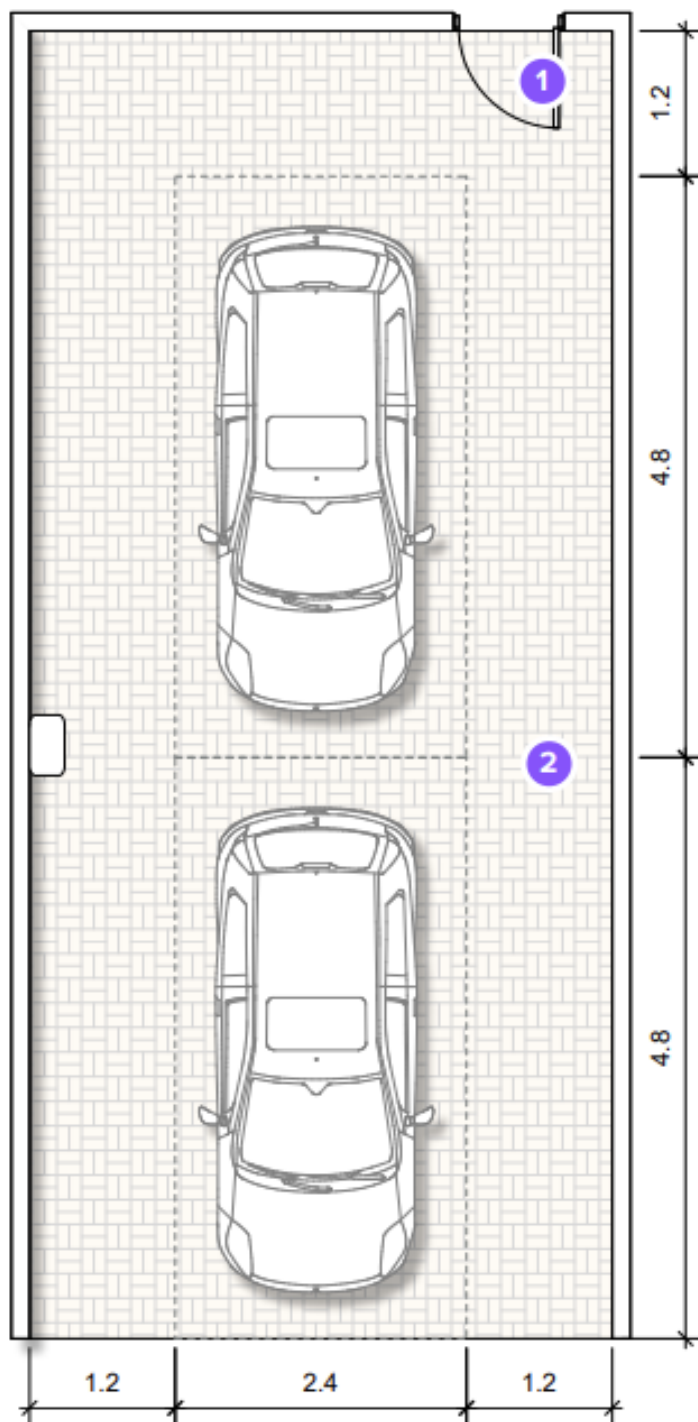
Two Space to the Front



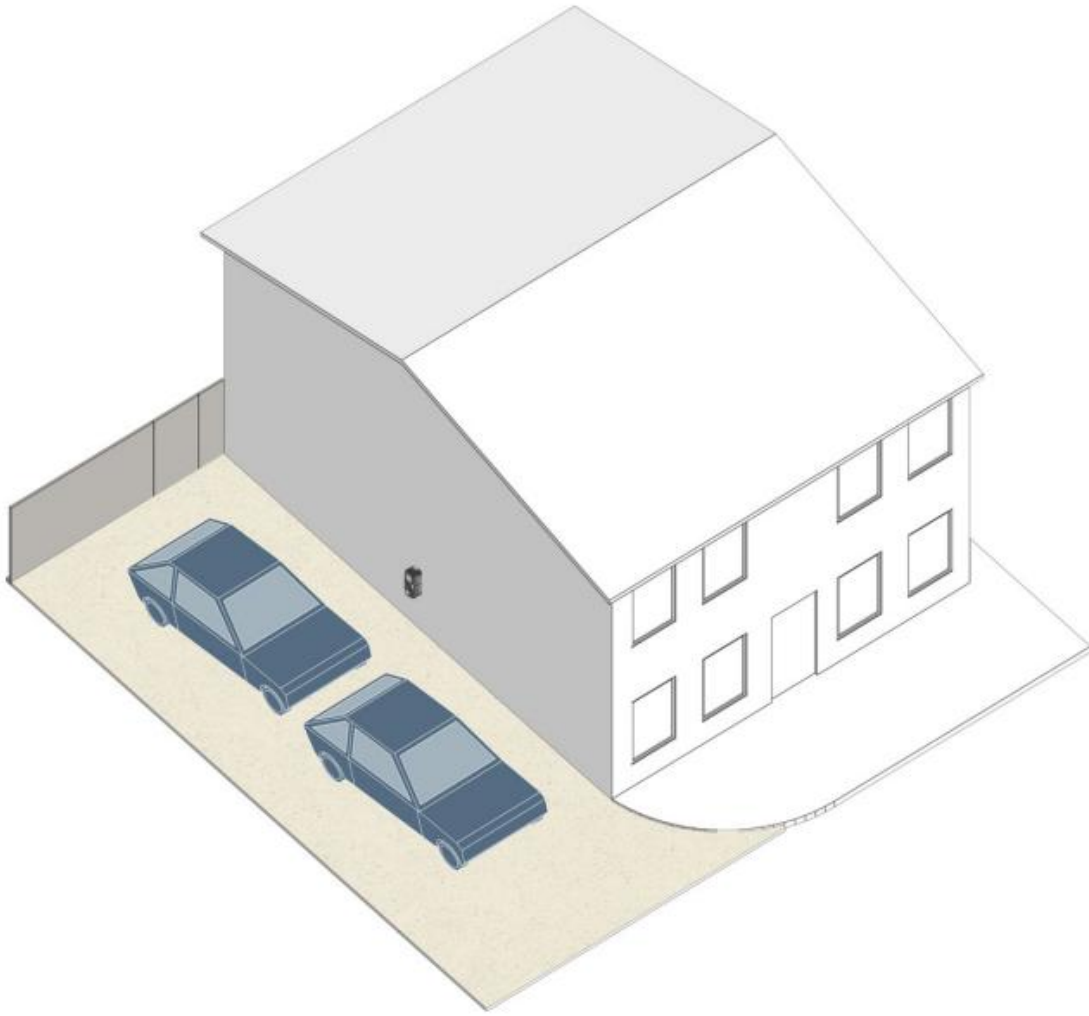
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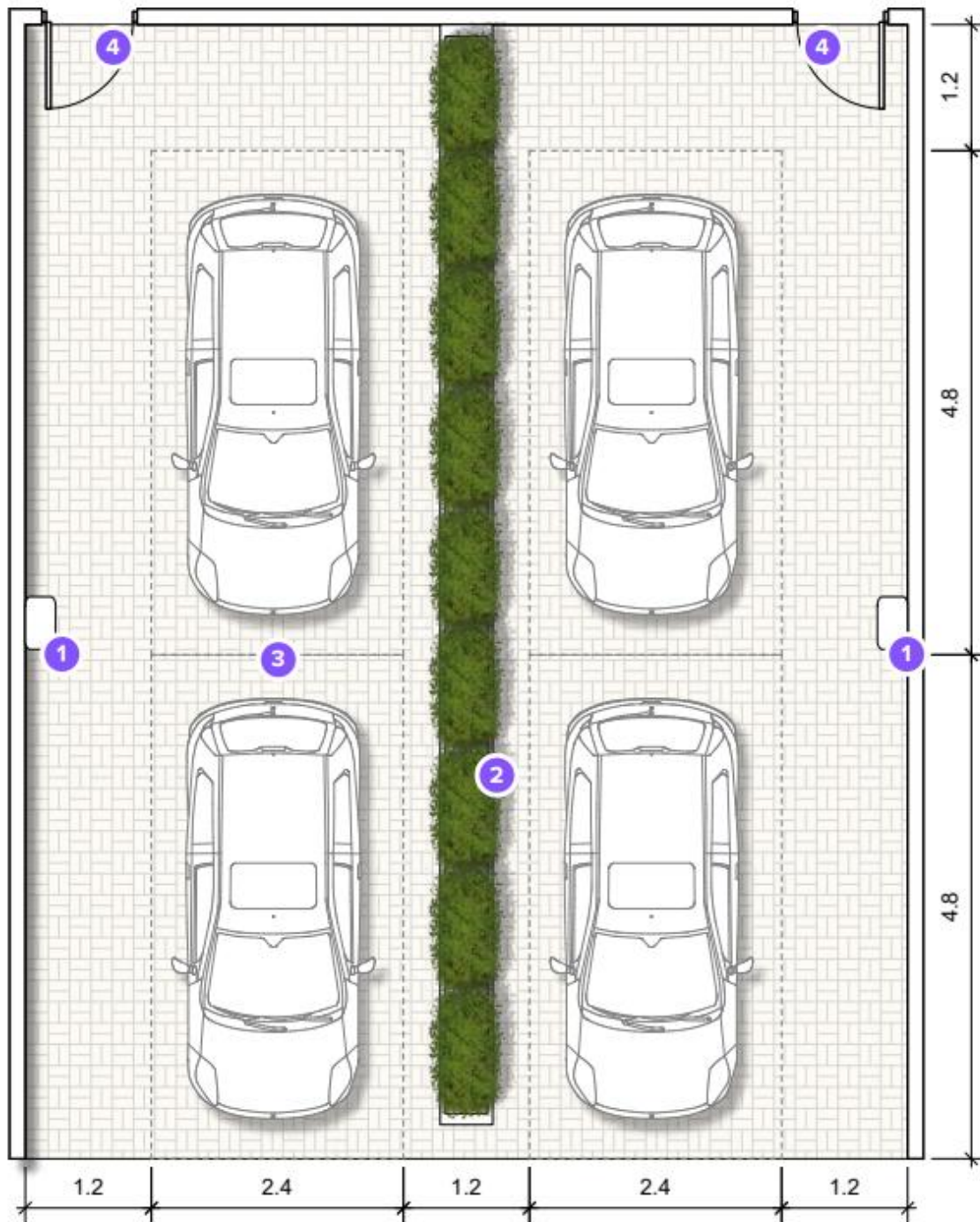
Tandem Drive (to the side of the dwelling)



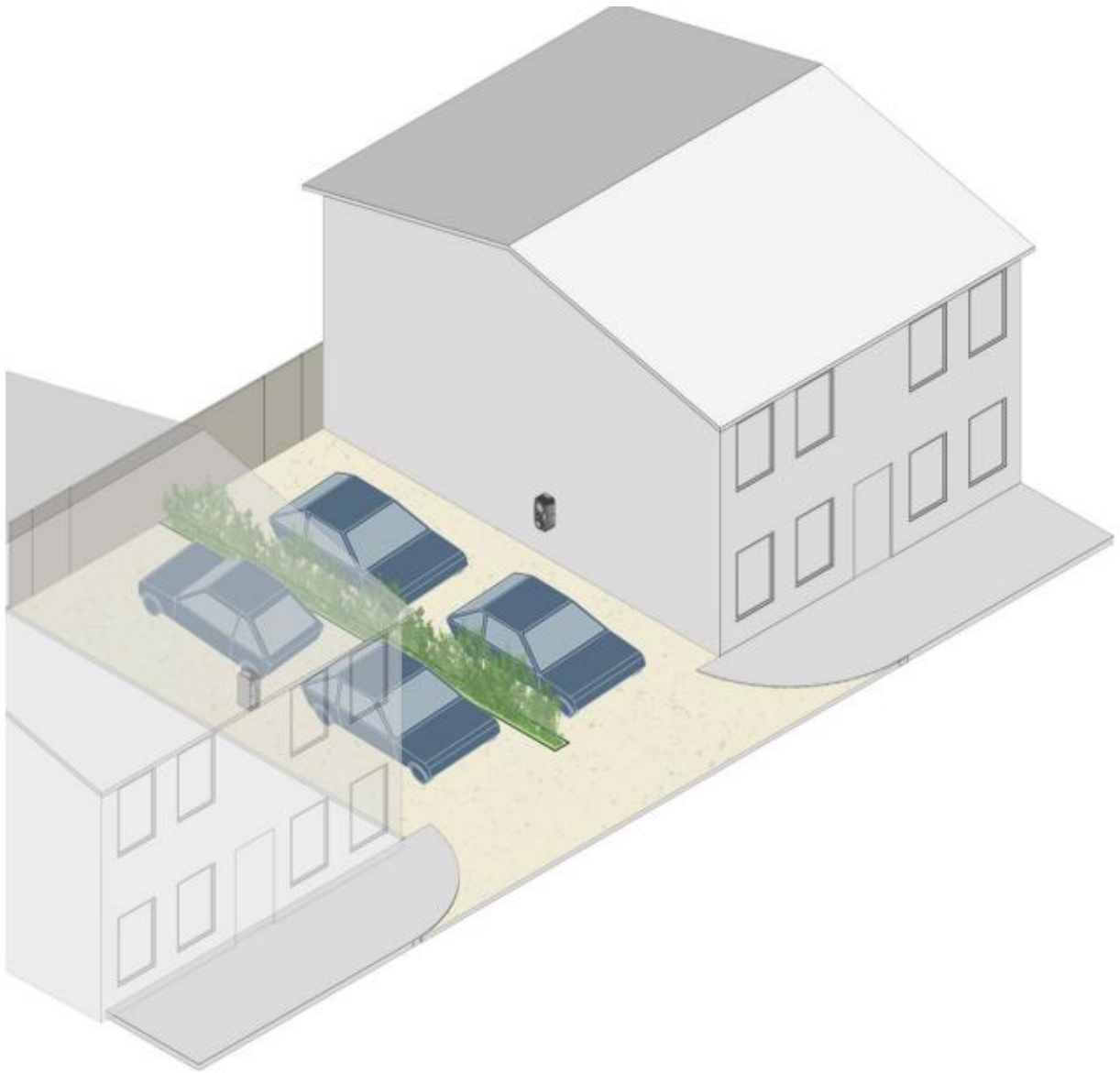
- 1** Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.
- 2** A minimum 1.2m walkway to the side is required for access to the property.



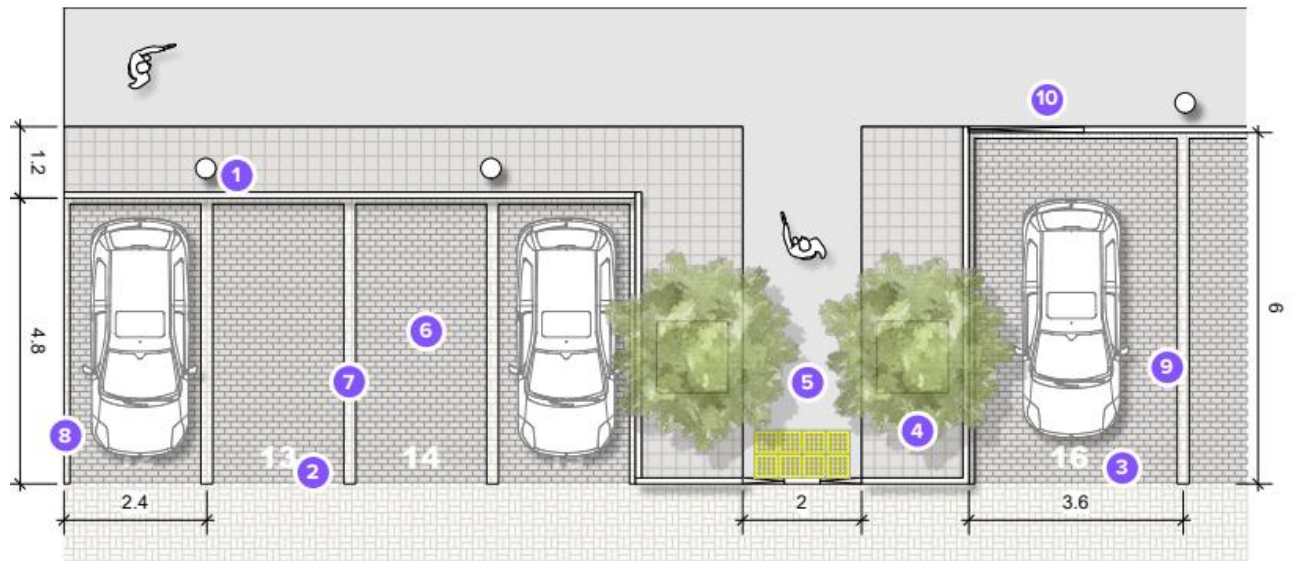
Double Tandem Drive (to the side of the dwelling)



- 1 Wall mounted electric vehicle charging point positioned so it can reach both vehicles.
- 2 Side access zone between two properties may be shared. This space can incorporate low level planting or a low wall to divide the two properties.
- 3 A maximum of 2 parking spaces can be arranged in a tandem arrangement.
- 4 Where direct access is provided to a rear garden or private space, refuse bin and cycle storage can be provided within this private space.



Perpendicular Communal Parking

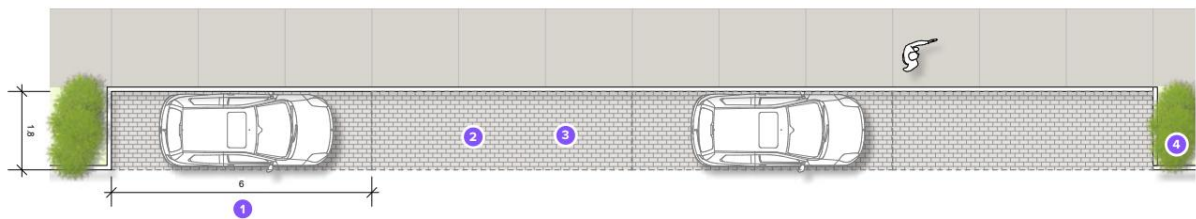


- 1 When mounted on a kerbed footway or island, an EV charging point should be set back a minimum of 0.5m.
- 2 Numbered parking bays may be used to aid parking management.
- 3 Disabled parking bays in communal layouts should be numbered and allocated to properties, therefore do not need to be marked as 'disabled'.
- 4 The width required for trees planted between parking bays will vary depending on species.
- 5 A 2m wide footway should be provided between a row of parking bays at regular intervals.
- 6 Permeable paving must be used for communal residential parking areas to allow water to drain through the surface, reducing run off and the risk of flooding.
- 7 Differing materials may be used as an alternative to white painted markings to delineate parking bays.
- 8 The 2.4m by 4.8m standard is not a statutory maximum, and flexibility may be applied for specific needs; however, good access and safe side access zones benefit all users in the efficient and safe use of cars.
- 9 Parking bays in communal layouts that could be used by a disabled person should be 3.6m wide and 6m long. This provides a 1.2m access zone to the side and the rear, consistent with best practise for Inclusive Mobility.
- 10 Dropped kerbs should be provided to enable access to the footway behind.

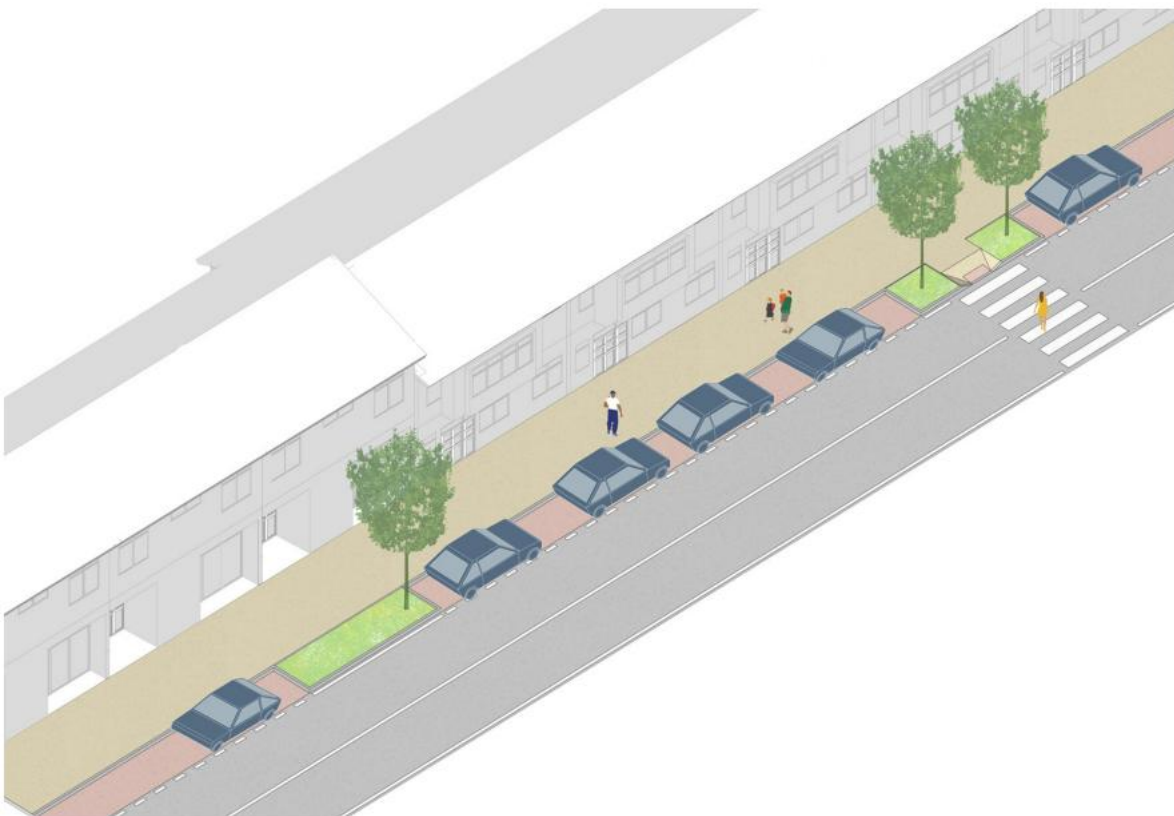


Permeable paving must be used for communal residential parking areas to allow water to drain through the surface, reducing run off and the risk of flooding.

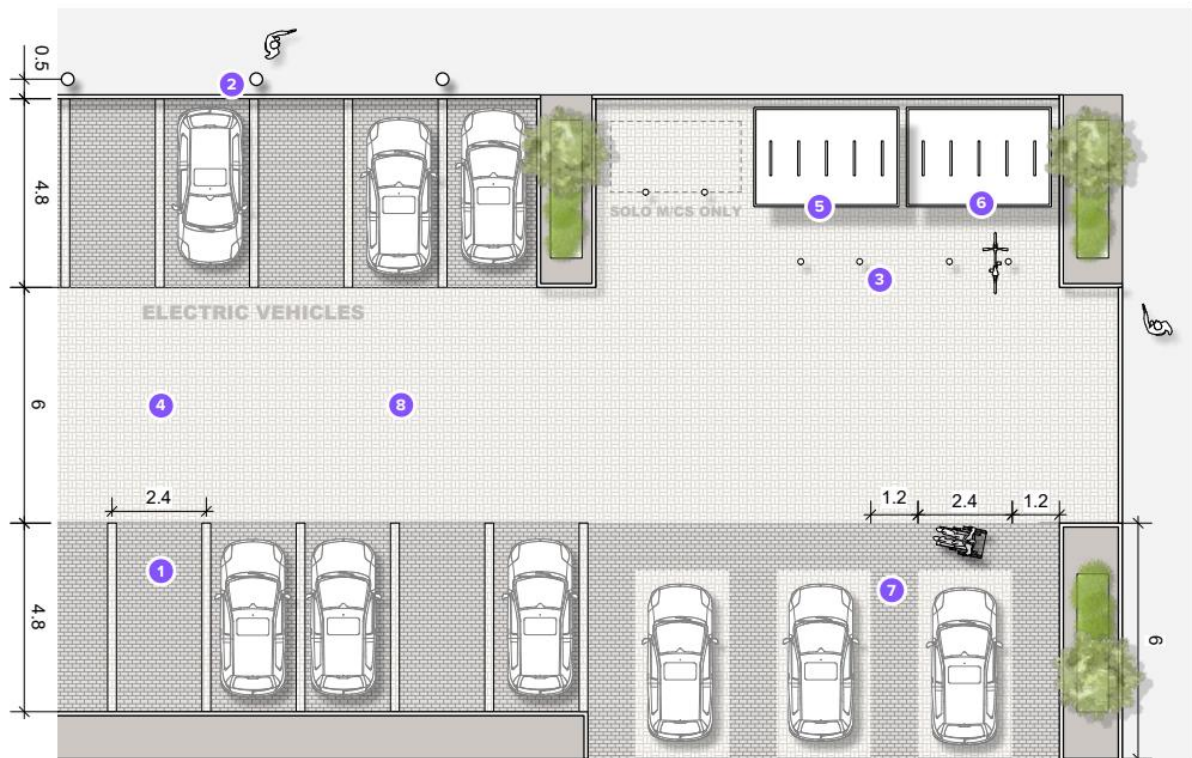
On Street Parallel (Residential)



- 1 For on-street parallel parking bays, a 6m length is recommended to provide sufficient space for manoeuvring. Shorter lengths may be considered for the first and last bays, where vehicular accessibility might be easier, particularly where acute angled ends are adopted.
- 2 To give greater flexibility, individual bays shouldn't be marked out.
- 3 Permeable paving should be used to allow water to drain through the surface, reducing run off and the risk of flooding.
- 4 A break must be provided after a maximum of four car spaces within a bay. Each break must include SuDs, planting, a pedestrian crossing, or a combination of these.



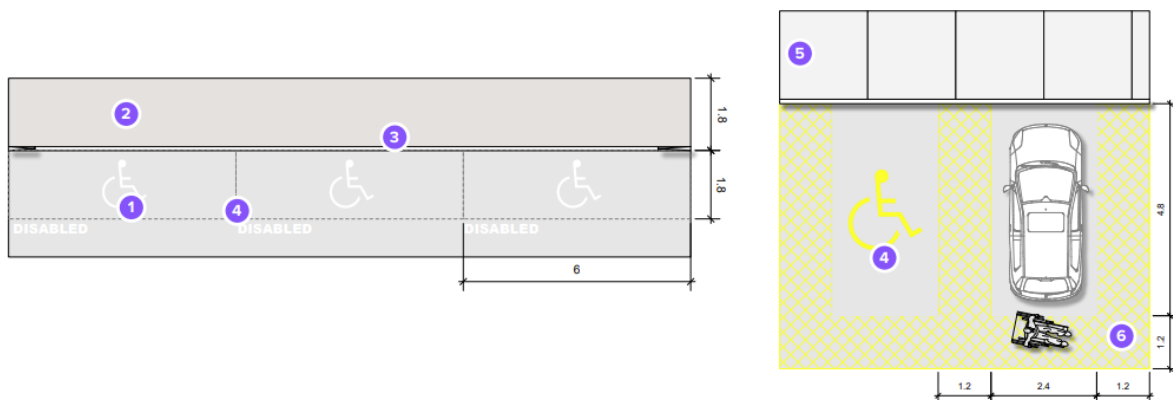
Non-Residential



- 1 Standard bay size of 4.8m by 2.4m.
- 2 When mounted on a kerbed footway or island, an EV charge point should be set back a minimum of 0.5m.
- 3 Bollards to prevent vehicle access.
- 4 Where two-way, the aisle width between perpendicular bays is 6m, this provides space for vehicles to manoeuvre into and out of the spaces.
- 5 Lockable cycle shelters for long-stay parking. Minimum aisle width between lockers is 3m.
- 6 Sheffield stands underneath a shelter provide short-stay cycle parking.
- 7 Standard parking bay size of 4.8m by 2.4m, with a clear space of 1.2m to allow for safe access. Side access zones may be shared between two bays.
- 8 At a minimum, parking bays should use permeable paving. Ideally, the aisles should also be permeable, allowing water to drain through the surface. This reduces runoff and lowers the risk of flooding

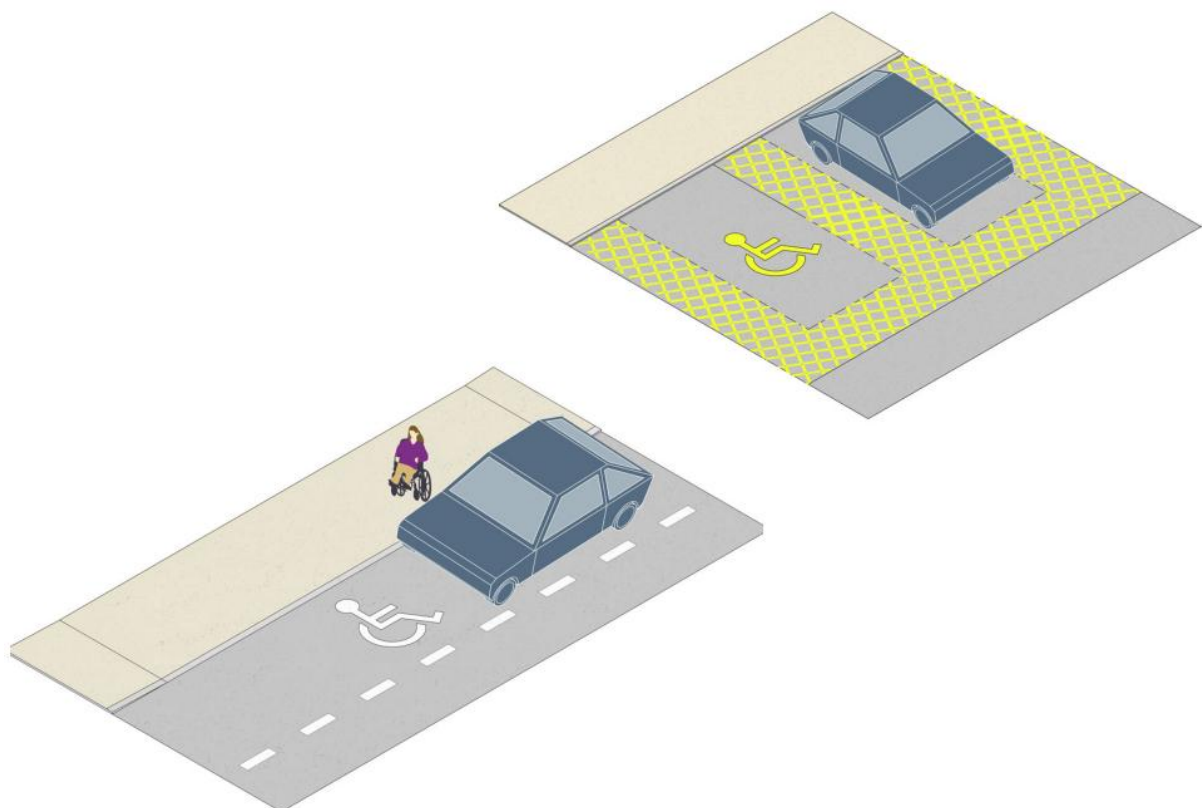


On-Street Disabled Bay



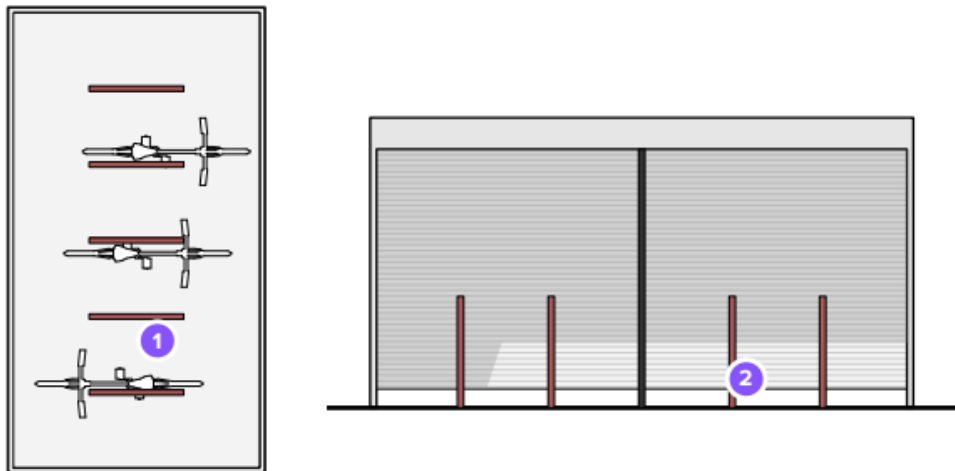
- 1 On-street disabled bays are to be used where the road is public highway or is intended to be offered up for adoption. These arrangements can be parallel or perpendicular to the kerb.
- 2 For on-street parallel parking bays, a 6m length is recommended to provide sufficient space for manoeuvring. To support inclusive access, an additional zone of at least 1.8m should be provided for side access. This 1.8m access zone can be accommodated within the footway, provided it remains unobstructed and free from street clutter, in line with best practice for Inclusive Mobility.

- 3 A dropped kerb or flush surface must be provided to access the adjacent footway.
- 4 Signs and markings should be used to indicate on-street parking spaces reserved for blue badge holders. These can be standard painted lines, or through contrasting materials.
- 5 Off-street bays are to be used in car parks and recommended for disabled parking bays on private land.
- 6 A standard parking bay size of 4.8m by 2.4m is applied, with a clear space of 1.2m to allow for safe access. Side access zones may be shared between two bays.

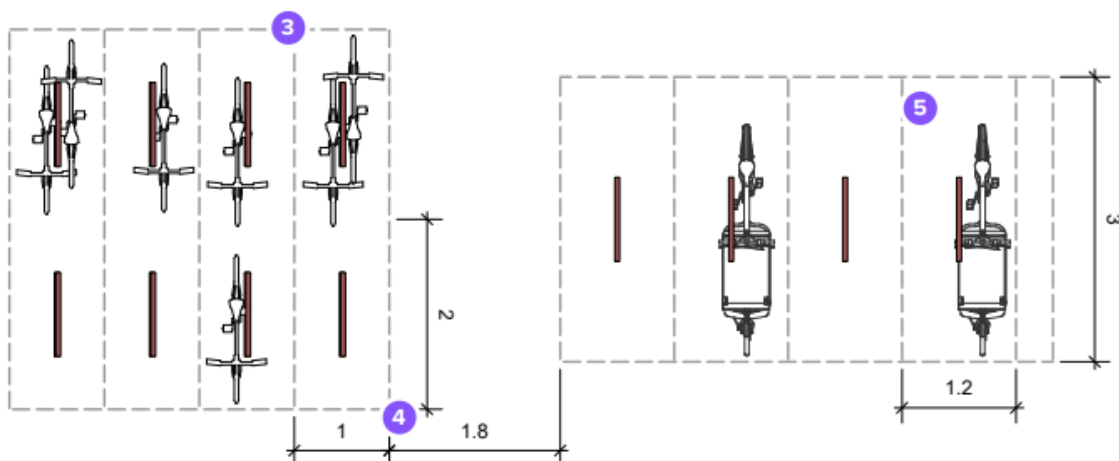


Cycle Parking

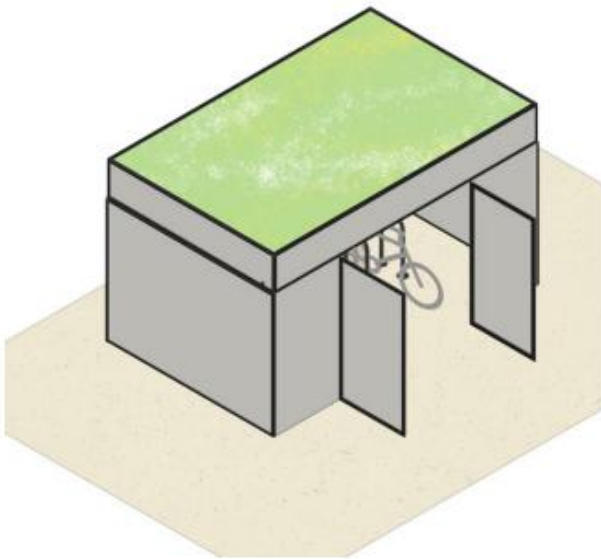
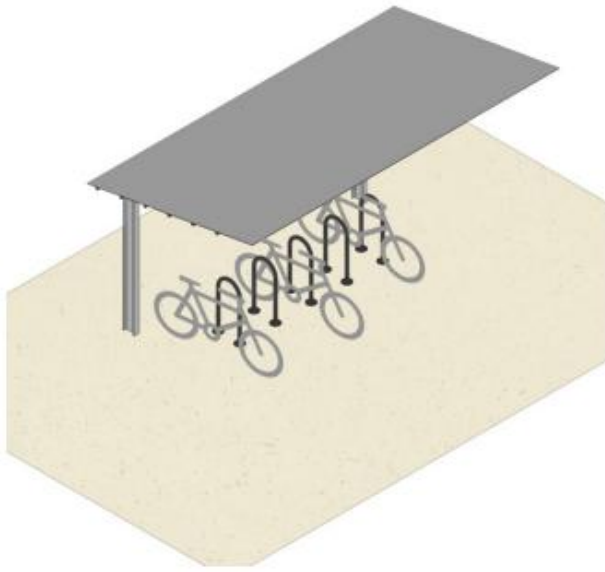
Long Stay Cycle Parking



Short Stay Cycle Parking

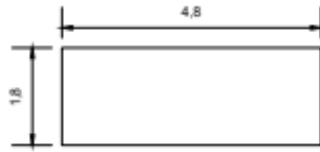


- 1 Long stay cycle parking should be secure and covered, and in a convenient location to encourage the use of sustainable travel.
- 2 Electric, cargo and adaptive bikes should be considered when providing long-stay cycle parking provision.
- 3 Short term cycle parking must be located near the building entrance, with good lighting and well overlooked.
- 4 A shelter should be provided for short-term cycle parking, with a minimum space of 1m between each stand.
- 5 For adaptive cycles, a minimum clearance of 3m x 1.2m should be provided.



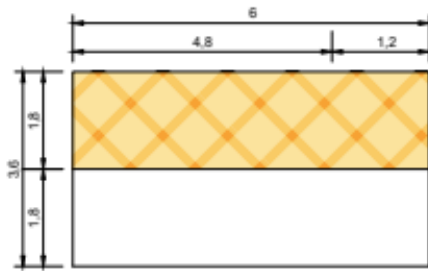
Quick Guide (Standard Parking Bay Sizes [metres])

On-Street



Parallel bay: 1.8m x 4.8m (min)

Parking for all recommends a 1.8m width for on-street parallel parking bays, with 4.8m length. Individual bays shouldn't be marked out to give more flexibility.

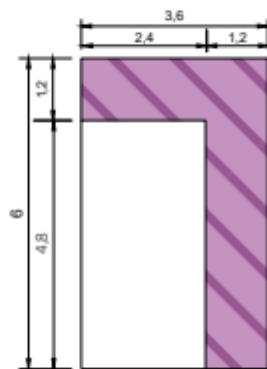


Disabled parallel bay: 3.6m x 6m

Disabled bays should have an additional zone of 1.8m to enable access from the side and 1.2 to the rear. A dropped kerb or level surface should be provided for access to the footway.

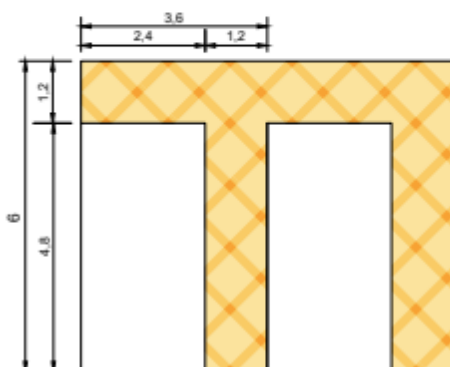


Standard bay size: 4.8m x 2.4m



Accessible bay/single disabled bay: 3.6m x 6m

For dwellings to be accessible and adaptable, where a parking space is provided for within the private curtilage of a dwelling (including garage, driveway), a clear access zone of 1.2m to one side and the rear must be provided.



Double disabled parking bay: 3.6m x 6m

For disabled parking bays, a clear access zone of 1.2m to the side and the rear must be provided, side access zones may be shared between two bays.

17 Appendix D – Superseded Policies

18 Appendix E – Strategic and non-strategic policies

19 Appendix F – Draft Monitoring Framework

Vision	Objective	Indicator
<p>Homes: A place where people are proud to live, with a range of attractive and affordable homes that meet local needs.</p>	<p>Homes: To ensure sufficient new housing is provided against the PfE requirement, proving a range of suitable and affordable homes to meet residents' needs, making efficient use of land, buildings and previously developed sites.</p>	<p>Efficient use of land - Percentage of new dwellings delivered on previously developed land.</p> <p>Affordable housing – Percentage of net additional socially rented property as a proportion of all net additional dwellings.</p> <p>Affordable housing – Percentage of net affordable homes as a proportion of all net additional dwellings.</p> <p>New Homes – Number of net additional dwellings delivered.</p> <p>New Homes – Cumulative number of net additional dwellings delivered since the start of the plan period.</p>
<p>Jobs: A place with a strong local economy where businesses choose to remain, invest and grow, and where residents can learn and earn.</p>	<p>Jobs: To meet our employment needs and provide greater opportunities for residents, reversing a decline in job density, enabling all to share in the opportunities provided by economic growth.</p>	<p>Successful businesses – Sqm of new gross office and industry and warehousing floorspace delivered</p> <p>New and effective businesses - Percentage of total businesses being new, high growth enterprises.</p> <p>Job density – Job density ratio.</p> <p>Good pay and benefits - Average monthly pay in Tameside as a percentage of the northwest average.</p>
<p>Centres: A place with a range of strong, vibrant and diverse centres which serve their local communities and</p>	<p>Centres: To support the regeneration of the borough's centres, to thrive, be vibrant and attractive and safe</p>	<p>Use of space in centres – Town centre commercial units vacant as a percentage of all town centre units.</p> <p>Town centre churn – Percentage of town centre commercial units vacant for longer than 12months.</p>

<p>where people want to spend time.</p>	<p>spaces where people choose to spend time, growing their resident population through new homes.</p>	<p>Resident population – Net additional dwellings delivered within town and edge of centre locations.</p>
<p>Travel: A well-connected place, where active travel is the first and natural choice, with high quality public transport connections, where people can travel safely and conveniently to destinations both within and beyond the borough.</p>	<p>Travel: To enable everyone to travel safely and conveniently, supporting the sustainable movement of people and goods, achieving the ‘right mix’ of transport modes, as set out within our Local Transport Plan, with 50% of trips made by public transport or active travel by 2040.</p>	<p>Travel safety – An absolute reduction in Road Traffic Accidents (RTAs) measured as % variance from the 2017 – 2019 average.</p> <p>Public Transport use – an absolute increase in passenger boardings in Tameside for bus and Metrolink as well as Bee Network Rail, once live.</p> <p>Service Reliability – Bus punctuality (services running between one minute early and five minutes late as ‘on time’) for services in Tranche 3 (Tameside) of the Bee Network against an 80% minimum target.</p> <p>Metrolink punctuality (departing less than 2 minutes late) as a % against a 90% minimum target.</p> <p>Rail punctuality as measured by PPM (public performance measure) for operators in GM against an 85% minimum target. Punctuality of Bee Network Rail services against an 85% minimum target to be measured following the introduction of service.</p>
<p>Places: A place where our cultural and built heritage are cherished, and where good design creates sustainable, safe,</p>	<p>Places: To deliver development that promotes high quality design, protects, enhances and makes a positive contribution to the character, heritage</p>	<p>Civic pride - Increase Tameside residents' civic pride, including satisfaction with local area and recommending the area as a good place to live, compared to Greater Manchester neighbours</p> <p>Culture and heritage - number of designated heritage assets.</p>

<p>inclusive and accessible places.</p>	<p>and identity of Tameside and maintains protection of the Green Belt.</p>	<p>Culture and heritage - number of designated heritage assets on the at risk register</p> <p>Culture and heritage - number and areas of designated conservation areas</p>
<p>Environment: A greener place with a thriving natural environment and clean air, where communities and infrastructure are sustainable and climate resilient.</p>	<p>Environment: To ensure that new development is energy efficient and responds positively to climate change, ecologically sensitive locations, avoids pollution and flood risk, protects resources and remediates land.</p>	<p>Clean air – Percentage of Tameside designated as an air quality management area.</p> <p>Ecological protection – Number and grade of designated Sites of Biological Importance.</p> <p>Ecological protection – Ecological condition of the boroughs designated SSSI.</p> <p>Water bodies - percentage water bodies of in good ecological status or potential</p>
<p>People: A place where children are given the best start in life, are able to exceed expectations and where everyone is able to live a healthy, happy and active life within thriving supportive communities, supported by the services they need.</p>	<p>People: To reduce inequalities, improve outcomes and ensure the provision or enhancement of services and infrastructure, including health, education and green infrastructure to support new and existing communities.</p>	<p>Hot food Takeaways (HFT) – Fewer HFTs per 1,000 residents. Currently 1.51 per 1, 000 residents.</p> <p>Number of new HFTs approved new exclusion zones (400m from schools, colleges)?</p> <p>Young people in employment - percentage of young working age population in employment.</p> <p>Borough lifespan – life expectancy gap between the most deprived and least deprived areas in Tameside.</p> <p>Healthy Food Environments – Number of Year 6 pupils classed as obese (including severe obese) within the borough. No increase in levels of childhood obesity.</p>

20 Consultation instructions and what happens next

Consultation 19 December 2025 - 20 February 2026

We would welcome your comments on the Homes, Spaces, Places, Preferred Option draft plan and supporting documents. If you wish to propose new or revised policies, or suggest sites to the council for development, protection or designation for particular purposes, you should provide as much evidence as possible to support this.

How can I view the draft Homes Spaces Places Preferred Option Plan?

This consultation document, Integrated Assessment, Habitat Regulation Assessment and supporting evidence and background topic papers can be found on the council's website at: www.tameside.gov.uk/homesspacesplaces

The Plan can also be viewed both electronically or in paper form at the council's main office in Ashton-under-Lyne and via other Tameside Council libraries during their normal opening hours during the consultation period⁶⁸. A hard copy of the Integrated Assessment can also be inspected at the council's main office in Ashton-under-Lyne.

If you would like to discuss this consultation or ask any questions before making your comments, you can book a telephone appointment with a planning officer. Appointments run for up to 20 minutes. To book an appointment please call 0161 342 8355, selecting option 4.

How to comment?

While it is requested that representations are made via the online comments form on the council's website where possible, they can be submitted by any of the following means:

Online at: www.tameside.gov.uk/homesspacesplaces

By email to: planpolicy@tameside.gov.uk

By post to: Planning Policy Team, Tameside One, PO Box 304, Ashton-under-Lyne, Tameside, OL6 0GA.

All comments should be received by no later than 20 February 2026.

Treatment of comments

⁶⁸ <https://www.tameside.gov.uk/libraries/openingtimes>

As an open and transparent process, responses in full, including a respondent's name will be available to view publicly and therefore cannot be made in confidence, although personal information such as postal and email addresses alongside signatures and phone numbers will be redacted. In addition, where respondents suggest sites to the council, a map showing the location of the submitted sites, the use they have been suggested for and details of who has put the site forward will be published. Redacted comments will be summarised using an advanced large language model to support the council in analysing consultation responses. These summaries will then be reviewed by planning officers before being published.

We will always process your data and information in accordance with UK GDPR and the Data Protection Act 2018. Respondents should be aware of the council's privacy notice⁶⁹ in responding to the consultation. We do not sell your information to other organisations. We do not move your information beyond the UK. We do not use your information for automated decision making.

What are the next steps?

Once the consultation closes, responses received will be considered and any sites put forward assessed. This will help us to write the publication draft plan. We will publish a summary of the consultation on our website so that you too can see the main issues that have been raised. It is anticipated that the publication draft plan will be available for consultation in June 2026.

Stay Informed

If you would like to stay informed about all aspects of the Tameside Homes Spaces Places Plan and are not already registered to receive communication, you can do so by completing our online form⁷⁰:



If you are already receiving correspondence and wish to unsubscribe from the service, please contact us at planpolicy@tameside.gov.uk or by calling call 0161 342

⁶⁹ [https://www.tameside.gov.uk/TamesideMBC/media/Planning/Planning-Policy-Privacy-Notice-\(FINAL\).pdf](https://www.tameside.gov.uk/TamesideMBC/media/Planning/Planning-Policy-Privacy-Notice-(FINAL).pdf)

⁷⁰ <https://forms.office.com/e/0EzkUCNcTH>

8355, selecting option 4 or write to Planning Policy Team, Tameside One, PO Box 304, Ashton-under-Lyne, Tameside, OL6 0GA.